

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

July 2008 Calendar:

July 7 Monday

Officer's Meeting 7 p.m.
Parker's Smokehouse west
of Ashland on Hwy 6

July 10, Thursday

Jackson's Pub, Gretna,
Hwy 6/31 6:30 p.m.

July 12, Saturday

Breakfast at Mahoney
State Park 9 a.m. or so.
"Key Exchange"

July 12, Sat

Eagle Days car show
The British Invasion
10-3?

July 18-20

Road trip to Elkhart Lake
Vintage Races

July 25, Friday

Fish at Cedar Creek 6:30
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FIRECRACKER RED MGA LINEUP AT HEARTLAND

Photo: Bob Shaw

SHOW YOUR INDEPENDENCE



DRIVE BRITISH

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July 24th**

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Cone Carnage!

Autocross # 1 - June 6, 2008 - Lincoln SW HS

By Joe Guinan - Photos: Jim Morgan

A rainy morning gave way to a pleasant afternoon for the event. There was a little rain and a bit of wind to contend with while setting up, but the track was dry and the air temperature was comfortable for the actual driving. The threat of rain didn't seem to dampen the enthusiasm of the participants at all as we had a record total of 29 different drivers take part in the activity.

Gerry Conant was ably assisted by Scott Kahler and Dennis Stone in laying out the course, and it ended up being a very fast and very challenging track. Test runs showed times of only about half a minute, and that made us decide to have the drivers make two laps for each run. That got us to where most runs were right around a minute in length, and added an interesting little twist to the event. There were fewer turns in this course than usual, and only a couple of tight corners. That meant overall speeds were higher, so drivers had a challenge keeping the cars under control at some points on the course.

I always say, "If you don't hit an occasional cone, you just aren't trying hard enough." Well, we had maximum Cone Carnage in this event. Dennis Stone established a new world record for numbers of cones collected in one run with 6. His total count of 11 cones over 5 runs nearly doubled the total count of 6 that Scott Kahler killed. I managed to mangle 5 cones throughout the day. Gerry Conant got into the act as well with three cones collected. Gerry earns special mention for "Cone Yardage" with one cone not just knocked over but thrown about 25 feet. Greg Lemon gets the award for the most difficult cone extraction, having jammed a pair of cones almost in the exact center underneath his brother Jeff's Porsche. What can I say? We were trying REAL hard...

Other records were established with this event. We had the highest count of "Other Makes" ever recorded for such an activity, with one Porsche 911, one BMW 335i, a Nissan Maxima, a Honda S2000, an Infinity G35 a Volvo Station Wagon and four Mazda Miatas. It was like the United Nations of autocrosses! We also had the highest number of Guest Participants with 6, and the highest number of women drivers in a speed event with 4. We even set a record for spectators, as more than a dozen citizens of the Capitol City saw how much fun we were having and stopped to watch. We were putting on a quite a show as we also had the highest number of spinouts ever seen in one of these events. I lost count, but am willing to bet that we had at least 10 cars swap ends at some time during the day.

"Fast Time of the Day" was set by Guest Participant Michael Hanson of Fremont in his Honda S2000 with a run of just over 57 seconds. Michael attended the event with other members of the local Mazda Miata Club who were invited by Scott Kahler. It was fun watching Michael get just a little quicker every time he ran the course. I think the rest of the Miata Club folks enjoyed the day, and we certainly enjoyed having them at the event.

Our own Steve Dworski had the second fastest run in his new - and very quick - BMW with a 57.99 run. Rusty Ford drove a Mini Cooper S to 3rd with a 58.91. The fastest actual British Car driver in the event was Terry Davis with his competition equipped Austin Healey Sprite at a 59.05 time. Scott Kahler clicked off a 59.41 in his Miata and Gerry Conant also got under a minute with a couple of clean runs in the high 59's. Full results can be had by sending me an email asking for the spreadsheet – send your request to joeg@neb.rr.com and I'll send you the file. . *Continued page 3*



Arguh-----CONE KILLER AT WORK

Cone Carnage from page 2



Verrrrroooooommmmmmmmm!!!!!!!

Once again, the members of Flatwater impressed me with their willingness to lend a hand when one was needed. No one had to beg people to work a station or to help clean up. We had a couple members suffer minor mechanical maladies and other members jumped right in to assist. Jane Stone and Theresa Morgan worked the timing station with Rod and Caleb Chvatal all through the event. Dennis Stone and Scott Kahler added their considerable expertise to Gerry Conants' thoughtful creativity in designing the course. Doug Taylor ran the starting grid for a long time. Everybody pitched in and made everything work.

