

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

**October 2008
Calendar:**

October 6 Monday
 Officer's Meeting 7 p.m.
 Lee & Sheryl Pederson's
 home
 16561 Rosewood St.
 Omaha, NE

October 9, Thursday
 Parker's Smoke House
 the new place
 Hwy 6/63 6:30 p.m.

October 11, Saturday
 Breakfast at Mahoney
 State Park 9 a.m. or so.

October 19 Sunday
 Loess Hills
 Autumn Color Tour
 Weather date 26 Sunday
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October 24, Friday
 Fish at The 6TH street Bar
 and Grill in Wahoo
4th not last Friday
 6:30
 Page (2)

**Unpaid dues are
now delinquent.**

Mail them now to stay
current. Contact Gary
Lien for questions.

(402) 496-8827 (home)
 (402) 598-0689 (cell)

gslien@cox.net

October News Deadline
 Friday 24th

FAHC ALL BRITISH WINNER



1953 MG TD
Owned by Chris Ruppert Waterloo, NE
Photo: Theresa Morgan

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FLATWATER OFFICER ELECTIONS

Tim Creger

CURRENT SLATE

President – Gary Pence
Treasurer - Lee Pederson
National Delegate - Barbara Rixstine

V. Pres. - Jim Danielson
Secretary - Sheryl Pederson
Members-at-large - Michael Gregg and Phil Brauer

The official cut-off for officer nominees is **October 15th**, submitted your nomination to any member of the election committee, Tim Creger, Bart Hamilton, and Dick Shaaf. Once the nominations are closed, we can announce the final slate in the November newsletter, with an announcement for the December election meeting. The ballots are typically mailed the middle of November, to be received by the election committee no later than the opening bell of the election committee.

Your membership must be current for you to vote.

Ballots will be sent out using a list of current members. If your membership renewal is still sitting on your desk send it in with your \$15 now so you can vote. If you haven't received your renewal or can't remember if you already renewed, call Gary Lien (402) 496-8827 (home) (402) 598-0689 (cell)

gslie@cox.net

Get a Club Roster

Please note that this year we will be mailing out a club members roster to paid up members. To be included on the roster you will need to check the corresponding box on the membership sheet and return it with your dues. Remember to mark the box or you won't be included in the club roster.

FISH FRIDAY OCTOBER 24th

By Pam Brunke

The 6th Street Bar and Grill (*formerly the Press Room*) in Wahoo, NE is our destination this month. RSVP by Oct. 20th. so we can give them an idea of our numbers.

Jim / Theresa Morgan jm93552@alltel.net

Rich / Pam Brunke p_brunke@yahoo.com 402 438-3330

THREE AMIGOS RETIRE

Pam, Theresa and Jane are retiring after two years of coordinating FISH. This is a good time for you to be involved in the club. The format of FISH is set and just needs to be managed. You can also make changes if you have new places or ideas for FISH. Contact Joe Kueper 402-592-3132 or any other officer for details.

Loess Hills Autumn Color Tour

October 19 Sunday

Phil and Tracy Brauer are the tour coordinators this year. The event starts at OJ's Café 9201 N 30th St. This is just South of the Mormon Bridge and East of 30th Street. Meet in OJ's parking lot between 10 and 10:45 A.M. to receive your instructions. The tour departs at 11. Stops will include Smalls Apple Orchard, a vineyard and Quaker Steak for those who want dinner at the end of the tour. Other opportune stops may be added as tour organizers find fun things for us to do.

Make sure you had a big breakfast or early lunch before you arrive and/or pack a lunch or snacks to munch along the way as the only opportunity for "real" food is at the end of the tour. You will have opportunities to stop for personal breaks.

In case of inclement weather (rain-snow) the alternate date is Sunday the 26th.
Call Phil at 402-571-7578 before 9 am on the 19th for confirmation if you are not sure about a weather delay.

SEPTEMBER REVISITED

PICTURE RALLY

Saturday afternoon four teams of FAHC members headed off on a unique rally. The picture rally sent team members off with their cameras in search of items they needed to photograph such as a buffalo in their LBC. Think of it as a picture taking scavenger hunt. The teams were given a list of items and situations they had to photograph and there was a time limit to give them a sense of urgency and keep things interesting.

