

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

**September 2007  
 Calendar:**

**September 1-2:**  
**Saturday- Sunday**  
 KC All British Show  
 Airport Marriott Hotel

**September 2 : Sunday**  
 Officers Meeting 1 p.m.  
 Location : Marriott  
 KC Airport Motel

**September 8: Saturday**  
 Breakfast at Mahoney  
 State Park, 9 a.m. or so.

**September 13: Thursday**  
 Jackson's Pub, Gretna,  
 Hwy 6/31 6:30 p.m. or so

**September 21: Friday**  
 FAHC RPP  
 Plans pending: notification  
 via e-mail hot line.

**September 28 Friday**  
 Fish at Stardust Bar &  
 Grill, Colon, NE at 6:30  
 P.M.Help us prepare –  
 RSVP (See page 3)



**BEN ANDERSON**  
 Lifetime Flatwater Austin Healey Club Member  
 Passed away August 23, 2007

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**Bill Gates  
 Verses  
 General Motors  
 Pg. 6**

**BENTLEY  
 Pg. 7**

Send pictures, and  
 stories and antidotes to:

[Editorjoe@msn.com](mailto:Editorjoe@msn.com)

Or call  
 402/582-3132

**Officer Elections Coming Up – Page 3**

**Enjoy September Events – Details on pages 4-5**

**Scribner and Autocross Results**  
 Details on page 8 - 11

## **BEN ANDERSON**

*By Jim Danielson*

Ben Anderson was the patriarch of British cars and British car clubs in Nebraska.

Barbara (Rixstine) interviewed Ben last year for an article on British car owners in the Lincoln Journal-Star's "L" magazine, and Ben said he had long ago lost track of how many cars he had owned. Ben had at least a hundred stories for each car he could remember and many more about the cars he never owned. He once commented to me about a certain British brand that "they were all just parts cars even when they were new." Several years ago we traveled together to look at an MG-TD for sale out in central Nebraska. Somewhere near the first exit (Milford) Ben started telling stories about adventures he and Beverly had over the years buying, selling, repossessing and rescuing cars of all kinds. The stories lasted to west of Grand Island.....and back.

Ben was a man of many professions and interests. He was a salesman, a banker, a landlord, a car dealer, attorney, and best of all he was a philosopher. His keen wit and studied analysis of people and events endeared him to those he touched. A man who made his living with his brain, Ben found many of his greatest pleasures working with clocks, model trains and, of course, British cars.

In the last several years, Ben had centered on finding the perfect Jag XJS. By now I am sure he has found it. Ben Anderson was 80.

## **PRESIDENTIAL PONDERINGS**

*by Greg Lemon*

If you have limited time to read this newsletter the first thing I want you to do is please go to the election article on page 4 and look at that first. As always we need good people to step up and make sure the activities and events that happened this year will happen again next year.

As far as this month's Presidential Ponderings, or PP for those who like acronyms, column I can think of nothing better to write about than the great time that I and I think most club members have been having at events this summer. I have gotten to expand the field of fun cars I have driven to include a Bugeye Sprite, early Spitfire, Jensen Healey, and V-8 MGB-GT, and last but not least a Lotus Elise, as well as having a cool Saturday morning ride in a Sunbeam Alpine. For one whose motto is "so many cars, so little time" it just doesn't get much better than that. Great events and great times this summer.

We have the Kansas City Show coming up and our own big fall show just around the corner, hopefully, like me, you have finally had enough time to get your favorite British car back on the road and I will see you and your car soon at one of the many upcoming FAHC events.

## **PIT STOP**

*By Joe Kueper*

If the old adage "Time flies when you are having fun" is true then that explains why it is September already. I've tried to attend one or two club events a month and had a ball doing it. The August Scribner runs cost me a clutch in my TR-3, the experience was priceless. Hats off to Joe Guinan a well run event once again. Looking ahead there is still a great selection of events all the way through October. Check out the events listed in this issue for some fall fun.

When I'm not writing I'm wrenching and my latest project was to help three other TR 2-3 owners convert their steering to a rack and pinion setup. My TR use to steer like a Mack truck, but this year it was nimble and handled great through the cones at Scribner. Next year you will see a group of steering enhanced TR's running at Scribner and the Autocross. I'm also stepping up to a quick ratio rack conversion to see if I can squeeze out a little more performance. Oh yea, a performance clutch and new tires are also on order.