Special mention has to go to Pam Brunke for this event. Pam showed up at 9:00 am to meet Gerry Conant and myself to start the set-up. She brought all the cones, some tables and chairs, a couple of coolers with soft drinks and water, a few dozen cookies, a shade structure and a bunch of other stuff. After a while, she took off to pick up some other things we needed and then proceeded to work the entire day recording times and generally making sure everything was handled in the scoring tent. Even when we aren't using their business parking lot for an event, Pam and Rich Brunke are constantly functioning as the "Worker Bees" in this club. I hope everyone tells them how much we all appreciate their efforts to help everyone else have fun.

We are planning to hold Autocross #2 at the same location on August 17th if I'm reading the calendar correctly. It would be great to see more Flatwater members at these events. I am convinced these activities can help you become a better driver. The knowledge of how a car behaves when it is on the edge of control can be invaluable. One thing to remember is the big pedal on the right does not have to be on the floor for you to learn something about yourself and your car.



Is Autocross Fun??? Any doubts?

FISH SOUTH OF THE BORDER STYLE FRIDAY JULY 27th

By Pam Brunke

Maria's Mexican restaurant in Cedar Creek, NE is our destination for July the 25th Plans on for the outdoor veranda weather permitting. Join us for great food, a leisurely drive and British car talk on Friday evening, 6:30 or so. All are welcome and encouraged to join us. RSVP's are appreciated so we can give them an idea of how many will be there not later than 22 July.

Jim / Theresa Morgan
Dennis / Jane Stone
Rich / Pam Brunke

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Presidential Ponderings

By Greg Lemon

Well it is not even mid month as I write this, but Editor Joe is gone next week and I am gone the rest of this week so there you go. I am sure we will continue to have great numbers the MG Regional in KC, the local shows around here, and Fish in Ashland. By the time you read this we will have a better idea, but I am confident that events will go well, the club seems to be running like a well oiled machine, which is appropriate I guess for our British car club, and is very much thanks to your efforts and not mine.



Everyone who went to the Autocross had a great time this year. Those that took the chance that the rain would stop were treated to about the best weather (overcast, 70 degree day) as we have ever had for a driving event.

Autocross II is in August, so come on down, we need more British iron to run, but you are welcome to “run what you brung”. There was high horsepower modern stuff, but I seemed to see as big of grins on the faces of Craig Hahn and Joe Kueper driving their skinny tired, 90 hp MGBs as I did on the fat tired new cars.

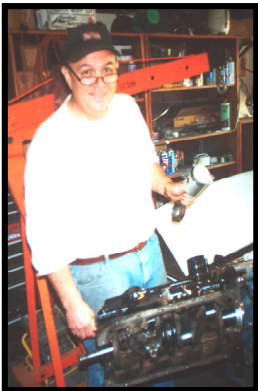
Remember that "Immediately following Mahoney Breakfast (probably around 10:00 or so) we will have the third annual key exchange, wherein members get to share their cars with other members and, heres the good part, members get to drive other cars. I have gotten to drive my first Mini, Bugeye, and MGA through this neat event. Great way to meet other members and experience other LBCs"

Finally, it is not too early to think about running for office, I and others are term limited out under the bylaws, and we will need people to step up and help out. We will be organizing and election and officer recruitment committee soon, and I would love it if some folks made their job easy by stepping up and volunteering early in the process.

PICTURES WANTED

Kay Kasl is collecting events pictures all year long for the Christmas party slide show. Send your pictures in throughout the year to: Kaykasl@gmail.com

PITSTOP *by Joe Kueper*



Just another rainy Sunday. What's a guy to do? I lived in four years in England and over there if you didn't go out in the rain you never went out. So what the hell. I put the top down and in the mist I headed toward Lincoln for the autocross. I zipped down the interstate with my windshield wipers on driving just fast enough to keep the rain off my head. Along the way people waved and smiled probably thinking I was nuts or maybe deep inside they envied my carefree attitude. GREAT DECISION! I arrived at the Autocross site, the rain stopped and I got signed up for my turn at the cones.

Gone in 60 Seconds: The course was packed with driving challenges. Get focused, charge into the turn, brake at the right time, accelerate and find your line – snap driving decisions, intense concentration, squeeling tires and exhilaration all under 45 miles per hour. One trip through the autocross course will have your nerve endings on fire and leave your heart pounding with excitement. Now that was a thrill. Never has so much fun been packed into 60 seconds.