1st Place 114 Pts

Jim & Theresa Morgan
Bob & Linda Weddington
Tim Creger

2nd place 111 pts

Skip & Sandy Charrette
Dave & Diane Spohmer
Scott & Ilene Kahler

3rd place 99 pts

Renae & Ryan Reis
Terry Davis,
Terry Buckholtz

4th Place 81 pts

Kathy & Steve Bryant
Bill & Colleen McKay
Craig Hahn



MORGAN'S REPORT : The strategy of our winning Photo Rally team involved first identifying the sites that required the entire team in the photo and traveling as a group first, then splitting up and finding as many of the items which required fewer in the photo as we could and still make the finish. We were surprised that we all arrived to take the final photo outside the roofing shop within seconds of each other after having been separated for nearly half an hour.

As is so common in our great Midwest, it was easy to find someone to take the full group photos. The people were for the most part amused and happy to help, and we were able to promote the Club and the show. We were able to give a good laugh to people helping us however we had the best laugh at Tim's expense. The look on Tim's face when we pulled up to the dirt lot with earthmoving equipment where the swimming pool *used to be* was priceless (although the real cost was 6 points). And Tim must fulfill a promise to do some Christmas shopping at *From Nebraska*, the shop that became our team sponsor by providing the elusive buffalo he photographed in his Bugeye.

Tim Creger adds: I would say the highlight of the rally was getting to meet folks I had not met before, getting the chance to get non-club members involved in our activity (whether they wanted to or not in a couple of cases), and having some good clean competitive fun. It was a beautiful day for the rally, and it seemed like most of the people really enjoyed the event. I would say hats-off to President Lemon and Assistant Rally Guy Davis.

BARBEQUE & DRIVE-IN MOVIES

Rich and Pam Brunke once again did a superb job of hosting the barbeque and drive-in movie night. Jim Danielson generously provided the meat with members bringing a dish and the club supplying the condiments. The movie for the night was The Italian Job "old version" which thirty-four members enjoyed on a beautiful balmy night.



Tim Greger and his daughter do the honors cooking while Pam heads off to other hosting duties

FLATWATER ALL BRITISH CAR SHOW

Perfect weather greeted the participants at the annual car show. The official count was 67 entrants but many more owners stopped by and the parking area showed cars that added to the day. At days end official recognition went to the few.

People's choice went to Chris Ruppert of Waterloo for a truly stunning and beautifully prepared 1953 MG TD.



Joe Kueper's reputation as an ace mechanic was tarnished when his 1960 Triumph TR-3 A was recognized as having left the largest oil spot.

Jim Nichols 1962 Austin Healey 3000 BT7 in primer gray and partially assembled earned diamond in the rough. Surely Jim's car will be a first place contender in a year when it is complete.



Photo: Phil Brauer

For Sale 73 MG Midget Parts

Front Fenders Good Condition \$50.00 pair
Hood - Good Condition \$30.00
Doors with Glass \$50.00 pair
Trunk Lid - has four holes for luggage rack. \$10.00
Radiator Cowl \$10.00

Chuck Policky
402 625 2344

WANTED

1974-6 Triumph TR 6. Mint or totally restored is not a requirement because it'd be fun to do some of the "wrenching" myself.

Contact: email haynes1213@aol.com, my home phone....402.483.7020, my personal cell 402.440.5546, my work cell 402.430.7828 or my office number 402.471.5630.

Jim and Becky Haynes

2008 Kansas City All British Car Show

*Reported by
Phil and Tracy Brauer*

This year's KC All British Car Show held in Kansas City was kicked off with a great BBQ picnic hosted by Vicki and Ken Grant of Parkville, MO on Saturday night for FAHC and Her Majesty's Royal Nebraska Patrol (HMRNP) members. Ken and Vicki were fantastic hosts and provided lots of great food, drink, and conversation (not all of it was about cars). All of the FAHC and HMRNP members are very grateful for Ken and Vicki's generosity and hospitality.

