



Flatwater News

July
2007

A publication by and for the members of the
Flatwater Austin-Healy Club of Nebraska and Western Iowa

July 2007 Calendar:

July 6-8: Fri -Sun
Sioux City Weekend (Pg 3)

July 12: Thursday
Jackson's Pub, Gretna,
Hwy 6/31 6:30 p.m. or so

July 14: Saturday
Breakfast at Mahoney State
Park, with Key Exchange
Driving event 9 a.m. or so
Plus

Fremont Days car show 9-5
and BBQ at Thietje's 5-?

July 19-29 Thurs-Thurs
Road America- Elkhart
Lake Wisconsin (See Pg 3)

July 20: Friday
FAHC RPP

July 23: Monday
Officers Meeting 7p.m.
at Jacksons Pub
This a late July and early
August meeting

July 27 Friday
Fish at the Surfside Club in
Omaha 6:30 P.M.
Help us prepare -RSVP
(See page 3)

July 29: Sunday
Scribner Airport Run
(Rescheduled Pg. 4)

PROCRASTINATORS

It's not too late for you
to have a long distance
adventure. Join the FAHC
members who are headed to
Sioux City, Wisconsin or
Pennsylvania (See Page 3)

JOHN C. FREMONT DAYS

FREMONT, NEBRASKA

"All Tracks Lead to Fremont"

CAR SHOW AND BBQ

Join in the fun Saturday July 14th in Fremont. Win a trophy, view 4 blocks of neat cars and eat some great BBQ. Car show participants should meet at host member Leo Thietje's home at 8:30 so they can convoy to the show and park together. The show and registration starts at 9, judging starts around 11 and trophies, Big Ones, are awarded at around 4:30. LBC's compete in the foreign 2-seat category. If you pre register you qualify for \$100 drawings. Call Al Mumm for entry forms and questions 402-359-2732.

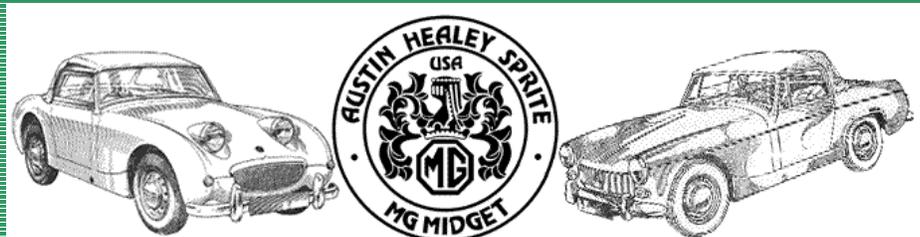
Come for the BBQ and a chance to socialize even if you don't attend the car show. Her Majesties Patrol will provide the pulled pork and beverages. You may bring a salad, snacks or desert to share potluck fashion. Leo and Joanne enjoy hosting this event at their home at 1535 West Linden Avenue. Call 402-7218585 or e-mail Leo lgtg@novia.com. RSVP's are encouraged.



LAST YEARS LINE UP

Photo by Phil Brauer

PLAN WAAAAAY AHEAD



50 years of fun

One celebration - two great events May and June 2008
You don't have to have to own one to join in the fun. (see pg 3)

Presidential Ponderings

By Greg Lemon

I am as pleased as punch as they say with the attendance and general experience with Fish so far this year. When I joined the club some distant and fuzzy time ago last Friday of the month Fish was certainly a major part of the FAHC scene, I wanted to make it so again this year. However, the people who have made it so are the Brunkes, Stones and Morgans—and all that have been showing up on a regular basis and making Fish a 40 person event each month. We have had excellent options to review, and the club seems to have taken it on as somewhat of an adventure as we explore the state, drive our cars, eat, drink and socialize on the last Friday of the month.