The next Autocross is 17 August. I'll be there rain or shine and you should too.

Read and enjoy, The garage is closed. I'm down the road somewhere in Missouri or Arkansas. Who knows or cares. I'm driving winding roads, my top is down, my bride is at my side and having a great time.

JULY EVENTS

4 JULY Friday – Celebrate your Independence and freedom to choose – Drive British

7 July Monday – Officers meeting at Parker's Smoke house 7 p.m. - Announce your candidacy for a FAHC office. How about President? We have a lame duck president who can't run again for office.

10 July Thursday – Start your Campaign for office at Jackson's Pub, Gretna 6:30 p.m.

12 July Saturday - Hold a Breakfast town meeting at Mahoney 9 a.m. and drive a neat car in the 3rd annual Key exchange while making your way to the car show and festivities at Eagle. Top off your day with a ride in the Eagle parade.

The British Invasion of Eagle NE **Saturday, July 12**

The annual "Eagle Days" festival in Eagle, NE (on Highway 34 ("O" Street) about 10 miles east of Lincoln) includes a car show. While they have invited several car clubs, they are especially interested in our British cars promise to take real good care of us. This is a great opportunity to "show our colors". Think of it as a practice for the FAHC fall show. You may want to make a day of it with breakfast at Mahoney's followed by the key exchange ending up in Eagle to rendezvous in the park.

The show will be in the park, from about 10a.m. until about 3p.m., followed by a parade including the cars. They are having barbecue & chili cook offs, live bands, and a number of other entertainment venues. The Eagle contact person is Jim Petersen, 402-430-2951. FAHC member Marty Klien will let the organizer know how many FAHC members are coming so RSVP to Marty like you would for FISH so they reserve enough room for us. drzzzz@compuserve.com or call Joe Kueper at 402-592-3132

18-20 July Elkhart Lake Vintage Races –You may still be able to go with the diehard group call John Ulrich for details. 402-421-9252.

25 July Friday – Fish South of the Boarder Style on the veranda at Maria's Mexican Restaraunt in Cedar Creek 6:30 p.m.

Track Weekend July 26-27 at MAM

The Great Plains Porsche Club is having a track weekend / Driver's Education on July 26-27 at Mid-America Motorplex in Glenwood, Iowa. The cost is \$295.00 for 2 days plus \$10.00 if you are not a Porsche Club member. Vehicle / safety requirements are seatbelts, fire extinguisher, roll bar for open cars, and a helmet (SA2000 or newer). This is a great opportunity to get on a racetrack to get some experience and improve your driving skills. If you can't or don't want to bring your LBC, bring a regular street car. Contact Terry Davis if interested. Phone 402-637-0101. Email tadavis1@cox.net.

REBATE: To promote other clubs attending their DE events the Porsche Club board authorized a separate run group if desired and they will give any other club a \$25 rebate per participant. So if FAHC could get four members there by promoting the event, they would give the FAHC \$100. All they ask is that clubs support the event with no risk to their club. Hopefully enough drivers participate so they can continue to do these events.

THE SAGA OF ME AND MY B

(Part 3) Five minutes my a__!

By Keenan Bash

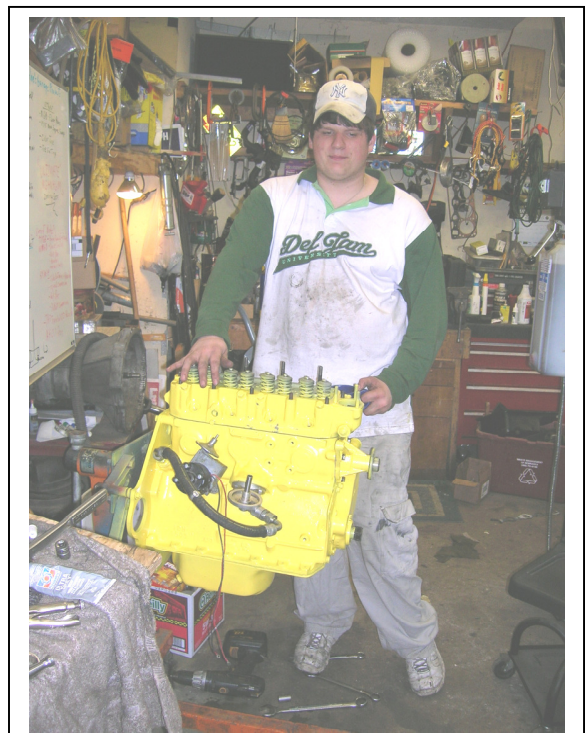
When we started the rebuild process we watched a Chevy engine rebuild on the speed channel. Everything looked so easy and they did every thing in five minutes. I knew it would not be that fast, but I did not expect that it would take as long as it did. Some things just don't go like they are supposed to. As we would move from one part of the project to another I learned patience. And when things got tough and took a long time we would say "5 minutes my a__!" It has been a fun and even exciting experience plus, I learned a lot from Joe and Bill. I would have to say out of every thing CLEANING was the most time consuming. I did not know things could or should get that clean. I even learned you need to be like a mom during the process. No joke I actually felt like my mother while cleaning. I would clean some thing inspect, set it down and notice some thing that didn't look right and re-clean it. If I did that to my room my mother would be a happy (my room is clean and tidy, just not super clean like my parts). I strongly agree with Joe now that even if it is not an internal part it needs to be clean. We got *grimed* while taking this car part, but putting it back together was a very clean-cut process. I don't know if it's just me since this is my first engine rebuilt but I think we got the parts cleaner then they were at the factory.