I've been told that last month's newsletter was extremely enjoyable. I take no credit, for it was the numerous stories and contributions of the members that made it a hit. Please keep them coming.

Read and enjoy, I'm heading to the garage.

## 2008 Officer Candidates Needed by Greg Lemon

September is the month for nominations for FAHC Officer candidates. We have many able and talented members, and I think it is very important that we share the work of running the club and putting on events from year to year. Being an officer does take some time, but not an inordinate amount, we have a once a month meeting, generally the first Monday of the month, officers are expected to attend, but we do understand if there is an occasional conflict. Officers serve for one year and the election will be decided when the ballots are submitted in December.

### Election Committee Formed

Tim Creger and Brian and Jane Goldsmith (the Goldsmiths will not be running for office this time) have agreed to serve on the election committee, if interested in serving as an officer please let any of them know. [gold@stratomail.com](mailto:gold@stratomail.com), [cregers5@inebraska.com](mailto:cregers5@inebraska.com) The club officers or anyone running for office do not administer the club election process for obvious conflict of interest reasons.

### Officer Duties

For a description of the various officers and their duties please go to the bylaws and look on page 5, Article VII. <http://www.flatwater.org/bylaws/bylaws05.pdf> *Editors note: Call and talk to a current officer about their experience. See the last page of the News letter for contact information.*

Please remember the wonderful events we have each year require planning and volunteer help to occur. Current officers are term limited to two years, so we need members to step up and volunteer, we will have vacancies in several offices, but I would encourage you to run for whatever office you are interested in, including President.

### SEPTEMBER FISH FRIDAY

The Stardust Bar and Grill, 117 Spruce Street, Colon, NE will be the place to be Friday, September 28<sup>th</sup>, 6:30 or so. Wide variety of items on the menu from burgers to steak and of course FISH, fish. Again, this is a small town establishment so RSVP is requested.

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

James & Theresa Morgan - [jm93552@alltel.net](mailto:jm93552@alltel.net)

Dennis & Jane Stone - [janes\\_54@msn.com](mailto:janes_54@msn.com)

Rich & Pam Brunke - [p\\_brunke@yahoo.com](mailto:p_brunke@yahoo.com)

The town of Colon is about seven miles North of Wahoo on highway 109.

If you know of a location that might make a good "Fish Friday" place call Pam or Theresa so

### Engine Wanted

Keenan Bash of Shenandoah, IA Wants a rebuilt – not used engine for his rubber bumper MGB. Contact him at 712-246-1252 Cell 712-309-2322 or [Kbash16@netscape.net](mailto:Kbash16@netscape.net)



### Happy Birthday Bill

Anne Redinger is a woman who knows what a man wants. Since she didn't have a spare \$54,000 laying around to buy a Lotus – Elise for husband Bill's birthday she did the next best thing. She rented a Lotus for Bill to take to the FAHC Autocross.

Bill being such a great guy shared the car with the other members who also ran it through the course.

Bill is the envy of all his friends.

Well done Anne!



## DRIVE THROUGH SEPTEMBER -- MANY EVENT CHOICES

*(Last Chance Reminder)*

### **KC ALL BRITISH Sept 2-3**

**KCI Airport Marriott Hotel**

Join FAHC members in this well attended event

Details: [www.kcallbritish.tripod.com](http://www.kcallbritish.tripod.com)

*(STAY CLOSE TO HOME)*

### **West Point NE Car Show and Barbecue Contest September 14-16**

Huge one-day car show draws 700 + vehicles. Home of "Monster Trophies" and \$5,000 prize money. Also State barbecue championship designated by governor and sanctioned by the Kansas City Barbecue Society. Call 402-372-2981 for details.

*(GO WEST)*

### **24<sup>th</sup> COLORADO CONCLAVE September 15-16**

Arvada – North side of Denver

This is a great show attended by more than 500 cars of every marque last year. The weekend starts with an all day scenic tour and opportunity to ride the Rockies on Saturday.

The Sunday show in Oak Park starts at 8 with voting until noon followed by awards. There is a good selection of vendors, plenty to eat plus a swap meet for bargain hunters. Early registration is \$20 and more information is found at [www.thecoloradoconclave.com](http://www.thecoloradoconclave.com)

*(GO SOUTH)*

### **6<sup>TH</sup> ANNUAL ALL BRITISH CAR AND CYCLE SHOW SEPT. 14-15 : SATURDAY-SUNDAY**

Fayetteville, Arkansas

This location is 420 mile away and driving time is 6 hours and 20 minutes. This is the home of the Razorbacks which when combined with British cars could be real interesting. This event is a fund raiser for the ALS Association to fight Lou Gehrig's disease and expected to attract 300-500 cars. Tour beautiful Ozark roads and meet Tim Suddard publisher of *Classic Motorsports* and *Grassroots Motorsports*. Any takers?