I would also like to welcome aboard Dave Erickson who has agreed to serve as our vice-president this year, I look forward to working with him and it is good to have the officer roster complete again

A little less of a success has been the FAHC Rotating Perpetual Party, we didn't have a host in June and we do not have one yet for July. I was beginning to stress over this, but have recently decided to heed the words of Doris Day ("Que Sera Sera... whatever will be will be, the future's not ours to see, etc.) and we will happily support anyone who wants to step up as host, and if no one steps up, well, we have events going more weekends than not for the rest of the summer and beyond so I don't think the club will collapse.

We get into the heart of the driving season with the key exchange and rescheduled airport run this month and the autocross, which we have now have confirmed for location, insurance etc.

June will be gone by the time you read this, regardless of the math, I still say June is the shortest month of the year, and it flies by much faster than February. Pretty soon we will be talking about the fall show, officer elections, and the rest of the things that wind up the club event year. The moral of the story, life swings by fast, get to doing what you want to do before it's too late.

Hope to see you soon.

Key Exchange at Mahoney Saturday the 14th

By Greg Lemon

Last years key exchange was a big hit, a great opportunity to get to know other club members and drive other British cars. We will once again hold the event in conjunction with breakfast at Mahoney. The event will be low "key" (sorry couldn't resist) bring your car to Mahoney Park off of I-80 between Lincoln and Omaha on Saturday the 14th, breakfast starts at 9:00 or 9:30, so lets look at wandering out to the parking lot at 10:20 or so and get started around 10:30.

PIT STOP

By Joe Kueper

It went so fast! I had been looking forward to the Glenwood Springs Rallye for almost a year and now it is a three-week-old fond memory. We put on about 700 miles on our 27 year old MGB in three days and it ran like a champ. It never occurred to me to be concerned that I might have a mechanical problem. People that drive an LBC, usually with less than 80,000 miles, who think they are lucky when they make it to the grocery store and back, always amuse me. These cars were reliable in their day and they are reliable today given routine maintenance. We have many members who are routinely going long distances to events. I urge you to join them. If you are not driving your LBC you should pick out one of the fine events featured in this month's letter and get on the road.

If you are worried about something on your car not working, ask one of the clubs gear heads to help determine if it is a problem and fix it. That is one of the benefits you get with your membership. All you have to do is put your hood up and shade tree mechanics will be drawn to it like a moth to a flame. Next, join up with the other members who are going to events. That is why we post the names of members who are going places in our news letter. You won't find a more congenial and sharing bunch of people than your fellow club members. A prime example is the Brunke's road-side rescue of an MG driver (non FAHC member) who was also headed to the Kansas City Car show and threw a fan belt. There is no reason to be shy and there is always safety in numbers. Just pick up the phone.

Well, I need to install a header exhaust on the B for more performance at Scribner, fix the oil leak on the TR3 for the Sioux City run and start the restoration on the MGB GT so I can use it as a daily winter driver. I've got plenty to do and so do you. Read and enjoy, I'm heading to the garage.

FISH FRIDAY LAST AND NEXT

The Fish ladies are doing a great job. The Cedar Creek Inn Bar and Grill was jammed with over 40 members in May plus one we signed up on the spot. The popularity of this event makes your RSVP important

Call Pam 402-438-3330 or Theresa at 402-944 or contact

James & Theresa Morgan - jm93552@alltel.net

Dennis & Jane Stone - janes_54@msn.com

Rich & Pam Brunke - p_brunke@yahoo.com

JULY FISH

You asked for it - you got it. A couple of members suggested the Surfside Club in Omaha. So that is July's destination.

Surfside Club, 14445 N River Drive,
Omaha NE. Friday, July 27, 6:30 or so.

Some things you need to know:

There is a dress code -

"No cut offs or men's tank tops. Dress decent or stay out."
(I don't make this stuff up. I'm just quoting the sign!)

The drive into the Surfside Club is dirt / gravel,
approximately ¼ mile.

Menu is catfish, chicken, fries, coleslaw and fritters.

Meal prices range from
\$6.95 - \$12.95.

