

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

## May 2008 Calendar:

**May 3-4 Sat-Sunday**  
Track weekend with the  
Porsche Club at Hastings.

**May 8, Thursday**  
Jackson's Pub, Gretna,  
Hwy 6/31 6:30 p.m.

**May 10, Saturday**  
Breakfast at Mahoney  
State Park 9 a.m. or so.

**May 10, Saturday**  
Funkanna Noon in Lincoln

**May 17, Saturday**  
MIG Welding Class  
8 AM Papillion Pg2

**May 30 Saturday**  
Fish at Joe Tess Live Fish  
Market in South Omaha  
6:30 P.M.

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looking back**  
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## LOOK MA – NO HANDS



**Funkhana Driver Brian Goldsmith tries his bean bag skills**

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Photo by Pam Brunke

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**MGB LE AUCTION RESULTS Pg 3**

**Winter Projects Pg 7- 8**

**Fumes- More on Racing Pg 9-10**

## 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

**June Newsletter Submission Deadline – May 23rd**

## ONLY FUN NOT FUNK IN FUNKHANA

Saturday – Noon – May 10th

Funkhana is FAHC's second major driving event of the season. This event combines driving skills, a sense of humor and luck in a fast paced exciting event. This is a great opportunity for all drivers regardless of age, gender or driving experience to challenge themselves and have some fun. Strap a co-pilot (no age limit) in the passenger seat to share the fun with a ride along.

This event is hosted by Rich & Pam Brunke and their co-conspirators, Dennis & Jane Stone and Marty Klein who serve as course marshals, judge and jury over the event. Volunteers will be used to help conduct the events.

Funkhana will once again be held on Rich & Pam's Brunke's business parking lot in Lincoln. The address is 2827 North 20 St. One half block off Cornhusker Highway. When coming from Omaha exit Interstate 80 at the 27 street exit. Go South to Cornhusker and turn right onto Cornhusker and merge to the left lane. You will turn left at 20th Street. Brunke's is on the right.

The course will have 7 Stations to test your driving skills this year. Each station will test a different driving skill with a couple of games thrown in. Each driver will be given 3 runs with the approximate time for each run at 4 minutes. Points will be awarded toward Flatwater's Driver of the Year award for this event.

If you don't want to drive, come on down and watch the fun. Join us for some good socializing. Water and soft drinks are provided but you may want to bring your own snacks. Arrive at noon for the sign-up and a walk thru before the event. The First car is off at 1:00.

Bring some next generation British car owner wanabees and show them we are not a bunch of fuddy duddies

## MAY FISH AT JOE TESS'S

Friday May 30th

The fish is really fresh at Joe Tess's Live Fish Market in South Omaha the site of the next Fish gathering. And yes they have a menu of non fish items but it is not as long as the fish list. You know the Drill. RSVP now because you know you'll forget later.

Jim / Theresa Morgan	jm93552@alltel.net	
Dennis / Jane Stone	janes_54@msn.com	402 397-2385
Rich / Pam Brunke	p_brunke@yahoo.com	402 438-3330

## WELDING CLASS 101

Learn the basics of MIG welding. Bill McKay will teach an introduction to welding class the morning of Saturday May 17<sup>th</sup> starting at 8 A.M. This will be a hands on class where attendees will learn by doing. No equipment is needed however, if you have a MIG welder and welding helmet, bring them. Also if you have an item that requires welding bring it as well. The class will be held in Bill's project barn off 70<sup>th</sup> Street south of Cornhusker road in Papillion. RSVP to Joe Kueper for your participation, questions and directions. 402-592-3132 or Editorjoe@msn.com

# St. Thomas Aquinas Charity Car Auction, or I came, I underdressed, I Bought British Iron

*By Greg Lemon*

Little did I know that the seemingly innocent suggestion that the club should have a representative at the charity auction in David City Nebraska would lead to a chain of events that would include that club member buying the car, but it did and if you want to find out how, please read below.

Many of you may remember that stories in the newsletter of the 1979 MGB LE that club member Steve Reiter was restoring for his local school's charity auction. Well the officers decided that in a show of support for his efforts and to help publicize the club we should send an officer to the event.

As current President of the club I was volunteered for the task, but after one of those Saturdays that inevitably occurs on the first warm spring days of the year, involving lots of catching up on yard work and car work, I was a little tired and more inclined to stay home vegetate on the couch than make the hour drive to the event.

But of course I said I would so I did. Then I thought about how little appeal a restored MGB, no matter how nice, might have way out in David City, NE. I then decided that, I might as well stick my checkbook in my pocket, in case it "goes cheap". No need to even mention it to the wife because a purchase was not likely to happen.