Sunday was the car show. The weather started out nice but by mid-afternoon, things got pretty toasty. The featured marquee this year was Lotus. There were at least a dozen Lotus 7s at the show of all configurations. (I wonder what judges consider a standard for Lotus 7 concourse competition.) There were also several Elises and a few of Esprits. However, Triumphs dominated all other marques this year including MG's. There were also some very unusual cars as well. For instance, how about a 1931 Avon Special? This was no trailer queen either but rather was driven down from Indianola, Iowa. It was a small but very elegant automobile. (I bet it got a lot of double takes by passersby during its trip to KC too). Also unique and fascinating was a 1954 Bristol. Many of the lines on this car resemble features of later Jaguars particularly its tail section, which reminded me of an XKE. The interior was also exquisite having a very fine brown leather interior, wooden dash, and driver and passenger visors consisting of roll down shades.

While FAHC and HMRNP cars were represented, there were fewer at this year's show than in the past. One of the main reasons was likely due to multiple events occurring in different cities on same holiday weekend. And you can't be everywhere (although Bob Shaw tried his best by attending the Grant BBQ and then running to Hastings for the vintage races).

As always, the best part of the show was the conversation with fellow enthusiasts. Learning about paint colors, modifications, work-arounds, and solutions to engineering problems is always fun. We hope to make it again next year to the KC All British Show in 2009 and that will be here before we know it.



LOTUS THE FEATURED MARQUE *Photo by Phil Brauer*

SCORE CARD

FAHC members' travel far and wide visiting other club events and bring home awards. Congratulations all.

KC ALL BRITISH

British Saloon 1st place Brent Kasl

Spitfire/GT6 1st place Bob Weddington

MGB/C Chrome 2nd Leo Thietje

Modified British 3rd John Ulrich



Herman Days Car Show

By Phil Brauer

Car buffs were greeted to a cold, cloudy, and blustery day for the 2008 Herman Days Car show held on September 14th. The weather sure had an impact on the turnout this year as there were probably half the numbers of cars at this year's show compared to last year's show (which by the way, was also a pretty cold day). Contrary to that trend, the Imported Roadster category was well represented and some FAHC members walked off with awards this year. First place in the Imported Roadster category went to Howard and Kay Larsen for their beautiful 1959 MGA. It sure attracted a lot of attention from attendees. In second place was a 1994 Jaguar XJ6. While not a roadster, the organizers didn't really know what category to put it in so they thought it best to keep the British cars together. Besides, it just made the competition a bit tougher for this category. Third place went to Tom Kegler for his 1976 Triumph TR6. It's been a while since I've seen this car and I forgot how nice it was. I, for one, had the best MGB at the show (in fact I was the only one)!

I've been to this car show several times now and the organizers always do an amazing job. Each year there seems to be a lot of things going on including games for the kids (this year there was some serious prize money for the winner of the Wii boxing tournament), lots of food, music, and other activities to keep everyone entertained. In addition, there were a lot of door prizes. In fact, I didn't come home empty handed as I won a very nice gift certificate that more than paid for my car entry.

Hopefully, the weather will be better for future shows. I hope to be finished with our other MGB project so it can make the trip to Herman.

WEST POINT CAR SHOW By Howard Larson

West Point had a total of 654 entries they said it was the second largest show they've had in the 19 years they have been putting it on. There were five in our class. It is very well organized right down to signs on the highway when coming in to town that direct those with vehicles just where to go. They have live music and other entertainment, including a demo from Southeast tech with two teams of two assembling a V8 engine in record time. The first time had the engine assembled, tools put away, and the engine running in 14 minutes 8 seconds. The second team was slower it took them 14 minutes and 12 seconds!! (Now explain why it costs so much to have an engine worked on in the shop!). I wonder what they could do with a British engine!! :)

Editor's note: FAHC was represented at the West Point car show (Last Fling 'til Spring) today by Howard and Kay Larson Who brought home a first in class trophy.

PRESIDENTIAL PONDERINGS

By Greg Lemon

Maybe my hopes were too high, we had a great forecast and great weather to go with it, but our 67 cars at the fall show was a little below average. That being said I know we made some progress in recruiting officer candidates, I was also pleased with the variety of cars we got to the show, lots of interesting stuff. We also signed up a lot of new members. Maybe we will hit 100 cars next year.

For the new members be sure to check the event calendar on the front page and the details inside, we pretty much have something going on every week and you are welcome to show up to any and all events, to the old members, be sure to greet your new fellows and make them feel welcome.