Many hours later and weeks the parts where all clean, that the fun part began. It worked perfectly, I even learned how to weld a little the day we started to assemble my engine. Like every first timer, during the assembly I asked many questions. I still remember all most if not ever little step we did. I even want to thank the five-minute speed channel video for what I learned because I impressed Joe that day. Before I slip the first piston into the block and with out any advice, I put a piece of rubber tubing on both rod bolts so we would not scratch the crankshaft. I made a couple mistakes on assembly that I caught thankfully. The worst was when I was taking to Joe and not concentrating so on the fourth piston I forgot to add a crucial element the bearing on the rod. I had to slide out the piston to refit the bearing. Over all I believe that Joe guidance has boosted my engine skills out the roof. I'm confident that I could take apart an engine and put it back together by my self. I might have a hotline to Joe's garage but I believe I could do it.

Vroom Vroom or as Joe likes to say Zum Zuum, here comes the fun part. The first bellowing roar from a new engine was awesome. It's one of those things that you feel so happy and proud about that you can't describe it to some one that has not experienced it first hand. It's such a rewarding a sound. She started up and boy did she start up. The engine was just humming and purring away. After a day of tuning, checking and double-checking every thing we went for a drive, a fun drive. The next week was getting the kinks out, which included a lot of small electrical gremlins that have been pre-fabricated by the Lucas Factory electrics. After the Lucas nightmare I got to solo drive my MGB home at 11 at night in a rainstorm. I got a few more things to do, but she runs and runs well.

I would like to thank Joe Kueper, Bill McKay, and Ryan Reis for all the help fixing my car and the learning experience that they have provide to me over the last couple years. I had a lot of great and bad experiences with this car. Undoubtedly I will have many more learning experiences ahead as I tackle more restoration and maintenance on my MGB. I'm sure it will help with other cars I will own. I wouldn't get rid of this car for the world. It has given me so many lessons leaned both on and off the driving field. If it were not for this car I would not have been introduced to the wonderful community of the British car owners. Every experience helps mold you and this is one I'll never forget.

Five minutes my a__! But it was worth it.)



No, it is not a lemon!

WORKING ON CARS

HEY DAD, WHEN CAN WE DRIVE IT?



Photo by: Steve Reiter

Steve is making great progress on his project car. How are you doing on yours? Let us know. Send pictures and some notes on your progress, needs, trials and tribulations. Enquiring members want to know.

BUGEYE PROJECT?

Mike in Shreveport LA. Writes: I have several parts (motor and body) for a bug eye. Is there a market for these parts? My number is 318 226-6899 if you know of some one that may be interested.

CLAY POLISHING

By Joe Kueper

The clay is about the size of a bar of soap. It molds to the contours of the car body and glides easily with the help of a spray on lubricant as it is rubbed over the paint. The original finish looked great but sliding the back of my finger over the finish showed me it was really rough and smooth as a baby's butt after Bart Hamilton's clay polishing. The process is amazing and produces a concourse shine.



Bringing Home Joes' Next Project

Aw come on! We know you have a project going on out there. So what if you have been working on it for 15 years. Wipe the dust off it and take a picture so we'll never know and make fun of you. Show us your project. We like looking at old cars in parts and pieces.