Well I was wrong about that as well as a few other things that night, I went there thinking car auction although I knew it was a charity event and there was a dinner involved, I am not highly concerned about fashion these days, but when I came in and saw women in evening dresses and men in tuxedos I felt so out of place in my jeans and, yes, tennis shoes, that I almost walked out. But I poked my head in, one of the organizers was very nice and suggested that it would be fine for me to go in, of course I got taken to a main table, introduced to the crowd, etc, a fine sharp looking representative of the club I turned out to be.

Anyway, I did do a little research going in, just in case you know, and when they dropped the opening bid to a ridiculous price I figured it wouldn't hurt to raise my hand. Of course once you are a bidder you are the center of attention and a noble hero if you win and a cheap wannabe high roller with no guts if you lose (at least in the eyes of the auctioneers) and my bid crept up well past the very safe level where I started. My absolute last highest bid turned out to be the winner, and I ended up with the car.

So in my day of firsts I had my first car bought at auction closely followed by my first car bought without consulting the significant other first. Happily after a little bit of probably well deserved chiding all is peaceful in the Lemon household, and thank goodness for Steve's work on a nice shiny black paint job, as the wife seems to have become rather fond of it.

Now Jim Danielson tells me that if you just keep bringing cars home the significant other will get used to it, and much as I would like to believe that theory and give it a run, I just don't have quite enough of what my high school coaches referred to as intestinal fortitude to try it.

So anyway, that is the story of how I came home with a nice gleaming black 1980 MGB LE. I am actually having a lot of fun with it doing the inevitable little tinkering and sorting that needs to be done after a restoration, and then going for a cruise to see how those tinkers take. Back on the Abingdon bandwagon with my first MG in over 20 years, don't know how I ever went without for that long.



**CAROL LEMON GIVES HER APPROVAL**

## Presidential Ponderings

By Greg Lemon

As I write this it hasn't yet occurred, but as you read it will have already passed, so I am a little confused about my verb tenses, but we are rolling into what is perhaps the biggest weekend of the FAHC year so far, the last weekend of April. Events include Fish on Friday, the Taulborg museum tour on Saturday, and the Scribner Run on Sunday. So we have a little something for everyone, which of course is what we always strive for at the FAHC. I am sure we will have had a big chunk of the membership represented at these four events and thanks to all who made those events possible.

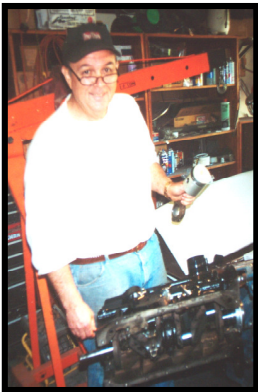


In addition to the usual Fish, Mahoney and Jackson's Pub, May will feature the popular club Funkhana, a popular driving event which as the name implies is a contest that is meant to be fun for all participants, and has included the use of beanbags and toilet plungers in the past.

We are also working on some hands on type workshops for members that want to hone their wrenching skills. Keep your eyes on this publication for details. And lastly but certainly not leastly, Howard Larson has once again agreed to host and plan a weekends in the South Sioux City area, August 22-24, last years event got nothing but praise, so if you are looking for a little weekend break why not take it in the good company of your fellow FAHC members.

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## PITSTOP *by Joe Kueper*



I enjoy publishing this news letter even though I stress out when my computer gives me fits as I labor on late into the night. As your submissions come in, I get to visit with you in a sense and catch up on your lives. Thank you very much for sharing because the work effort is far outweighed by the pleasure and surprises I receive. This issue holds a perfect example of a surprise in the Members Only section. While proof reading the letter it hit me that I had two parallel stories written by two distinctly different people.

This month Keenan Bash, our youngest member (he is 19 and joined at 16), begins to write a series of his experiences and how he was seduced by British cars. Compare this to Rober Beardslee, one of ournewest and most senior members by age (70's) who also writes about one of his experiences. Despite their obvious difference in age and and life experiences there seems to be a common denominator, a ribbon of thought that binds them to the British car brotherhood. Understanding this relationship could help explain the whole British car thing. Could it be that they are risk takers who dare to be different while walking on the wild side? Possibly they are optimists who are also hoples romantics? Or maybe I have been up too long and need to get some sleep.

Perhaps the ladies out there who observe this behavior in their men could weigh in on the topic and give the smitten ones some insight on what they think drives mad dogs, Englishmen and British car owners out to enjoy the noon day sun.

While you ponder that, I have an engine to rebuild and some British rust to weld upon.

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



## PLAN AHEAD - COMING SOON

**May 15<sup>th</sup> Early Registration** for the **2008 Heartland MG Regional** Overland Park Kansas  
Sign up early to get a free pancake breakfast and T-shirt.

