

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

**February 2009
 Calendar:**

2 Monday

Officers Meeting
 Parker's Smoke House
 Hwy 6/63, 7 p.m.

12 Thursday

Pub Nite
 Parker's Smoke House
 the new place
 Hwy 6/63 6:30 p.m.

21 Saturday

Breakfast at Mahoney
 State Park 9 a.m. or so.

27 Friday

FISH 6:30
 Colon NE
 Don't forget to RSVP
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**For Sale
 Wanted
 Etc.
 Page 6**

March Newsletter
 Deadline
 Friday February 20th



TRIUMPH SPITFIRE

There are 26 Spitfires owned by FAHC members ranging from the oldest, a 1963 owned by Scott Henneman, to the newest, a 1980 owned by- Joe Guinan, and almost every year in between represented in the club.

The Triumph Spitfire was a small British two-seat sports car introduced in 1962. The vehicle was based on a design produced for Standard-Triumph in 1957 by Italian designer Giovanni Michelotti. The codename for the vehicle was the "Bomb". The car was largely based on the Triumph Herald saloon, and throughout its life was built at the Standard-Triumph works at Canley, Coventry.

During production that spanned from 1962 to 1980 the Spitfire saw five model changes, Mark I-IV and the 1500. This popular car sold over 314,000 units.

Things to do Pg. 2-3 and Things we did Pg. 4-5

Fumes Part 4 – Putting It All Together Pg 7-9

Winter Projects Pg. 10

THINGS TO DO IN FEBRUARY

How Many Miles? 2009

By Lee Pedersen

The first Annual Distance Driving Award was presented to Jim Danielson at the annual Flatwater Holiday Party. Jim captured the award with a total of 10,298 miles driven in 2008. His miles were spread over four different MG's and a Bugeye Sprite. If you would like to be in the running for this year's Distance Driving competition record your January 1 (or current) odometer reading and submit it to Lee Pedersen at lpedersen@cox.net or 402-596-1313. Even if you don't think you'll be driving enough to challenge for the prize aren't curious as to just how many mile you put on your LBC's in a year? If so here's a great opportunity to find out. Just submit the make, year and beginning odometer reading for each of your British cars (pre-1981). We'll ask you for the odometer reading again at the end of the year and calculate everyone's total miles driven.



The totals for 2008:

Jim Danielson	10,298
Joe Kueper	5,043
Terry Davis	2,964
Lee Pedersen	2,533
Howard Larson	1,612
Bart Hamilton	976

FAHC 2009 Mileage Awards

Top Driver (Highest total cumulative miles)

Long Hauler (20 miles a day) 7,300 +

Serious Driver (15 miles a day) 5,475 +

Daily Driver (10 miles a day) 3,650 miles or more

Checked out the AHCA website lately?

By Barbara Rixstine

Even though many of us are non-Healey drivers, we are a member of the national Austin-Healey Club of America, from which we get our insurance cover our events at no cost. (Thanks, national members!)

The AHCA is the world's largest Healey club, dedicated to the maintenance, preservation, and enjoyment of Healeys. There are 47 regional clubs located across the USA and Canada which offer Healey owners and non-owners alike the opportunity to join friendly groups in regular meetings featuring technical sessions, driving events, and social activities.



to

To find out more about AHCA click on www.serve.com/AHCA and check out the calendar, forums, tech articles and more,

HEALEY TRIP AWARDS

AHCA has established an award be presented to Healey drivers and navigators who can substantiate driving his/her Healey as follows :

- 2000 mile trip : Bronze driving award
- 4000 mile trip : Silver driving award
- 6000 mile trip : Gold driving award
- 8000 mile trip : Platinum driving award

Speedway Motors Tour – Lincoln
Saturday March 28
Sign up now

Bob Shaw reports that since its winter and you can't drive or work in your leaky cold garage you are most likely suffering from automotive withdrawal he wants to help cure those winter time blues. Bob teamed up with Sean Cahill to take another group through the Museum of American Speed. Sean has booked a tour for the Porsche Club for 80 and invited FAHC members to join in the fun on Saturday 28 March. Tickets are \$10 per person payable at the door and reservations are being taken on a first come first serve basis until they are gone. Remember if you RSVP and are a no show, you still owe the money. To reserve your spot or if you have questions call Sean at 402-239-1238 or e-mail him at WldRvr@aol.com

CHICAGO SWAP MEET AKA “ROAD TRIP”
Feb 21-23, Friday- Monday



Cold weather got your projects on hold? Need a autophile fix? Then plan to get away with some British gear heads who travel to the windy city for the annual Brit-parts swap meet. The events include the swap meet a possible tour of a local car museum, good food, libations and a chance to regale your companions with car stories and lies. The scally wags heading out on this road trip include Dennis Stone and Jim Danielson. There are others going who have yet to secure their kitchen pass and if you want to be one of them call Dennis for details. There may be an open seat for you or you may have to start the next carload and drive in the caravan. If you need parts, think you need parts or just need an

excuse to get out of the house, this is for you. Jim Danielson will have the details on lodgings.