[www.britishironnwa.org](http://www.britishironnwa.org)

*(GO NORTH)*

### **Herman Days—Cardinal Festival**

23rd Annual Car Show Sunday, September 9  
Herman Park—3 blocks west of Hwy. 75

\$15 entry fee - 30 classes  
Trophies for top 3 places  
Dash plaques for first 50 cars  
Best pipes contest -- Cash Door Prizes  
Concessions and Vendors

Special Awards:  
Best Paint, Best Interior, Best Engine  
Compartment, People's Choice Auto,  
and best **Import Roadster Class**

Registration 9AM-Noon - Trophies: 4PM  
Contact: Kevin: 456-7583 or Kristi: 456-7818

### **NEED PARTS AND STUFF?**

**September 23 : Sunday**

40<sup>th</sup> Annual Swap Meet in Fremont NE at Christensen Field, on North Ridge Road. This is one of Nebraska's largest and oldest swap meets for antique and special interest vehicles. Admission is free. For more information call Dennis Westergaard 402-377-2865

### **Garage Wisdom**

Two men are out in the garage. Earl is changing spark plugs and Bob is leaning on the fender quietly drinking a beer.

Almost silently, but loud enough to be heard over the clicking of Earls ratchet Bob says, "I think I'm going to divorce my wife - she hasn't spoken to me in over 2 months."

Earl continues slowly ratcheting the last plug in place, then thoughtfully says, "You better think it over - women like that are hard to find."

## More Events .....

### September 23-24

## Scottish Festival – Highland Games McPherson Kansas

10 Reasons to go:

1. You are of Scottish decent
2. You drive a British car and display it with the Wichita Club for two free tickets.
3. You had a life long yearning to eat Haggas
4. You want to see the Maters Strongman Nationals.
5. You have a thing for kilts and bagpipes.
6. You are looking for a fun time.
7. Kansas is not expensive
8. You think your car will make it there and back  
Approximately (275 miles - 5 hours – each way)
9. Hwy 77 South is interesting and Hwy 81 North is fast
10. You can click your red shoes and say, "There's no place like home".

Details: [www.macfestival.org](http://www.macfestival.org) or Sharolyn Brillhart – British Car Club of Wichita 316-522-1339



*Photo by Greg Lemon*

### BRUNKE'S DRIVE-IN NIGHT

A little rain didn't stop us from having our first parking lot drive in movie night. We were prepared with an alternate set up of indoors but the skies cleared and we had a great evening. With popcorn, candy and liquid refreshments in hand 18 dedicated FAHC members (7 drove British) and 3 non members enjoyed a double feature. Our feature film was "Cars" followed by peoples choice of "World's Fastest Indian". Thanks go out to: our resident wizard of electronics, Ron Bonnsetter, for providing, setting up and operating the video equipment, Jim Danielson for providing us with lip smacking popcorn, Dennis Stone for loaning us a movie and to those that came to drive in movie night.

*Editor's note: Now that we have worked out the details we can do this again and give the members more notice,*

## VINTAGE RACING AT HASTINGS NE

### September 7- 9

This is a great opportunity to view vintage British racing and get acquainted with the Hasting's Motor Sport Park an SCCA approved race track which is a short drive away. The Rocky Mountain Vintage Racing members and others will be mixing it up for a couple of days on the track. Call Bill Redinger if you want to tag along with club members to include Terry Davis and Joe Guinan. For more information: [www.RMVR.com](http://www.RMVR.com)

### ICE CREAM SOCIAL



*Photo by Don Louise*

FAHC members drove seven British cars to Sheridan's Frozen Custard to participate in the National Austin Healey Ice Cream night.

The cars attracted a lot of attention from customers.

The hoods went up on Morgan's Jag 2000 XJ8, Peterson's 65 Spitfire and Wertheim's 73 Triumph Stag as shy onlookers moved closer and asked questions.

The blue 71 and 72 MGBs of Don Louise and Phil Brauer looked like a set of twins parked next to each other. Terry Davis organized the event and showed off his pristine 67 Austin Healey 3000.