**June 14<sup>th</sup>** Saturday 9am The MG Regional show site is in the beautiful Santa Fe Commons Park in the Historic Downtown area. Features are an Upholstery Tech session and trophies at 3:30.  
The Host Hotel is the Holiday Inn 6 minutes from the show site. 7240 Shawnee Mission Parkway 913-262-3010 For details see: [www.heartlandmgregional.com](http://www.heartlandmgregional.com) or contact Bill Davidson  
[chairman@heartlandregional.com](mailto:chairman@heartlandregional.com)

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**June 26 through June 29. The National Sprite Midget 50<sup>th</sup> Anniversary** Lake of the Ozarks, Missouri  
Jim Danielson is on the planning committee for this event and anyone interested in going should please contacting him at 402-464-3733 or through e-mail at [jdanielson2003@yahoo.com](mailto:jdanielson2003@yahoo.com).

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**August 22-24** South Sioux City touring weekend Larson's host a great weekend of interesting activities. Mark this on your calendar and watch for details in the coming issues.

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### The Attraction of Speed

Your revving reporters, Phil and Tracy Brauer

Faster, faster, and faster. More and more speed. That was the theme during our private tour of the Museum of American Speed in Lincoln, NE, Saturday March 22<sup>nd</sup>. This museum and collection is the work of Mr. Bill Smith, founder of the nation's oldest and largest supplier of automobile speed equipment, Speedway Motors.

Bob Shaw organized and arranged the tour attended by approximately 20 speed freaks belonging to the FAHC and Nebraska Royal Majesty's Patrol car clubs and also included a few hot rodders. Steve Witt, an employee of Speedway Motors gave us a personal tour lasted almost three hours. Steve provided a lot of facts about the displays but what really made it special and interesting were the stories he told about the artifacts. You didn't have to be a car buff to enjoy the tour.

We saw one-of-a-kind of race engines and several cars of historical significance. Steve shared stories on the racing history of some the cars, drivers, and engineering marvels and innovations found in these engines and automobiles. For example, on display was David Pearson's Purolator Mercury, the car he drove to defeat Richard Petty in the historic 1976 NASCAR Daytona 500 finish that is still shown on television today as one of the greatest finishes in NASCAR history. Another special car was the historic 1914 Indy car driven by Louis Chevrolet. This car's engineering was way ahead for its time and included unibody construction (like an airplane), rack and pinion steering, and independent four-wheel suspension. We also saw a Tucker Torpedo, a Duesenberg, Bonneville Flat speed record cars (one being prepped by Speedway Motors for another run during Speed Week at Bonneville Flats this summer), and a lot of other amazing cars. We even got a chance to sit in an actual Indy car (a shoe horn to get in and a pry bar to get out!).

The tour was also something non-speed freaks enjoyed. The museum houses what must be the largest collection of petal cars imaginable and has the world's oldest known petal car (circa 1904 and it's British!). Other collectables included hundreds of lunch boxes, autographed guitars, record albums having car themes, and an awesome collection of racing-related toys, models, and go-carts. A lot of childhood memories were rekindled by these displays. All in all, the museum has over 60,000 items, with only about a half being on display at one time. But more will be exhibited in the future as new displays are being constructed and additional space is being added.

Those attending learned a lot about racing history and left with an appreciation for the ingenuity of the engineers and drivers who contributed so much to improving automotive performance and safety. We had a lot a fun and hope to make a return visit soon. To take a virtual tour go to: <http://www.museumofamericanspeed.com/>

*Editor note: Copy write prohibits our printing the whole picture of Phil sitting in the Indy car but his face is public domain*



**Phil Brauer is serious about speed.**

## **Big Easy\*, Big Fun**

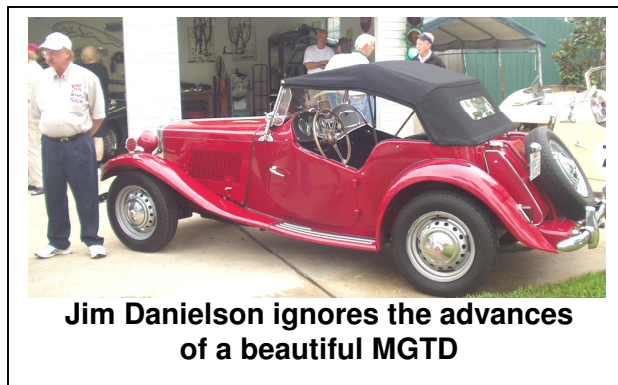
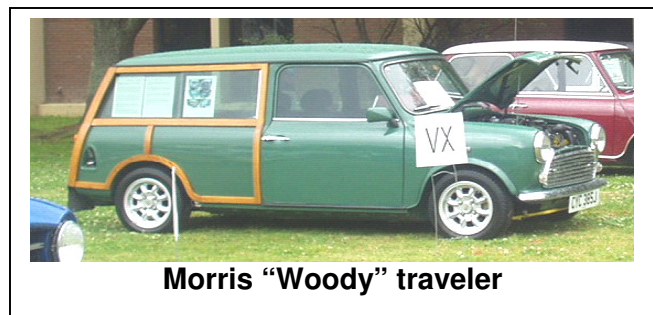
*By Barb Rixstine*

Jim and I had a chance to enjoy the British Motoring Club of New Orleans' car show in late March and it was a great time all around.