Dennis Stone 402-397-2385, E-Mail dstone_761@msn.com

Jim Danielson 402-464-3733 jdanielson2003@yahoo.com

FISH FRIDAY the 27th at COLON

This month we go back to the Stardust Bar and Grill in Colon 117 Spruce street.

Be there by 6:30 and bring money and a positive attitude.

Colon is about 4 miles north of Wahoo on Hwy109.

Call in your RSVPs to Gary Pence 402-580-4236 or E-Mail jpence@neb.rr.com

GARAGE TOUR

Sorry. This space is blank due to lack of interest. It is not that people don't want a garage tour but, no one volunteered to organize it. If you want to offer your garage for a tour – no it doesn't have to be unique or special, just where you store your car(s), working or not, or do your work. Just a place where we can hang out and talk cars etc.-or if you want to organize a tour –a good job especially if you don't have a garage and want to meet people that might help you with a space for your project call Editor Joe or any other officer and we will help get you organized.

HOLIDAY PARTY WRAP-UP

New FAHC President Gary Pence took the microphone and welcomed everyone to the party to the loud applause of the 96 members who attended this year's event at the Ashland Country Club. This annual event celebrates the club's change of command by thanking the outgoing officers and introducing the new officers. The 2008 awards are also presented to recognize club members and their accomplishments.

Jim Danielson, received the Distance Driving and Enthusiast of the Year awards. Jim logged over 10,000 miles on his British cars and accumulated the most participation points of anyone in the club.

Ken and Ann Trinkle received the Rookie Enthusiast of the Year award for most participation points for a first year new member.

Terry Davis, received the Competitive Driving Award for his over all performance at the Scribner speed runs and Autocross events.

Pam and Rich Brunke were recognized with a Club Service Award for their selfless volunteer efforts that supported many club events throughout the year.

Outgoing President Greg Lemon, who missed the Party due to the flu, was recognized for his two consecutive tours as president with a special Triumph watch to thank him for his time.

In addition, Terri Hamilton presented thank-you awards to "The Three Amigos" – Jane Stone, Theresa Morgan and Pam Brunke – for their work in arranging our Fish nights over the last year.

The annual dinner went really upscale as members enjoyed the Club's fine buffet and a cash bar. Kay and Brent Kasl organized slide and video shows that entertained the members during the social hour and a special slide show set to music that chronicled the year's events. Linda Kueper decorated each table with a center piece that had a Club event theme and also served as a door prize.

Membership coordinator Gary Lien provided the data and Barbara Rixstine put together a 2008/09 Club membership directory for all members who attended. (If you didn't get one, and would like a directory, contact Gary Pence at 402-580-4235 or jpence@neb.rr.com.)

Thanks to all who helped make it a great event, including Theresa Morgan for making all arrangements with the Ashland Country Club and other party committee members Joe and Linda Kueper, Jim Morgan, Lee and Sheryl Pedersen and Bill Redinger.



A "Mini" London Vacation

By Barbara Rixstine

With a little time on our hands because of semester break, and an itch to see something new, Jim Danielson and I took a trip to merry ol' London the end of December, coming back January 4.

We had the chance to visit with the East London MG Club at their place of business, the Botany Bay Cricket Club in Enfield. One thing the Brits get right – their clubhouse has a bar and bartender for their meetings. We enjoyed both cider and English beer as we talked to the club members who gave us a warm welcome.



One highlight of the trip was their New Year's Parade which was very well-attended. It featured 50 Minis celebrating the 50th anniversary of the Mini some of our very own Lincoln East High school band members, one of whom was the son of a good friend. We enjoyed watching both.



2nd Annual Shamrock Racing Chili Feed

By Sean Cahill

Porsche and FAHC Club members mixed it up over hot chili and car stuff at the Shamrock Garage in Beatrice Ne. Hunger for good chili won out over cold weather and snow for the 2nd annual Shamrock Racing Chili Feed. We had a fantastic turnout for this event, with members traveling from Omaha, Fremont, Lincoln, and a guest from Kansas, as well as one member even flying a group in. There were 10 different types of chili to sample, and I am still catching my breath from Sandy Steckman's "It's not that hot" chili!! We had oyster stew, a table full of deserts, plenty of beverages, and some great socializing.