Food / beverages are ordered at self-serve windows. No need to RSVP for this event. We will just try to gather in the same general area as people arrive. Seating is available inside and outside on the deck with a view of the river.

Join us for this unique venue. Maybe there will be a full moon!

If you know of a location that might make a good "Fish Friday" place call Pam or Theresa so we can try it.



FOR SALE

One set of HIF4 carburetors mounted on an intake manifold with heat shield. The carbs have a custom built stainless steel collector that holds two new K&N filters in an offset position to allow for easy installation on rubber bumper models where vacuum assisted brakes get in the way. \$300.

Call Al Nelson 402-592-1345

E-Mail alandmary@cox.net

PROCRASTINATORS

Here are some of Bill Redinger's favorites: If you have any interest in going to these events contact Bill at 402-496-2006 or wredinger@oppd.com

- **The Roadster Factory Summer Party,**
Armagh, July 13,14,15 2007
- **British Car Day and Vintage Grand Prix,**
Pittsburgh, Saturday, July 14th
- **The Vintage Triumph Register National Convention,** Valley Forge, July 17-20, Tuesday through Friday

PROCRASTINATORS

ROAD AMERICA HISTORIC RACES JULY 19-26

You can still go. FAHC members have been making this pilgrimage to Elkhart Lake Wisconsin for years. Immerse yourself in the world of historic racers for unique experience. A 4-day Super Pass costs \$80 and gets you into everything from trackside to the pits. Fifteen FAHC members have signed up so far and will caravan to Sheboygan (13 miles from the track) A couple of spots are still available. Share a room for about \$50 per night. Call John Ulrich for more details (402) 421-9252 julrich@lps.org

Sioux City trip - July 6-8, 2007

Have you decided to come along? Call The Marina Inn in South Sioux City for your room 402-494-4105. See last May's newsletter for more details.

Next call Howard Larson (beabusker@aol.com) or phone 402-494-2353



SPRITE JUBILEE 2008 - Carlisle Pennsylvania - MAY 16 – 20 2008
www.spritejubilee.org

Spridget Golden Anniversary – “50 Year of Spridgets” - June 26 – 29 2008
 Lake of the Ozarks, Missouri
www.sprite-midgetclub.org

These combined events are certain to be the most exciting in the world in regards to these Little British Cars (LBCs) who owe their heritage to Sir Donald Healey and the British Motor Corporation which included parts and construction by Austin, Wolseley, Morris and MG (Morris Garages). Unfortunately, none of these companies save MG survives today and that in name only under Asian ownership.

Jim Danielson will take the lead on the Pennsylvania Jubilee and surely one of our many Sprite/Midget owners will step up to take the lead on the Ozark event. Plan ahead. Now no one can say, “Oh Gee, I wish I’d Known”. Got a Spridget project car to finish? You now have time. Don’t have one? Get one. You still have time. Don’t want one? Drive what you have. Join in the fun. Drive the Ozarks. Missouri back roads are British car certified. Plan your vacation around the event. There is a lot to see and do in both areas.

SCRIBNER AIRPORT RUNS RESCHEDULED

Join us **Sunday July 29th** for fast driving or just to watch the fun as Club members run through a challenging course in an attempt to beat their best time or the best time of the day. Participants must be members for insurance purposes. Membership applications will be available for anyone wanting to join the club and the fun.

Plan to arrive at 10 a.m. to help set up the course and get your vehicle inspected. If you can’t arrive until later, no problem, we’ll fit you in. The runs will start as soon as setup is complete. We try to give everyone at least 3 runs. Last year we were able to give 5 or 6 runs. We set up out on the runway and of course there are no trees for shade. We recommend you bring sunscreen, water and possibly a sunshade canopy. The event usually ends around 4-5 p.m.

To get to Scribner follow Hwy 77/275/91 north out of Fremont and stay with Hwy 275/91 as it turns west through Hooper and proceed through and out of Scribner for a few miles. Watch for the left turn to the airport. It will be marked. The last two miles are gravel.