The show is always held the first Saturday after the vernal equinox in March (that's when it's declared spring), so since we were already in New Orleans for a literary event, we stayed on to go to the show.

Friday night the club had a delicious pot-luck dinner at the event hotel. We met and talked to lots of folks. Saturday morning one of the club couples opened their home for breakfast to us all. They lived in an old plantation home that took in eight feet of water during Katrina. It's now been redone, but quite the event to move in, fix up and have ready for guests.

The car show was held at Delgado Community College, there in New Orleans, around 70 cars and their owners showed up on the grass. The site is great; plenty of benches and trees and they even convinced the school cafeteria staff to not only open on Saturday, but offer some special New Orleans specials for us.



We ended up at Landry's, a nice restaurant on the water, to talk over what we'd seen and who we'd met. Jim donated one of his British car posters for their raffle event, with all proceeds going to a local nonprofit.

Sunday morning some club members even stopped in to make sure all of us got off safely. A great group and a great time.

## **1958 MGA Saved from the Junkyard.**

*By Tim Creger*

I was recently visiting with a gentleman in York named Neil Adams. Neil is not a member of FAHC, but shares the same special interest car enthusiasm as many of our members. Neil showed me his mid-60's Datsun 1600 roadster, a 1960 VW Beetle, a mid-60's AMC AMX muscle car, and his most recent dirt track open wheel stock car. But it was the 1958 MG MGA that really caught my eye. Neil told me he bought the car in the Lincoln area last year for \$200. At the time it was disassembled and spread out across a garage, a storage shed, and the owner's garden (the rear fenders were serving as planters). Neil spent the next 8-9 months removing rust, repairing pinholes in many of the steel body panels, fixing dents in the aluminum body panels, rebuilding the mechanicals, and installing a new Moss Motors interior, since the car no longer had one when Neil found it. Neil hopes to sell the car once he is finished with the restoration later this year. If anyone is interested in the car, I can put you in touch with him. Call me at (402) 466-3968, or e-mail at [cregers5@inebraska.com](mailto:cregers5@inebraska.com).



## My Winter (or Spring) Project

*By Bob Shaw*

I must begin with a confession. I am certain that my winter projects will turn out to be spring projects. I work in education, so I am generally quite busy during the winter months. To tell the truth there is a bit more to the story than I just told you. When Martha and I moved to our present home, and installed our son and daughter in law in the old house, I left the garage heater for him in my old garage.. I had hopes that he would use the heater to start organizing things to begin on his first MG Car project. Being a musician he has turned it into a music studio. I must talk with that boy about priorities. But I digress.

I do not like cold. I learned that when I was a teenager, feeding cattle in the morning before going to school. There was a promise made to myself that I would avoid getting that cold again. It is one promise that I have kept with a few notable exceptions, one being when John Ulrich and I helped Steve Witt gather his Spitfire. It was so cold that day that one spare rear axle assembly was frozen to the ground. On the whole, however, I have avoided such conditions since my teens. My shop is not yet heated, so I did not make a great deal of progress on my winter project until late March and early April.

Some of you may recall that the engine in my MGA bore a strange resemblance to a whistling teakettle a great deal of last summer. It actually began its identity as a steam generator at the end of the summer of 2006, when I began to realize there was a bit of leakage between cylinders began. I did not know at the time which cylinders were leaking back and forth, but it was apparent that something was going on involving a transference of gasses, and the accompanying stutter that occurs in the engine at speeds above 3500 RPM. Childhood lessons to the contrary, sharing is not always a good thing- especially when it is between cylinders.

When something is wrong in a car, the tendency is to hope the simple thing to fix is what is wrong. This is generally known as misplaced optimism. I had hopes the head was warped, so a second head was prepared just in case and the swap was made. Well, that and the thought that a flow job might be a fun thing. The new head was installed and I set out to test things. The situation was not resolved by these actions. In fact, it was even worse. Greg Lemon thought that appropriate. My car had a head problem, and I, a counselor, could not fix it. Oh the irony!