After days of rain, heat and humidity the evening weather was perfect as was the Ice Cream

## CAR AND COMPUTER TECHNOLOGIES

At a recent computer expo, Bill Gates reportedly compared the computer industry with the auto industry and stated: "If GM had kept up with technology like the computer industry has, we would all be driving a \$25.00 car that gets 1,000 miles to the gallon."

In response, General Motors issued a press release stating: "If Gates built a car developed with Microsoft technology, the cars would have the following characteristics."

1. For no reason whatsoever, your car would crash..... twice a day.
2. Every time they repainted the lines in the road, you would have to buy a new car.
3. Occasionally your car would die on the freeway for no reason. You would have to pull to the side of the road, close all of the windows, shut off the car, restart it, and reopen the windows before you could continue. For some reason you would simply accept this.
4. Occasionally, executing a maneuver such as a left turn would cause your car to shut down and refuse to restart, in which case you would have to reinstall the engine.
5. The oil, water temperature, and alternator warning lights would all be replaced by a single "This Car Has Performed An Illegal Operation" warning light.
6. The airbag system would ask, "Are you sure?" before deploying.
7. Occasionally, for no reason whatsoever, your car would lock you out and refuse to let you in until you simultaneously lifted the door handle, turned the key, and grabbed hold of the radio antenna.
8. Every time a new car was introduced car buyers would have to learn how to drive all over again because none of the controls would operate in the same manner as the old car.
9. You'd have to press the "Start" button to turn the engine off.

GM acknowledged that if Macintosh would make a car it would be powered by the sun, be reliable, five times as fast and twice as easy to drive ----- but it would run on only five percent of the roads.

## MGA RESTORATION TIPS

By Jay Fleur

The four-year body off restoration of my beloved MGA is finally drawing to a close. I will try to gather my wits from time to time, and share some of the lessons I learned during this surprisingly arduous process. It's hard to believe that such a simple car could have so many parts! Here are a few to get started:

- \* The upholstered combing that surrounds the cockpit is primarily made of wood. Having tried several sizes of staples and several sizes of tacks to attach the new upholstery, I can say with conviction that #2 X 1/4" cut tacks are the clear best choice. These are pretty small and hard to find, but Westlake Hardware in Omaha had them.
- \* Scarborough Faire sells MGA door and trim upholstery that is very high quality. The color they call maroon is very close to the original MGA red. Their color called red is much brighter than the original. The only problem I had was that the contact cement didn't always hold sufficiently, but that was easy to rectify with more glue.
- \* It is very challenging to attach new vinyl upholstery to the aluminum combing pieces that are immediately behind the doors. The curves are tight and compound, which is why the works used leather for these pieces. However, I found that the new vinyl worked tolerably well if I first glued it to the aluminum, then stretched it into place. Scotch-Grip 847 Rubber & Gasket Adhesive works very well for this purpose.
- \* When installing the grill, I never could get the grey vinyl beading clamped into place properly. If it was pushed in here, it was coming loose there -- frustrating. However, I found that the Scotch-Grip 847 adheres well to both the inside of the grill shell and the vinyl beading. I simply glued the beading to the grill and installed the grill.



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

By club member Tim Creger

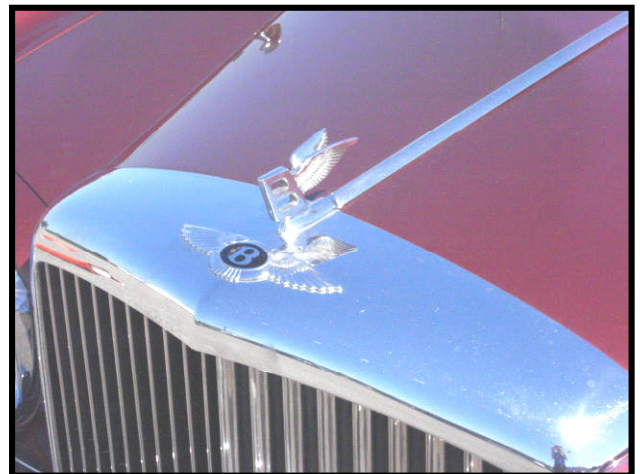
This is the third installment of articles about cars I find interesting, mostly because I'm new to British cars, and find many of them quite out of the ordinary. I'd like to introduce you to Steve Dworsky's 1966 Bentley T1 MPW 2-door saloon (Steve, I hope I got that right!).