But of course, where would you find most of the people that came down? Off in the office with the computers and race simulators going! Watching fiery crashes, blown engines, and cars rolling off the track as everyone learned the feel of the controls of every car imaginable was a lot of fun. Race coordinator Eric Elliot was a master of tire pressures, suspension settings, and knew almost every track by heart. Seeing GT and Cup Cars fly around the track one minute, and a Triumph TR4 or a Porsche 914/6 the next gave everyone a chance to see the difference in the way modern technology works over old, and to drive their favorite car at their preferred track.

Last but not least, was watching the 24 hours of Daytona on the big screen. What a great way to spend a weekend. We had several die hards remaining until they quit showing it on the Speed Channel late Saturday. Then we had to watch a little NASCAR.....good way to fall asleep! We finished watching the race on Sunday, and what an incredible last couple of hours! To see such a close race with the Brumos #58 Porsche taking the win, and the Brumos #59 car taking third. To be half a second difference between first and second after 24 hours is quite spectacular!

Thanks to everyone who came down and shared the day with us. It is always such a wonderful time to get car people and friends together.

If you missed the fun and have an appetite for chili you have a second chance. Mark 14 March your calendar and bring your appetite to the Shamrock Racing St Patrick's Day event!

FAHA SWAP SHOP - FOR SALE – WANTED – CARS - PARTS - BARGAINS?

FOR SALE 1968 SPITFIRE GT-6



FAHC member Bob Beardslee of Red Cloud Nebraska restored this fine example of a Spitfire GT-6. Unfortunately hip complications make getting in and out a bit of a problem so it is now on the market. Bob is asking around \$7K. Give him a call at 402-746-3442 for details and to haggle over the price.

NEED PARTS? 1975 SPITFIRE



Tom Davis bought this Spitfire for the engine and has parts left over to include good parts from his original engine. Need as project? The tub has serious rust in the floor and restoration depends upon how adventurous one might be. Contact Tom with your questions at 402-297-3205 or E-Mail: Gimped52@gmail.com

WANTED

(Editor)Ok, this is a bit unusual but then some times FAHC members get a little adventurous. Gerry Conant is attempting to build an electric powered Spitfire. That's right! He needs an electric motor. Think forklift. Here are his requirements.

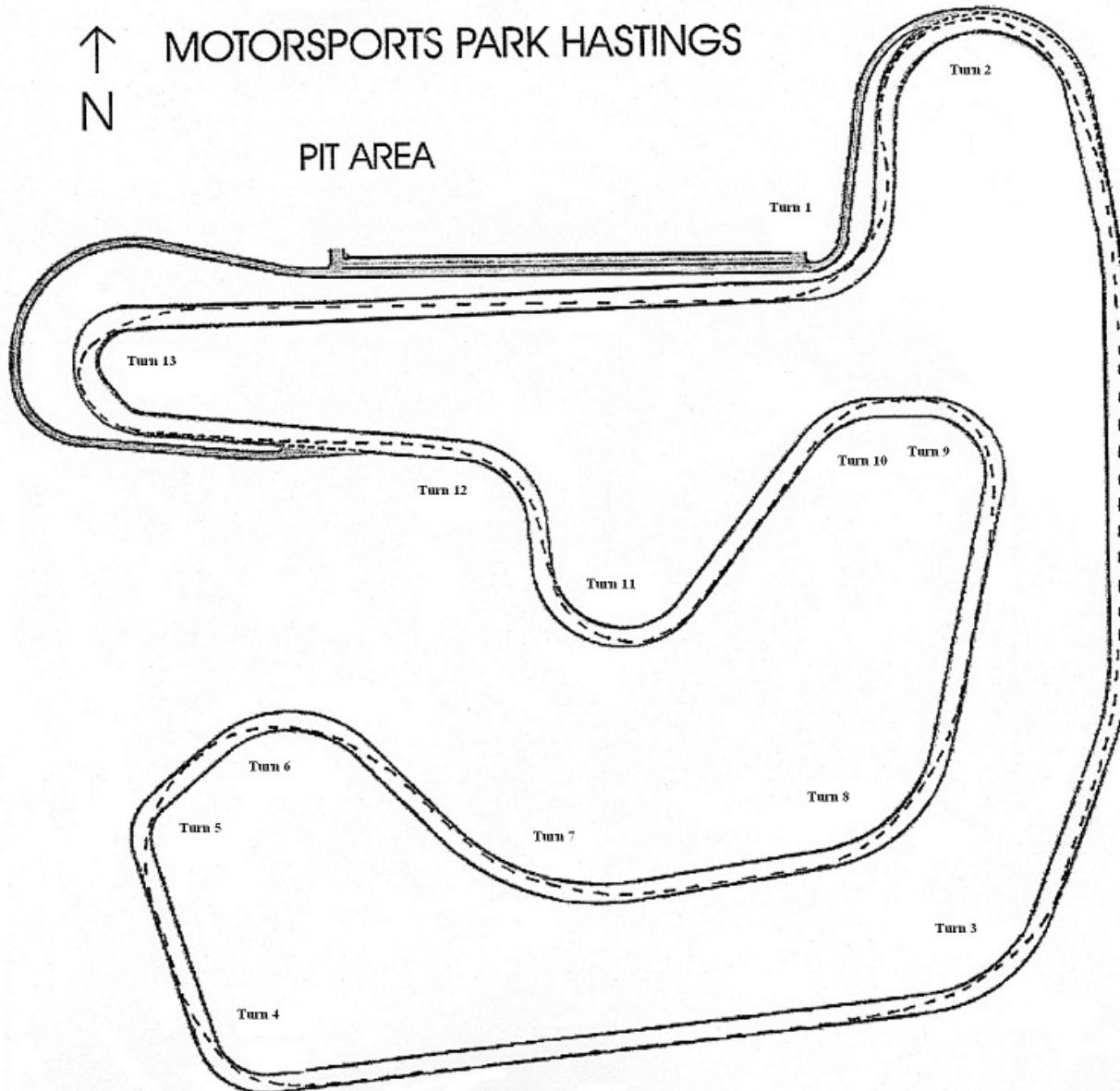
I'm looking for a big series DC motor, for EV's they usually refer to their diameter. 9 inch is probably the most popular but an 8 inch would do. I'm thinking 15hp or above, the voltage doesn't seem to be to big a deal, a lot of guys are running 48V motors at 72V, 84V, or 120V. I don't think the controllers ever give max voltage and if they do its only for a very short time. And used so I can afford it! :) 712-322-5821 Gerry Conant
E-Mail trseven4@cox.net