2008 Heartland MG Regional

By Phil and Tracy Brauer

Santa Fe Commons Park was the scene of the 2008 Heartland MG show held in Overland Park on June 14th. About 20 FAHC members attended this year's event. And what a beautiful day it was! No rain, cool temperatures, and sunshine! This year's event started Friday evening (June 13th) with a mixer/cookout. The Heartland MG group put on a great feast and made everyone feel very welcomed. Saturday brought out many British car enthusiasts. Cars were staged according to model and year on the grass and in shady areas of the park. While many of us were polishing and cleaning up our cars, the Heartland group fed everyone with a pancake breakfast.

The venue at the park was fantastic. Everything any one wanted was within easy walking distance of the park. In addition, this year's event coincided with Overland Park's Visual Arts and Crafts Exhibit featuring several vendors, food vendors, live music and the weekly farmers market.

Well over a 100 cars entered the show. While the majority were MG's (after all, it was an MG show), other British Marques were also well represented including invited marque, Triumph. My wife, Tracy, fell in love with a TR4A at the show. One of the most unusual cars was a 1966 Triumph Vitesse 2-Litre convertible. As people voted for their favorites, door prizes were also given out and raffle tickets for a 1973 MGB Roadster were being sold (September 6th is when I will find out if our MG family grows by one).

Some of our members walked off with awards this year. Jim Danielson received first prize for his wonderful MBC (and there was tough competition in his class too), Leo Theitje received a first prize for his beautiful 1974 MGB, John Ulrich received 1st prize for his MGB-GT V8, Jonah Charette received 2nd place for his 1976 MGB Roadster, and Phil and Tracy Brauer received a 3rd prize for their 1971 MGB. If I left someone out, I apologize. I was just so shocked with our car receiving an award, I became deaf the subsequent announcements of winners.

We had a wonderful time and will surely go next year. For those of you who haven't attended the MG Heartland Region show, I highly recommend it.



MGBs and attendees on the beautiful grounds of Santa Fe Commons Park.

HEARTLAND TROPHIES -- FLATWATER HAS 'EM

by Barbara Rixstine

Once again this June it was Heartland MG Car Show time and once again Flatwater members brought home the gold... and the silver and the bronze.

Winning car trophies at this year's show were (in alphabetical order): Phil and Tracy Brauer (3rd), Bruce and Judy Cratty (1st), Jim Danielson (1st), Jane M. and Brian Goldsmith (1st), Damon and Margaret Runyon (3rd), Bob Shaw and Martha Johnson (3rd), Leo Thietje (1st), and John Ulrich (1st).

Flatwater friends also won. Skip and Sandy Charette's son Jonah took a 3rd for a car bought from Chris Armitage, Joe Mock's daughter; and Ken and Vicky Grant (late of Fremont, IA and Parkville, MO) took a 1st.

Shaw's win came not with his MGA, but with Martha Johnson's Volvo, in the Open Class. This is the second year he's taken home an award without actually bringing a British car to the show; could it be a trend, Bob?

Jim Danielson also took a second in the photo contest.

EYE CATCHING BUGEYE

The Carlisle Imported-Kit/Replicar National for 2008 drew lots of British car attendees to include “endless lines of Sprites” reports the event manager. This event includes an auto cross, concourse (top 10% - read expensive but not necessarily drivable cars) , vendors and a lot of the usual stuff.

A new addition to this year's IKR event was the Carlisle Elite in which there are ten vehicles that are hand-chosen by the Carlisle Events' planning staff. These cars are selected on Friday only and the only other criterion is that the vehicle has to catch our collective eye. Winners received a very nice award, a hat, a shirt, a sticker and they become a lifetime member of the Carlisle Elite. Be sure to arrive on Friday next year if you want to be considered for the Carlisle Elite.

Of the hundreds of cars at the event Jim Danielson's Bugeye was selected as one of the ten.

FUMES -Vintage Racing News

The RMVR Pueblo Trans-Am Invitational

By Terry Davis

On a warm and windy weekend in southeastern Colorado, Rocky Mountain Vintage Racing held the Pueblo Trans-Am Invitational race on June 13-15 at Pueblo Motorsports Park. The event celebrated the Trans-American sedan racing series held at numerous road racing circuits throughout the U.S. and Canada in the 1960s and 70s featuring European, American, and Japanese sedans. Those races pitted Alfas, Porsches, and BMWs against Camaros, Javelins, Mustangs, Barracudas, Darts, and even Datsun 510s.