About the middle of March we had a warm weekend, I was on spring break, and I had time to begin work. The head was pulled, and the deck of the block was inspected. I thought I saw something between cylinders 3&4, and Steve Espelund took a look and looked at me with a somewhat sideways scowl and pointed to a distinct mark between cylinders 1&2. He was right. It was obvious. How did I miss that? It is a good, but humbling, thing to have competent friends

The most difficult task may well be limiting myself to the immediate problem. The deck must be planed, and the cam has a flat lobe on the intake for the first cylinder. The lifters are not good-remember to use additive, or use diesel engine, motorcycle, or special racing oil, and spend the money to get good lifters.

The floorboards are starting to get a bit spongy. The cowl behind the engine should be repainted. The left rear fender is a bit wavy. Noticing all of these things is dangerous. There is a tendency toward contracting shipwright's disease once a project begins. It has been 12 years since I went through that car, and.....



**Bob Shaw in his natural habitat**

# BART'S BATTLE OF THE NEW SWAY BARS

*By Bart Hamilton*

Well, I'm bored (and mildly bruised) so I thought I would document how easy it is to do a simple DIY maintenance procedure. This started out as a minor upgrade to my suspension to make the car handle better. Upgrading the sway bars for added handling performance has to be a very simple procedure. I've done it before and it takes only 1 to 2 hours – piece o cake. What could be easier; unbolt the old ones, put the new ones in, and bolt them up! Chop chop all done.

Obviously, the first step is to get the vehicle up in the air – a lift is perfect! Next step is to disconnect the end links. Whoops, the nuts are rusted on the studs and the studs are freewheeling in their socket to prevent binding. Now what? What luck, there is a hex hole in the end of the stud perfect for a 5mm Allen wrench. What LACK of luck, the nut that is supposed to be torqued to 16 ft-lbs is tightly frozen and the Allen wrench is bending while I try to turn the nut with an open end wrench and hold the stud with the Allen wrench. FINE! Get out the liquid wrench, soak it, and let it sit. Time for a beer. Back in a couple hours – no change! More liquid wrench. Another beer and hit it with an air wrench. Progress – the stud spins really fast but with the nut firmly in place. No room for a hacksaw and a sawzall will eat up the end link tab in a heartbeat. So far I have a half-day invested in this 2-hour project. The realization hits that new end links will be needed because the fate of the stock end links does not look good – insert money here. More liquid wrench, more beer, and go order new end links.

A day later and while waiting for end links, go to store and search shelves for – SOMETHING. ANYTHING. Searched for Triflow but came back with PB Nut Buster. Apply liberally for a few days and hit with the air wrench. VOLARE! (or is that Viola'?) They move – just a bit but that is progress. Back to the open-end wrench and the Allen wrench to finish the job. 4000 turns on each nut, more scrapes and cuts, and the rear sway bar is off!!! Sounds daunting but the nuts are off and THAT is progress. Since I am not going to reuse the end links (remember, new ones are on order) I don't have to remove the other end of the end links. Remove rear sway bar, install new rear sway bar, new end links, and fit into place. Perfect! The 2-hour job is now half done and it has only taken 5 days. On to the front!! I've been hitting the front-end link nuts with the PB Nut Buster since I got it.

Move to the front and disconnect the end links using the PB Nut Buster, air wrench, open-end wrench and Allen wrench. This time it is only 45 minutes to undo the two nuts and another 20 minutes to get the bar untangled from the water and A/C lines. It would have been easier with one wheel removed but you cannot do that on a lift unless it is a two-post lift (this isn't). Now to put the new bar on. 45 minutes later the stupid dust is blown out of my head and I realize I will have to put the car on the ground and use a floor jack to lift one side of the car and remove a wheel if I EVER want to get the bar in. It is just enough bigger that it does not take the same route going in that the old bar took coming out. OK, lower the lift, roll the car off, jack up one side, and remove wheel. 3 minutes of fiddling and the bar is in!!! How easy is that. Lube the new neoprene bushings and put them on the bar. Grab the U-shaped keeper and put in the first bolt. Get the second bolt and ..... the hole is off! Try to lever into position, no luck. Get big vice grips and try to compress the keeper and bushing. Great! It moved! Wait, now it doesn't fit on the frame of the car. Damn, all I did was distort the bushing where it was split to fit around the bar. OK, get the hand sledge and beat the keeper back into its U-shape again. Back to bushing keeper not fitting the original frame holes. #@%\*## Get another beer and call the supplier in the morning.

Day 7, call the supplier and describe situation. At the mention of drilling the frame to make everything fit he panics and shouts NO!! Seems they had this problem before and changed suppliers. They will order new bushings and keepers and express mail them to me. So. Day 9 of the 2 hour job and we are waiting for new bushings to arrive so we can get the car back on the road. I really cannot wait to see what is next. I'm sure it won't be anything because this is a simple job. Everybody has done it and the last time I did it, it only took 2 hours. Or was that a 3-hour tour!!!!!!!!!!!!