This is a special car, for good reason. Only 88 of this model were hand made by Bentley (thus earning it the moniker "coach built"). Only the 2-door models were coach built; the 4-door models were built on an assembly line. The car has full power options and leather seats that still look fresh off the cow. Note it is right hand drive.



It is powered by a 6.3 liter V8 with 4 speed automatic transmission. Steve bought the car from a long-time family friend who had owned it since 1971 and had grown too old to drive it any longer, but wanted it to go "to a good home". It is in original, unrestored condition, maroon in color, and those of us who saw it for the first time at Jeff Lemon's store open house unanimously pronounced it "Schweet". One of the unique features of this car are the brakes, which Steve indicated felt a little "mushy" to him during his first drive. The brakes are hydraulically actuated by a pressurized sphere containing 2,500 psi of nitrogen

gas. This pressure is maintained by a pump driven by the engine. They aren't built for autocrossing for sure, but then, most Bentley drivers are pretty easy on the speed in the first place, eh Steve? Congratulations on the "new baby", we hope to see it again soon at the fall show.



**Veni, Vidi, Velociti - 2007**  
**(Or - “We Came, We Saw, We Drove Really Fast”)**  
*Story and photos By Joe Guinan*

The Airport Speed Run was originally scheduled for June 3, but the threat of bad weather slipped the event to July 29 and we were rewarded with a great day – mostly cloudy but no rain, and somewhat cooler temperatures than are the norm for late July. Sixteen drivers showed up at the Scribner Air Field ready to run. This was a decent turn out for an event that was juggled around on the calendar. The event was every bit of fun and excitement. All went well with the exception of one serious accident. More on that later in the article...

I'm no longer surprised with how our Flatwater members show up and start working at doing all the small jobs that need to be handled to make these events possible. But I was surprised with how smoothly everything went this year. We have done these events enough times now that everyone seems to just show up and know what needs to be done. First to be recognized are Jane Stone and Deb Lampe who did a great job keeping the paperwork and participants organized, making it possible for the drivers to make as many runs at the course as they wanted. One more bit of recognition is called for. Gerry Conant has become our “Official Course Designer”, and I don't think he's going to be able to get out of that job for a while. I'd name everybody who helped, but it would simply be a list of everyone who showed up. That's pretty cool, and is definitely appreciated.



**OK! SIGN IN, HAVE A COOKIE AND DON'T FORGET YOUR HELMET.**

Gerry drew up a course that started out with a 4/10 of a mile straight “Drag Race”. At the end of the landing strip, we executed a sharp turn and then made our way through some gates and slaloms before we could get back to the finish line. We had three or four people miss some gates on their first runs, but after that the runs were pretty clean. That's a testament to good course design – one run was all it took for people to be able to find their way around, and then everyone could concentrate on going a little faster and hitting their reference spots to time their braking points. We ended up with a “One Minute Course” – about half of the drivers were below one minute for their best runs, and about half were at or slightly above a minute. In some ways, a minute seems like a long time when you are doing a run but it's surprising how quickly it's over.

Our “Official Fast Time of The Day” this year was set by John UIrish in his V8 powered MGB-GT at 54.5 seconds – even beating the quick Porsche 911 that Jeff Lemon brought to the event. John went appreciably faster and smoother on each run, and it was great to hear that Rover V8 as he ran through the gears. Jeff was able to make a run at 55 flat in the Porsche. Dennis Stone and Gerry Conant put on their regular “Can You Top This” show, with Dennis once again hustling his Jensen Healey around the course a little more quickly than Gerry could manage in his fast TR7. Dennis had a fast run of 55.37, while Gerry could only manage a best of 56.20 in the 5 official runs. We had fun watching Gerry use the extra “fun runs” trying to beat the time Dennis had set. Gerry even pulled the heavy front bumper off his car to lighten the load. In run after run, Gerry clipped a cone or two but he finally managed a clean run and hit the timing beams with a 54.29 on his ninth run of the day.



The rest of the "Under A Minute" drivers were; Terry Davis in his recently acquired full competition Austin Healey Sprite at a best time of 58.04, Doug Taylor with his "New Mini" at a best time of 59 flat, and Suzanne Hinkley in her V8 powered Sunbeam Tiger at a best time of 59.018.