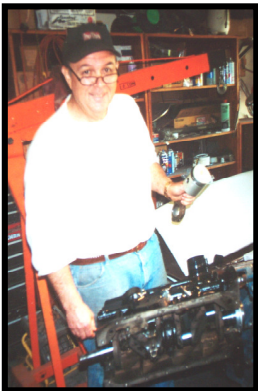


We are lining up the Loess hills run, another popular event, and that will pretty much wrap up the driving events this year. Much fun was had at the various funkhanas, autocrosses, tours, etc. More to come next year for sure, and plenty to do over the winter. The highlight will be the big Holiday Party but, the ongoing events including Fish, Mahoney, and Parkers Pub night will give you opportunities to stay connected.

Thanks once again to the Brunke's Stones and Morgans for the great job they have done with Fish these past two years. Hope to see you soon—Greg Lemon, FAHC President

**Don't forget to send your pictures to Kay Kasl for the Holiday party slide show
: Kaykasl@gmail.com**

PITSTOP *by Joe Kueper*



It is the first day of Autumn and I wonder where the summer went. However the weather is giving us some of our best days of driving and I am driving one of my British cars to work every day and loving it. I for one am going to push my luck right up until the first snow fall when I make a transition into some heavy duty wrenching on some of my dusty projects. First I have some unfinished business.

Keenon Bash made it to the last autocross and had a ball. However on the way home lightning struck again as his engine developed a deep knock. Diagnosis was a spun bearing and I'm deep into rebuild while he is off to college at Drake. The deal is he'll get good grades and I'll put him back on the road.

Bill Redinger and I were joined by Paul Johanek at Hastings on a beautiful Saturday to help pit crew and cheer on Terry Davis as he raced. Being in the pits is fun but if you really want to experience the race from the drivers seat check out Terry's story on the following pages. You will be leaning left and right in your seats as he takes you through the course.

I'm excited about the upcoming elections. We have a great slate but, some how it seems unamerican to run without opposition. If you have the urge to serve call Tim Creger and get your name on the list and make it a challenge. I guarantee you that the officers and people who are involved in appointed positions or as volunteers have the most fun and enjoy some great friendships. Sure it is a little more work and time but it is truly rewarding.

Pay your dues! Run for an office! Vote!

I'm headed for the garage to rebuild a motor.

FUMES - Vintage Racing News

The RMVR Hastings Showboat Grand Prix

By Terry Davis

The weekend of August 29-31 was warm and sunny in Hastings with temperatures in the upper 80s – great racing weather. Rocky Mountain Vintage Racing's Showboat Grand Prix at Motorsports Park Hastings (MPH) actually started on Thursday, August 28 with tech inspections and then a parade into town with a reception and dinner at Murphy's Pub. Most of the cars that drove into town were production cars and I parked next to a nice green Bugeye owned by Joe Hallauer of Kansas City. Joe is a member of a loose-knit (or loose-screwed) group of vintage racers known as Age & Treachery Racing, Ltd. (ATR), based out of Kansas City. This beer-swilling band of car jockeys is self-described on its website as follows: "Born in 1984, this rolling unnatural act has left its oily trail on race venues all over this country." The ATR guys were kind enough to invite me to join them for dinner and I spent much of the weekend hanging out with them.

Friday morning started with a driver's meeting, then two practice sessions and qualifying runs. MPH is a 2.3 mile long track with 13 turns that several of our Flatwater members have been to and driven on. I have been on it several times with the last time being on May 31-June 1 for a "test and tune" with the Sprite. The track is as flat as a Nebraska cornfield (and probably used to be one), so it can be a little difficult to get reference points for turn-ins on the corners. It's nice to get as much practice time as you can.

There were 126 cars in 5 run groups – Small Bore A (Sprites, MGBs, an MGA, Minis, a GT6, a Spitfire, and some Porsches), "Wings and Things" (Formula Vees, SuperVees, and 5000s), Small Bore B (Porsches, Alfas, BMWs, and Lotuses (Loti?)), Open Wheel, and Big Bore. Small Bore A (my group) had 29 cars, 23 of which were British.

The best lap time for my first practice run was 2:00.751, just under 12 seconds off the leader (remember I'm still very much a rookie!). By afternoon qualifying I had shaved off just over 2 seconds for a best lap time of 1:58.705, placing me 25th on the grid of 29 cars.