## FUMES - The RMVR Driver's School

*By Terry Davis*



WOW! I just got back from the Rocky Mountain Vintage Racing Driver's School (April 18-20). What a great experience! A lot of preparation went into taking this plunge into vintage racing, but it was well worth it. First, Terry Worick did a great job of preparing the Bugeye for the event and I got a lot of compliments on the car and how it looked. Instead of a faded red, beat up race car literally held together with bondo and baling wire, it is now a beautiful Tahiti blue (a 1976 Spitfire color), is put together properly, and is a very "trackable" car.

My preparation included making sure I had all of the necessary safety equipment – helmet, driving suit, shoes, gloves, arm restraints, and a couple of sets of Nomex underwear. Being something of a belt and suspenders kind of guy I thought that I had better bring a backup car since I was driving 600 miles to La Junta, Colorado, and didn't want to chance the Bugeye breaking and not being able to drive, as the school is only offered once a year. I decided to bring the Miata since it is just a tad more reliable than my LBCs and would be allowed to run on the track "as is" for the school. I figured it would also serve as a talisman, warding off any gremlins or evil spirits that might try to afflict the Sprite. It worked pretty well as I suffered only a "minor" difficulty that, while impairing, was not so severe as to disable the car. More on that later.

Towing two cars to Colorado meant, of course, that I would have to bring the BIG trailer, necessitating the purchase of a weight distributing hitch. I think the principle behind this thing must be patterned after some kind of Dolly Parton undergarment. After a couple of rush modifications to the trailer I loaded up the cars and left for Colorado on Wednesday afternoon. Tech inspection was scheduled for Thursday afternoon at the track. Tech had to be done there in addition to the inspection I had done in Omaha just before leaving.

I made it to Burlington, Colorado, just across the Kansas line, by Wednesday night, having taken the southern route on I-70 since snow was supposed to be on the way. Sure enough Thursday morning I woke up to find 4 inches of very wet snow covering my whole rig – not exactly racing weather! It was supposed to clear and warm up, which fortunately it did.

I arrived in La Junta early Thursday afternoon and headed for the track. Everyone I've met with RMVR has been very nice and my Driver's School experience was no exception. After getting the car teched I headed to the Super 8 to wait for Friday morning.

Our student group was mostly men with only a couple of women. Most of us are in our 40's or 50's, but a few are in their 30's and even a couple of 20-somethings were there. Our greatest diversity was in the amount of previous driving experience we had. A few had significant racing experience with other organizations and were now planning to get a vintage license. Some had never been in a race car or on a race track before. Others, like me, had previous track experience, but no real competition or racing experience.

There was also diversity in the cars we drove. Vintage cars included a couple of Porsche 911s, a 914, a 356, an Alfa, a Volvo, an Alpine, and a Triumph Herald. A few people drove street cars, including a BMW M3, a Volkswagen of some sort, a Saturn, and even a Ford Focus station wagon. (Don't laugh – the guy in the Focus is a former Formula car racer who beat the pants off of most of us!) Several students drove Formula Vee's and Super Vee's.

On Friday morning each of the students met with his or her instructor and had a first ride around the track with them just to get a feel for the layout, turn in points, etc. Then it was off to the classroom. We had 4 classroom sessions and 4 track sessions on Friday. Classroom sessions were combined for both production car students and open wheel students, but track groups were separate. The classroom sessions covered some basics about vintage racing philosophy and safety, and then the meat and potatoes of track driving – the racing line, acceleration, braking, turn in, apexing, track out, and the "visual sequence" of track driving – check the corner station for flags, check your mirrors, find your braking point, and find your turn in point.

The first two track sessions involved each student following his or her instructor around the track to learn the line. During the next two sessions the instructors followed the students to see how well, or how poorly, we did. We also started doing some basic passing – passing only on the front and rear straights with a “point-by” from the driver being passed.

Saturday it was more classroom sessions and more track time. After reviewing the previous day’s material we progressed to passing anywhere on the track on Saturday afternoon and also had instruction and practice on doing a rolling start – a bit more difficult than it looks on TV! Everyone agreed that our group looked PRETTY ugly.

Sunday morning we got a chance to redeem ourselves with another practice rolling start, this time executed almost to perfection. (At least we’re trainable, if not educable!) We had more classroom sessions on passing and then a student-only race. Finally, on Sunday afternoon it was time for the big finale – an actual race with veteran drivers. We each were gridded at the back of our regular race groups (based on engine size) and had a large X and a streamer on our cars to identify us as students. This, of course, helped the veteran drivers recognize us as students, warned them that we were possibly (probably?) less than competent, and helped them avoid us in case we did something really stupid. I think a couple of us also felt that this more easily identified us as “prey” for the particularly fast drivers!