I made 7 runs in my Spitfire, but was only able to get to 1 minute flat on my best run. Joe Kueper hit a 1.01.70 in his TR4. Brian Goldsmith brought "Old Blue" to the fight and managed a best run of 1.02.09, while Bill Redinger babied Terry's racing Sprite to a 1.02.30. Greg Lemon drove Gerry's TR7 to his best time of 1.02.60 and Terry Davis drove his street legal Sprite to a 1.04.60. Joe Kueper managed a 1.06.50 in his TR3 with Al Nelson hitting a 1.07.51 in the same car. Jerry Petit drove his stock MGB to a best of 1.10 flat. A spread sheet with complete results is available – email me at [joeg@neb.rr.com](mailto:joeg@neb.rr.com) if you are interested in seeing a copy.

Flatwater President Greg Lemon gets an honorary mention for driving the largest number of different cars slower than anyone else. I think Greg drove 5 different cars throughout the day. However, it seems he just couldn't bear to "Drive it like he stole it!" as he babied all the cars and just had fun running through the gears and seeing how the different cars felt. We are still trying to figure out how he clocked the slow time of the day in his brothers' Porsche though – a 1.55.70 was all he could muster. This was more than a minute slower than Jeff's best time. Actually – it was great to see people willing to let other people jump in their cars and drive them hard. I didn't count, but I'm betting at least 10 cars were driven by more than one person over the course of the day.



**Righty tighty lefty .....**

Oh yes, the accident...

At the time of this writing, doctors are still working to save the life of one of our participants who was injured at the event. Fortunately, it was only Jeff Lemon's ice cooler. In his haste to get to the starting line, Dennis Stone managed to run it over with his Jensen Healey, and it will never be the same now. Dennis claims that someone else with the last name of Stone moved the cooler when he wasn't looking, but we all know he should have done a "walk around" before he moved the car. We'll keep the membership posted on the condition of the cooler...



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## **TSD RALLY ORGANIZERS WANTED**

We have one more "Competition Event" remaining this year, and we are looking for someone to organize the event. We always hold a "Time-Speed-Distance" rally at the end of the year, and I don't want to have to manage the event as that would preclude me from entering as a competitor. I have a slim chance to de-throne Terry Davis, and I don't want to miss the opportunity to at least give him a challenge for the "Competition Driver of the Year" award. If you are interested at all - let me know and I'll send you some information that will help you understand what is needed. Joe Guinan - [joeg@neb.rr.com](mailto:joeg@neb.rr.com)

*Editor's note: This is a good opportunity for members to be involved and enjoy driving their cars on the setup runs. Amateurs welcome --- we are all amateurs.*

# Flatwater Autocross – 2007

*By Joe Guinan*

On August 5<sup>th</sup> we showed up at Lincoln Southwest High School to participate in the third leg of our “Competition Series”. The day was sunny and hot, and much water was consumed...

This was truly a “Club Event” as many people showed up early to help set up the course and organize the events. We had 20 people show up to run their cars through the paces, and everyone took their turns at working different course stations. This kind of event doesn’t just “happen” and it’s always fantastic to witness how Flatwater



members just pitch in and do what needs to be done. My thanks to everyone! However, I’m going to mention two people particularly. Jane Stone is first – again! Jane always does a great job keeping the timing records organized and pulling people in to help her keep the event moving along. We all appreciate that selfless attitude and the hard work that she puts forth to help “the boys” have fun.

I’m also going to point out Gerry Conant’s work. Gerry figured out the layout of the venue at Lincoln Southwest, and drew up a course that proved to be one of the favorites of everyone who participated. We ended up with a course that was fairly simple to navigate and yet very difficult to master. A quick look at the results reveals some interesting statistics. We had 20 drivers who made a total of approximately 94 timed runs. We had 10 “Did Not Finish” results and five runs in which cones were hit in the first two rounds – that’s an astronomical 37.5% penalty rate. These did not result from drivers being unable to see or understand the course – it’s just that we were going too fast and couldn’t keep the car under control at the speeds we were traveling. Also in those first two rounds, we had two drivers record their fastest times of the day. Once we figured out that we simply could not go as fast as it looked, we started doing better and recording better times. In the last four rounds, we had no DNF’s at all and only four runs where cones were struck. It was a great course that made us think and made us work hard to keep our cars under control.