Call Joe Guinan if you have any questions. (402) 727-8011
/joeg@neb.rr.com



What the Heck IS THAT!?!.....

By club member Tim Creger

In my second installment of “What the Heck is THAT!?!” we’ll take a look at Jaguar. There are a good number of FAHC members that own Jags, and it was hard to choose which one to feature. This article will present Bob Stock’s 1959 Mark 9. Bob has had this car to the fall club show a number of times, so I was intrigued to find out what the real story behind the car was all about.



Bob bought this car in 1969 from an Offutt Air Force Base officer who had been stationed in England, and brought it back to the states with him. Bob bought the car for \$800 (even in 1969 this was probably a great price!). The car was originally carmine red, but was restored in the 70’s to it’s current dark navy blue and cream. The Mark 9 has burl walnut dash and appointments (note the fold-down tables for the rear seats in the middle photo). Bob indicates the car has rolled past 70,000 miles, and still runs well. It has a standard straight 6-cylinder engine, but includes a rarely

seen sunroof and factory installed short wave radio.

Bob related that he proposed to his wife in this car (a fact she refuses to confirm!). He also indicated that shortly after purchasing the car in 1969, he and his father made a trip back to Ohio. After stopping for supper they discovered they had lost the keys, and the only locksmith in the area wasn’t able to arrive until the next morning. Bob and his father spent the night in a local motel watching Neil Armstrong take mankind’s first steps on the moon. They never did find the keys, and frequently joked that they must have wound up on the moon!



THE AUTOCROSS IS ON Sunday 5 August

The autocross is a timed competition where drivers navigate through a temporary course marked by traffic cones. This is done one car at a time rather than racing on a track with multiple other cars. Autocross tends to place more emphasis on car handling and driver skill than on sheer horsepower. Autocross courses consist of several turns and slaloms and are typically 40 to 70 seconds in length. Time penalties are handed out for cones that get knocked over. Speeds are slower in absolute terms when compared to other forms of motor sports, usually not exceeding highway speeds. Most drivers probably won’t get out of second gear. The activity level when measured in turns per minute can be higher than even Formula One due to the large number of elements packed into each course. Technical Inspections and Helmets ARE required. If you can’t source a helmet come any way and we’ll find you a loaner. Registration starts at noon in the Lincoln Southwest High School parking lot and the runs start as soon as the course is set up.

GLENWOOD SPRINGS RALLYE

By Joe Kueper.

I was inspired to run the 55th Glenwood Springs Colorado Rallye back in August 06 when I had attended the Colorado Conclave. Linda and I planned for the trip through the winter and were eager with anticipation but apprehensive about our inexperience with a rally. We were beginners and had no clue as to what to expect so we decided to enjoy the event as learners not contenders. Fearing scorching heat, I decided to trailer the MG to our son's home in Fort Collins in the air-conditioned comfort of our Tahoe.

However, the fickle Nebraska weather took us into torrential rain and had us bucking 50 MPH gusts that ripped off the MG tonneau cover as the temperature dipped from 85 to 39 degrees. We off loaded in Fort Collins and drove to our motel in Arvada, north of Denver, and 5 minutes from the rally starting point.



A clear sky and cool morning greeted us as we checked in at 7 A.m. and got our packet of instructions. We were not prepared for the paperwork. Beside the usual insurance disclaimer we got 9 pages of encrypted route directions, a 7 page manual of detailed Rallye General Instructions, a 11 page handout labeled Rallye for Dummies, 2 forms for recording our times a two page supplement and two forms for claiming unforeseen delays. Next we got a 15-minute briefing with tips on how to drive a successful rally. Put your car number sticker on your magnetic disc – it is hard to peel off the car. Use your highlighter to emphasize important instructions and your post a notes to keep track of instructions that continue

until rescinded. We had none of these items. We watched the first car depart with the driver and navigator both wearing headsets for communication and they had a special clipboard with a calculator and two stopwatches. With 55 minutes until our start time we were overwhelmed.