So what was it all like and what did I get out of it? Honestly, the thought of it all was somewhat intimidating at first, particularly the thought of driving with “real” racers, passing, etc. Our instructors, however, were great. They gave us good information, helped us practice, reviewed our performance, told us what we did right, told us what we did wrong, and helped us identify ways to improve. A couple of things were stressed repeatedly – safety and staying within your comfort level. They wanted us to challenge ourselves and work on improving our driving skills, but not to the point that we felt like we were being asked to do things beyond our capabilities. All in all it was a great experience and I felt like I learned a lot, but obviously still have a lot more to learn and to practice.

A couple of thoughts if you have the desire to take the plunge into vintage racing. Get as MUCH track experience as you can BEFORE you go to a racing school to try to get a license. Sign up for a car club’s Driver’s Education weekend, or two, or three. The more experience you have, the better. You may love it, or you may decide that it’s not for you. I’ve been doing Driver’s Ed weekends for several years and doing this racing school was a significant step up in terms of what you need to know and do. You get a lot of information and things progress very quickly in a 3 day weekend such as the RMVR school. It REALLY helps if you already know what the track flags mean, automatically look at corner stations, and have an idea of how to find a turn in point and apex before you’re on the track with 10-20 other cars, where most of the other drivers have much more experience, are much faster, and are trying to pass you. You want to be able to concentrate on the totality of the situation and your surroundings, not worry about whether you’re supposed to come all the way to the edge of the track when leaving turn 4 before heading into turn 5, or try to remember what the “meatball” flag means. Things get very busy very quickly and some things have to be automatic.

Finally, in case you’re wondering what the little “problem” was that I had with the car: Going down the front straight on about the second lap of our first track session the car started popping out of 3<sup>rd</sup> gear. It simply would not stay in that gear, which sounds rather embarrassing when the engine continues to rev and could also be potentially dangerous if you suddenly lose power or grip in a turn. I decided to press on since the car ran fine as long as I held the shift lever in position whenever I was in 3<sup>rd</sup>, which was about 90% of the time! I spent the entire weekend with my right hand on the shift lever and steered the car with my left. I think I’m going to have to take up bowling so that I can get my right arm up to the same size as my left now! Seriously, I had a great time and after Sunday afternoon’s race I was left with the feeling “Do I HAVE to go home now? I want more!”



See you in the paddock.

## BEVERAGE OF CHOICE

By Bob Shaw

I thought those members who own MGs and are interested in MG lore might be interested in knowing that Old Speckled Hen Ale is now available in Lincoln. I've a dear friend who has been involved at one level or another in the acquisition of fine beverages since she was trained by Sam Gatto, who obtained one of the first 2 liquor licenses in Lincoln after prohibition.

Recently she was a consultant for the opening of Hy-Vee's spirit shop at 74th and Holdrege in Lincoln. In a casual conversation she asked if there was anything I would like to have that was not available anywhere else. I replied I would like to have Old Speckled Hen Ale, a brew known as special to MG owners for many years. I had been unable to obtain it in Lincoln, despite several attempts to do such. She replied she would see what she could do.

A few days later she called and said it was available for pick-up. So please share this with all in the club who enjoy both MGs and beer.



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## MEMBERS ONLY

### THE SAGA OF ME AND MY B

By Keenan Bash

Have you ever seen something and knew that you wanted it? This seems like a common occurrence when living your life. I was an 8<sup>th</sup> grader when I started getting into cars. I had a mentor named Joe Moyer and he owned his own hot rod shop in Shenandoah. That's where I guess the general spark for cars was introduced in my life, but from there it evolved.

There was always one car in the hot rod shop that stood out. I mean stood out! It was a Austin Healey 3000; and I mean it was a great looking car. I don't know what caught my eye about this car for there was everything in that shop from hot rods to old Camaros and Mustangs. I used to go to the shop and help out as much as possible, by cleaning the shop, and bring tools to Joe when I knew what to get. I spent a lot of time there in the shop, watching Joe work and looking at the cars. I've seen a lot of cars go through the shop, and admire most of them, but the one that kept sticking out was the little British Healey 3000.

I'm now going to jump about two years forward in my life to July 3<sup>rd</sup>, my 16<sup>th</sup> birthday. My parents were out of town for a couple weeks at my mother's family on vacation. Now a lot of you have had 16 year old sons and you know how they are. They like to cruise around town looking at girls and hang out with friends. I was doing this too, but something was missing. Something guys can always agree on is sporty cars and pretty girls go together. The only problem was, I was missing the sporty car.