The “Fast Time Of The Day” was set by one of those guys who always goes fast. Dennis Stone always impresses people with the combination of aggressiveness and precision control that he brings to these events, and he clicked off a run of 38.43 seconds on his 5<sup>th</sup> run of the day. The next fastest run was put down by Terry Davis in his full competition Austin Healy Sprite. This course did not let Terry’s racing engine get into it’s high rpm power band at all, but Terry did a great job of using the car’s very tight suspension and racing tires to carve through the corners and was able to manage a 38.78 on his 5<sup>th</sup> run. Gerry Conant took the last position on our mythical podium with a best run of 39.10 in his aggressively driven and very fast TR7. Scott Kahler impressed everyone with a couple of lurid slides in his Miata, but nearly nipped Gerry for third place – clocking a best run of 39.15 to take 4<sup>th</sup> overall.

Everybody’s favorite car for the day earned 5<sup>th</sup> place. Ann Redinger provided a birthday present to her husband Bill in the form of a new Lotus Elise. This beautifully curvaceous bit of automotive sculpture was a delight to watch on our autocross course – it’s a real “point and shoot” weapon. Unfortunately, the car had to be returned



to the rental agency by the end of the day, but we are all trying to talk each other into renting two or three of them for next year. You may have heard me tell people to “Drive it like you stole it!” when they come to their first speed event. The Redingers graciously allowed many of us to “Drive it like you rented it!” – which is even more fun somehow. 13 different people took a turn at the wheel of the Elise, with Gerry

Conant clocking the fastest time at 39.12. Bill Redinger took second place in the Elise with a best run of 39.18. I managed to grab 3<sup>rd</sup> fastest in the Elise with a 40.40 run and Scott Kahler took 4<sup>th</sup> with a 40.91. Complete results are again available to anyone interested if you will email me at [joeg@neb.rr.com](mailto:joeg@neb.rr.com).

The “magic number” for this course seemed to be 40 seconds. It was tough to accomplish, and only two people were able to get under 40 in the first two rounds. By the end of the day, a total of eight drivers were able to get their cars to complete the course in under 40 seconds. 6<sup>th</sup> overall went to John Ulrich in his Bugeye Sprite with a 39.60. Doug Taylor hustled his New Mini around the track for a 39.93 and I managed to get my Spitfire to a 39.94.



Marty Klein scooted his V8 powered Austin Healey “Frite” around the course in a 40.69. In case you are wondering, the spelling is exactly what I intended and I mean no disrespect at all. Marty has that little car with the big engine handling really well with the addition of a

larger sway bar, and when he is able to get the rear tires to stick the thing accelerates like crazy. Terry Davis clocked a 40.97 with his white Bugeye Sprite. Brian Goldsmith and his MGA “Old Blue” were able to run a 41.06 and John O’Brien was next with a 41.13 in his red Bugeye Sprite. Gary Pence brought his supercharged MGB to the event and was able to click off a best run of 41.57. Greg Lemon brought his new Honda “Fit” to the event. Though it seems a slightly top heavy car, Greg was able to horse it around the track in a best time of 41.69.

Suzanne Hinkley brought the V8 powered Sunbeam Tiger to this event and was able to muscle that relatively larger car around pretty well with a best time of 42.59. Bob Shaw jumped in a few different cars throughout the day and though he drove them all rather politely, he was able to clock a run of 42.62 in the Bugeye belonging to John Ulrich. Rich Brunke got his red Jensen Healey running for the event, and was able to manage a best time of 42.97 on tires that have to be “eleventy seven” years old. We saw some... err.... “interesting” cornering on those rock hard old tires.

Ann Redinger made a few runs in the beautiful Elise that she provided for her husbands’ birthday, and while she started out being very careful and deliberate, she was able to knock down a time of 43.91 on her third and final run. Jeff Lemon only had time to make two runs in his MG Midget, but was able to knock over a second off his first time in his second run – hitting the timing beam at 44.13. Craig Hahn hit a 45.28 on his first run, went off course on the second run and hit a cone on his third attempt which would have been almost two seconds faster than the first run.

It was a very hot day for this event, and it was a good thing we had a lot of water available. I think I drank about 8 bottles of water, and I was still completely toasted by the time we got everything packed away and cleaned up. I had a great time though, and judging by the smiles everyone wore throughout the day, I’d say everyone else enjoyed themselves too.

Now we are ready to move on to the final “competition” event of the year – the “Time-Speed-Distance Rally”...



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**RAN WHEN PARKED**

Encapsulated in wet shag carpet for years this MGA is severely rusted. Watch the transformation of this car in the coming issues.