Just before race time on Saturday morning fellow Flatwater members Joe Kueper, Paul Johaneck, Bill Redinger, and ace wrench / body man Terry Worick showed up to watch and help. It was great to have them there, except now the pressure was on – people who know me were watching! I changed from my Yokohama A032 tires to Hoosier R6s, essentially street legal slicks. What a difference! The Yokohamas are good, but the Hoosiers are GREAT! I was able to record a best lap time of 1:55.677 in Race 1, more than 3 seconds faster than my qualifying time, and was able to finish up one position at 24th. While not that great, it was an improvement, and most satisfying, I was able to catch and pass 3 MGBs that had either gridded ahead of me or passed me on the start.



Terry gives last minute instructions to his volunteer pit crew Joe and Paul. *Photo: Bill Redinger*

Before Race 2 I talked with Russ Noblett, another Bugeye racer, ATR guy, and repeat top 4 finisher, about tire pressures since he runs the same Hoosier R6 tires that I do. After making some adjustments it was off to the grid. (*Continued page 9*)

(Fumes from page 8) I was able to once again hold off the 3 MGBs and managed to catch and pass a red Porsche 912 that had gridded just ahead of me. I shaved another 2 seconds off my best lap time for a 1:53.721 and a 23rd place finish, up one position.

I had noticed a pattern developing, however. When following the MGBs and the Porsche it seemed like I was much faster in the corners than they were as I had to brake deeply and quite hard to keep from bumping them, but then could not pass them on the straights. They didn't seem to have any more real power than me as we just raced evenly to the next corner. Terry Worick noticed it as well, and it was clear that I was getting into the corners faster, but not out as fast. There's an old adage "in slow, out fast," so I knew that I had to adjust. This whole "passing" thing is still quite new to me so Sunday morning I again sought counsel, this time from fellow Bugeye racer and ATR guy Mark Cory. Mark gave me some good tips on "laying back" in the corners, finding a vulnerability, and then picking a corner in which to pass. I decided to become a bit more "predatory."

The following is offered to give the reader a real time account of what it's like on the track and, if you're interested, to entice you to get out there as well:

Race 3 on Sunday morning starts much the same as Race 2, a couple of the MGBs and the red 912 get past me on the rolling start, as everyone is bunched up going into Turn 1, a 90 degree left-hander. After the sweeping near-180 degree right-hand Turn 2 the cars spread out a bit down the long East straight going into Turn 3, a very fast right-hander. The cars continue to spread out and I'm following one of the two green MGBs, watching how he's entering the turns. I'm laying back a little as we get to Turns 11 and 12, a quick right to left transition before the all-important Turn 13 leading onto the front straight. Turn 13 is a sharp, decreasing radius, right-hand turn that requires a very late apex to get a good exit down the straight. The B comes in a little high on the left and I cut to the inside, apexing a little early on the right side, even with the rear of his car. Racing down the front straight I'm a little behind, not being able to get the lead to allow me to hold my speed into the left-hand Turn 1. I back off a little, letting him lead into Turn 1.

Turn 2, the sweeping 180 degree right-hander, has a couple of lines through it. The B takes the high side on the left and I see my opportunity. Moving to the middle of the track I cut down inside and pass him midway through the turn, again apexing a little early, but allowing me to get the lead and drift to the outside of the turn for the run down the fast East straight. He can't catch me and after I power through Turn 3 he's history.

There's another green MGB ahead of me. I catch up to him through the turns and try the same thing in Turn 13 with the same result. I just can't get a good enough jump to get past him on the front straight. Through Turn 1 and into Turn 2 he takes the same outside line as the other B. I see him dancing on the edge of his tires' limits as he drifts into the right-hander. Again I cut down inside, feeling my car rotate as I drift past him at mid-corner. Luck is with me once again as he can't catch me on the East straight and I power through Turn 3.