While my parents were gone, I noticed this yellow MGB and really fell for it. I did not know anything about the car but I liked it. I didn't even know the year of the car. One thing I did know was that it had a for sale sign on it, and I liked it. I contacted the owner and set up an agreement to buy the car. We agreed on a price of \$ 3,500. From there I called my banker and talk about getting a loan, I qualified for one, and could get the car. One problem. I'm a minor and you know what? I can't buy a car or even get a loan at 16. Dang! I guess I have to ask my parents for help. Here's the part which all of you know is a tricky topic. Asking your parents or wife for a British car. (Continued page 12)



(Saga continued from page 11)

All of you who have talked your way into getting more and more of these little cars knows how it goes. I started out talking to my dad. I started by playing the father son bounding thing. My farther and I agreed that it was a classic car and it got good gas mileage and that's always a good thing in these times of raising gas prices. I talked my dad into letting me buy it but we all know that was the easy part. If there is one thing that I've learned, it is once you are married and in a relationship with a women, a decision is not final until they say it is. Lucky my mom was having fun or at least distract at a family event so she said yes. Now here's the problem I had to wait two weeks until my parents get back. Do you know how long that is to a 16 year old? It is a life time and a half.

Part Two: Joy and Despair – next issue

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**Ran when parked**



**New Moss after market hardtop?**

**Found in Joe's Basement**



**Steve Ritters Next Project Car**

## **YOU ARE NEVER TOO OLD**

*By Robert Beardslee*

I had been trying to get my girlfriend, "Mickie," to come to Red Cloud since before Christmas to show her the 1968 Triumph GT<sup>A</sup> vintage English race car that I have been working on to two years (in secrecy). However, the roads have been so icy every weekend that it just didn't work out for her to come to Red Cloud. I was able to give her a picture of the car as a present but she still has not seen the car in the real sense.

Finally, the big day came and she was pleased to see the car and the personalized license plates I had made for the occasion.

I took her for a short ride and our dream came true ... to have a car to take to car shows and on road trips. On the return trip from our ride, the gas line plugged and we were stranded along the road side until I was able to use my jack knife blade as a screwdriver and loosen the gas line at the gas tank and drain out some of the sediment that plugged the line.

For you romancers traveling the road between red Cloud and Inavale, be warned, there is NO CELL phone service just past the narrows and no one travels this road between the hours of 5:00 p.m. and 6:00 p.m. Something to do with the deer population migrating to the Republican River bottom for the night.

In my youth, I have been accused of 'running out of gas' out on some lonesome country road with some pretty girl as a passenger but trying to convince a 70-year-old babe that this was entirely a misfortune was hard to do.

The gas problem is fixed and it will never, never happen again. However I will not promise that it won't have a flat tire out somewhere in the 'boonies' sometime!

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Things To Ponder While Working On Cars or  
Murphy's Other Fifteen Laws

1. Light travels faster than sound. This is why some people appear bright until you hear them speak.
  2. A fine is a tax for doing wrong. A tax is a fine for doing well.
  3. He, who laughs last, thinks slowest.
  4. A day without sunshine is like, well, night.
  5. Change is inevitable, except from a vending machine.
  6. Those who live by the sword get shot by those who don't.
  7. Nothing is foolproof to a sufficiently talented fool.
  8. The 50-50-90 rule: Anytime you have a 50-50 chance of getting something right, there's a 90% probability you'll get it wrong.
  9. It is said that if you line up all the cars in the world end-to-end, someone would be stupid enough to try to pass them.
  10. If the shoe fits, get another one just like it.
  11. The things that come to those that wait, may be the things left by those, who got there first.
  12. Give a man a fish and he will eat for a day. Teach a man to fish and he will sit in a boat all day drinking beer.
  13. Flashlight: A case for holding dead batteries.
  14. The shin bone is a device for finding furniture in the dark.
  15. When you go into court, you are putting yourself in the hands oftweleve people, who weren't smart enough to get out of jury duty.
- and also
16. The shortest distance between two points is under construction.

**MORE ACTIVITIES**

**Beaverdale Brit/Euro Auto Fest**

**June 7<sup>th</sup> Saturday 1- 4:30  
Des Moines**

**MG- Featured Marque**

**Iowa British Car Club  
Contact**

**Jack and Peggy King  
515-255-5258  
jackking143@ishi.com**



**Garage Tour Spitfire Project**

**FLYING CONESTOGAS  
HOMESTEAD DAYS**

**Saturday June 14<sup>th</sup>**

**Beatrice Municipal Airport**

**Free Flights 10a.m. to 1:00 p.m.  
Youth 8-17  
(Parent must be present)**

**Show and Shine by the Porsche  
Club**

**Contact  
Sean Cahill 402-239-1238**

## **Flatwater Austin-Healey Club**

*A chapter of the Austin-Healey Club of America*

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## **John Martin Says, Join our Welding Class – See Page 3**



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