The 2008 race featured 7 run groups – Small Bore A (generally under 1500 cc), various open wheel cars, Historic/Ladies, Formula Ford, Big Bore/Exhibition, Trans Am, and Small Bore B (generally 1500 to 2200 cc). This was a BIG event with 179 cars entered. I think that may have been one reason for splitting the Small Bore cars into groups A and B as there were 25 cars in Small Bore A (my group) and 31 cars in Small Bore B. In my group there were 14 Sprites, 1 Midget, 1 Spitfire, 1 MGB-GT, and 2 Mini Coopers. The remainder of the group included 3 Porsches, a Fiat X1/9, an Abarth Coupe, and a Turner.



Pueblo is a very nice 2.2 mile long track with 10 turns, a couple of moderate elevation changes, and a long front straightaway. The elevation is about 4900 feet, so a flatlander like me had to lean out the carbs to get a proper fuel/air mix. Fortunately Terry Worick had installed a fuel/air mix gauge in the Bugeye just for that purpose. We tested the car at Hastings 2 weeks earlier at a Porsche Club Driver's Ed weekend to make sure everything was working and so I could get some more “seat time” to better explore the car's (and my) limits. That kind of practice was invaluable.

I had been on the Pueblo track two years ago and had some video that I reviewed in addition to looking at a track map and reading a “hot lap” guide, so I wouldn't feel like a total virgin when I got on the track. Friday was an open track day for “test and tune” and I took advantage of the opportunity to get in 4 practice runs of about 30 minutes each. *Continued on page 10.*

FUMES from page 9.

That kind of practice also was invaluable to re-familiarize myself with the track. Although I had reviewed my videos, the turns come up on you a LOT quicker in real life.

Saturday started with a drivers' meeting and then a practice session starting at 9:00. Qualifying runs started at 11:00 and the first race, 15 minutes for each run group, started at 2:30. Sunday started with another drivers' meeting and then warm-up laps starting at 8:30. Race 2, also 15 minutes for each run group, started at 9:15 and the 20 minute feature races started at 1:00.

I had 4 goals for the weekend. First, no on track "incidents," a.k.a. swapping paint. Fortunately, none occurred for me or anyone else. Second, finish every race without anything breaking. Fortunately, that goal also was achieved. I have to give a lot of credit to Terry Worick for that. He did a great job of preparing the car, everything worked, it ran well, and it also looked great. I got several compliments on the car and my instructor specifically noted how well it was "presented."

Goals 3 and 4 had more to do with driving. Student racers start at the back of the pack during practice and qualifying, and then are placed on the grid according to qualifying lap times for race 1. Race 1 results determine grid placement for race 2, and race 2 results determine grid positions for race 3, the feature race.

Goal 3 was to not get lapped during any of the races. Some of the other drivers are VERY fast and I did get lapped by a couple of guys during the April Driver's School race, but not this time.

Goal 4 was to improve my lap times with every run. I started out slowly in the practice run with a best lap time of 2:21.616, finishing 23rd out of a field of 26 cars. My best qualifying lap was 2:12.945, almost 9 seconds faster. However that only put me in 20th position out of 21 cars for race 1. In race 1 I was able to shave another 5 seconds off my best lap time with a 2:07.984, finishing 16th out of 20 cars. In race 2, I again finished 16th out of 19 cars with a best lap time of 2:03.590, more than 4 seconds faster. By race 3 on Sunday afternoon it was a bit hotter, 97 degrees, and everybody's lap times increased a bit. My best lap in race 3 was 2:05.453, good for a 16th place finish out of 18 cars. For comparison, the winner's best lap times in races 2 and 3 were about 12 seconds faster than mine.

As the weekend progressed I developed a 5th goal, to break 2 minutes for a lap time. While I didn't achieve that goal, I was close, being only 3 ½ seconds from it. I did improve my lap times and was able to improve or maintain my finishing position with each run. I think one of the keys, again, was good preparation of the car (thanks Terry W!). Several faster cars/drivers broke and didn't finish. While I may have been the last to finish a couple of the races, I didn't finish "last."

Seriously, it was a tremendous help being able to concentrate on driving and not worry about the car. I was in the paddock with two other guys from the April Driver's School who both had problems. One didn't have tires that were any good, missed practice and race 1, and had to have a new set of tires delivered just in time for the races on Sunday. The other had just bought a somewhat clapped out racing Midget that broke during qualifying. I guess two of the most important things for a successful racing weekend are preparation and practice.

It was a great weekend and I got an unexpected surprise on Sunday. My instructor signed off on my license so I now qualify for a full competition vintage racing license – no more "X" on the boot. Look out Hastings, here I come! See you in the paddock.

Flatwater Austin-Healey Club

A chapter of the Austin-Healey Club of America

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SWEET!

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