Terry leads the pack through the turn
Photo: Bill Redinger

There is one more potential "victim" in front of me, the red 912. He's braking early, I'm able to catch up to him by Turn 13, and we have a drag race down the front straight. I try to make my Turn 2 pass again, but can't hold the lead down the East straight. He's ahead of me through Turn 3, but I'm gaining ground as we approach the right-hand Turn 4, moving to the far outside of the track on the left. He stays to the right but I have to yield as we go into the turn. *(Continued on page 10)*

(Fumes from page 9) Turns 5 and 6 are both right-handers and can really be taken as a single sweeper, but the Porsche stays to the outside while I take a line in the middle of the track, setting the steering wheel and letting my momentum carry me through. I'm ahead of the Porsche as we exit toward Turn 7, a very fast, increasing radius, early apex left-hand turn. I'm flat out through 7 and hold my momentum without braking through Turn 8, also a fast left-hander. I'm far enough ahead of the Porsche that he can't catch me. That's the way we finish.

Race 4, the 20 minute Feature Race, starts at 1:30 Sunday afternoon. Jeff Lemon, Bob Shaw, and Terry Worick have arrived to watch. I've held my grid position from Race 3, but several cars had to leave early or drop out before the start of Race 4, so I move up a couple of spots on the grid and we start with 23 cars. The two green MGBs are gone. I grid behind a very nice yellow MGA and ahead of the 912, who I'm now calling the Red Baron.

We start the same as in Races 2 and 3, and I lose a position to the 912 in the mad dash to Turn 1 on the start. We race pretty evenly for the next couple of laps, the MGA at the front of our threesome, then the 912, and then me. Suddenly the MGA, who has gone into Turn 4 too hot, is off the track. The 912 and I pass the yellow A and race through Turns 5 and 6. The MGA comes back onto the track but will have to pit. It's just the Red Baron and me.

The next five laps are certainly the most exciting I've had in my very brief racing career. I catch the 912 and am on his tail through Turn 12. Going into Turn 13 I lay back a little as he takes the high line on the left side of the track. I cut inside and he's half a car length ahead of me as we drag race down the front straight. I have to yield in Turn 1 as he's still slightly ahead of me, but he also takes the high line in Turn 2 and I pass him inside just as I had done to the MGBs. He's got too much power though and passes me on the East straight, leading through Turn 3. He brakes early into Turn 4 and I'm right behind him again all the way through Turn 12. I try to pass him in Turn 13 and we drag race side by side down the front straight to Turn 1. I have to yield again, but pass him inside a second time in Turn 2. He passes me again on the East straight but I catch up to him in Turn 4. I follow him and try to pass in Turn 13, but we drag race once again down the straight. He's high going into Turn 2 and I drift past him a third time, but can't hold the lead as he passes me on the East straight. After catching and following him for yet another lap we come into Turn 13 and this time I pass and make it stick. I know that if I can hold the lead through Turn 1, I can hold him off. I don't brake and enter Turn 1 fast, transition left to right into Turn 2 and he's still behind me, but losing ground. I power down the East straight and through Turn 3. He's far enough behind to no longer be a threat.

I look ahead. Another red Porsche. Can I catch him? It's the last race, I'm going to try. Not having to worry about what's behind me I can concentrate on using the whole track and keeping my momentum up. I catch up to this Porsche by Turn 13 and follow him down the front straight. He's got more power and I can't keep up with him on the straights, but he brakes early and I'm faster through the turns. After a lap of "catch up and fall back" we're coming through Turns 7 and 8 very fast, approaching Turn 9. Turn 9 is a sharp, decreasing radius, left-hand turn that has claimed many victims, myself included, when I spun off last year. It has to be taken without apexing because Turn 10 comes up VERY fast and if you apex 9, you won't make 10. As we approach Turn 9 the Porsche, thinking I'm either too fast or too crazy, stays right and I'm able to get by him on the inside. Another victory for England! I'm fast through 10, 11, and 12 and the Porsche fades in my mirror. As I approach 13 I keep thinking "Don't screw up." Luckily I don't, and the checker falls after another lap.

I took 14th place overall (out of 23) and 6th in class (out of 12). I felt pretty good, if I may say so, particularly given my lack of experience in real racing. Was it fun? Was I hyped? Oh yeah! To quote Road & Track's Peter Egan: "Racing makes heroin addiction look like a vague longing for something salty." See you in the paddock!

Flatwater Austin-Healey Club

A chapter of the Austin-Healey Club of America

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Larsons BIG Trophy win for Best in class at West Point

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