We wrote down our departure time, left the starting line, took a right and headed for the mountains. Almost immediately a white MGA pulled up next to us and they shouted, "Is this the right way? We've never done this before." Jim and Lorrie immediately became our newest best friends. Through out the day everyone we met seemed to be a first timer, friendly, surprisingly not lost and having a great time. The couple in car 54 a MG TC wore police hats, the Miata had two little dogs, Morgans and TR3s zoomed up the steep grades with ease and a purple Mini zipped out of sight. We never saw the headset guys again.

We lost our apprehension after 40 miles. The 9 pages of instructions was really 2 pages of directions and 7 pages of questions about what you see along the way to reassure you that you are on the correct road. In short the route was easy to follow. The trick is to go at the right speed so your time recorded at the checkpoints is accurate. You had to be consistent with your time because you never knew when a checkpoint would pop up. If you were running ahead of schedule and came to a checkpoint you could pull over and wait until you thought you time was correct. But if you were running late, there was no way to make up the time and you were docked points.

The rallye route was 240 miles long with five checkpoints, stops along the way for lunch and scenic lookout photo opportunities.



We were in short sleeves and sunscreen by 10A.M. Light traffic, winding roads and gorgeous views at every turn made the drive a great experience. Linda was a great navigator and kept us on course in spite of my attempts to read too much into the instructions.

The last stretch took us through the Glenwood Canyon, which was a magnificent finale to the rally. We rolled into Glenwood Springs about 4:30. The sponsoring Club, MGCC, had a hospitality hour waiting for us as well as car washing facilities that were available every day of the event.

Day two offered a fun tour through more awesome mountain scenery to Gateway Colorado and a great car museum. The long distance meant an early start so we elected to sleep in and make up our own drive. Late morning found us in Aspen sipping coffee out doors at the base of the now snow free ski run in the center of town. Next we backtracked to Basalt and went up the winding Frying Pan road that was named after the Frying Pan River that shaped it. This location is famous for its world-class trout fishing which is all catch and release. Fly fishermen were angling around every bend and the noise of the rushing water drowned out a normal conversation. This road dead-ended but I saw another on the map that allowed us to cross the mountain. Farm Road 400 was posted as closed due to



snow on the road that was gravel. A talk with one of the locals disclosed that it might be possible if we could stay out of the ruts made by four wheelers. That was all I needed and off we went.

I had to get down into first gear to climb the mountain through a series of sharp and steep switchbacks. The road narrowed and trees uprooted by recent high winds hung perilously low over our heads. Toward the top of our climb our passage took the form of a logging road hardly detectable in the dense aspen forest. I stopped and we enjoyed the silence until two mountain bikers came toward us and passed with looks of surprise on their faces. We climbed further until the forest opened to a lush meadow at the top of Crooked Creek Pass. The road wound down through more forests and the MG had to straddle some deep ruts and fish tail through some snowmelt and mud. The drive was an adventure that not many British Car owners experience unless they have a Rover. We reached the city of Eagle in time for a late lunch with the only casualty being that the car and occupants wore a coat of red road dirt. The MGCC car wash was a welcome sight.

The Saturday night banquet and Sunday morning car show were both first class events. The entire weekend was well organized and fun. But what would you expect? Combine the fun driving your favorite British car on truly great roads with magnificent mountain scenery and the hospitality of your kind of people (FAHC members with a different logo) and you have a winning combination. For us this is a must do again event. We may even compete now that we know what we are doing. Care to join us?

HEARTLAND MG SHOW

“It was the most beautiful and best laid out location for a car show that I have ever seen.” Replied Brian Goldsmith when asked how he enjoyed the event. Over 100 cars participated and FAHC members Rich Brunke, Jim Danielson and Leo Theitje brought home car trophies. Jim also won 1st place in the photo contest.



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