FUMES

A Primer on Track Driving for the Complete Idiot Part 4 – Putting It All Together By Terry Davis

Below is a map of Motorsports Park Hastings, a track with which several Flatwater members are already familiar. This month I'm going to take this track, break it down, and analyze it to help put the principles I've previously discussed into practice.



Step one is to break the track down into sections, one for each straightaway or fast section and the turns leading up to it. The first section starts at Turn 1 and ends after the South or back straight following Turn 3. Working backwards in this section, Turn 3 is a fast constant radius turn so it can be taken at speed with a mid apex. The two kinks on the East straight can essentially be ignored since they don't significantly alter the racing line. Turn 2 is a 180 degree sweeper leading onto the long East and South straights, so it is an

(FUMES from page 7)

important turn that should be taken with a late apex so that you can get your car straight and accelerating as soon as possible. That means that to get set up for Turn 2 you need to stay to the outside (left side) of the turn until you are about halfway around it, then start turning in smoothly to make a late apex. Turn 1 is a 90 degree left hand turn that can be taken with a mid apex, but you must get back to the left side of the track as soon as possible after this corner so that you are set up to stay on the outside of Turn 2.

The second section of the track starts with Turn 4 and ends with the short straight after Turn 8. Again, working backwards, Turn 8 is a fast gentle turn that can be taken with a mid apex. Turn 7 is an increasing radius turn, meaning that it opens up or gets wider, so it should be taken with an early apex to get your car accelerating sooner and allowing you to use all of the track to get to the right side after exiting so you are set up properly for Turn 8. There are a couple of lines thru Turns 5 and 6. One is to take a mid apex at each turn, coming to the left side of the track between them. A second line, possible with a smaller car such as the Sprite, is to drive through them as a single sweeper, apexing Turn 5 then coming just to the middle of the track before apexing Turn 6. Either way, the point is to get to the left side of the track after exiting Turn 6 for the early apex at Turn 7. Turn 4 is fairly straightforward, just a mid apex and staying to the left side of the track on exit so you're set up for Turn 5.



The final section runs from Turn 9 thru the front straight in front of the grandstand and pit area. Turn 13 leads onto the front straight and is a right hand decreasing radius turn (it gets tighter), so it needs to be taken with a late apex. That means that you need to stay to the left side of the track until you are approximately halfway through and then turn in fairly sharply to make a late apex and get your car straight for the run down the front straightaway. Turn 12 is taken with a mid apex, but you need to get back to the left side of the track quickly so you are set up for Turn 13. Turns 11 and 12 are very important and have to be taken smoothly and properly. Since there is such a short distance between them, you have to take Turn 11 with a late apex or you will not be on the right side of the track to transition between it and Turn 12. And it is just that, a fairly quick right to left transition. Approaching Turn 11 you need to be on the left side of the track, turning in about a third to halfway through. After making the late apex, you then quickly (but smoothly!) turn to the left to take Turn 12 with a mid apex, then move to the left side of the track for Turn 13. Leading up to Turn 11 are Turns 9 and 10, which also have to be considered together. To be properly set up for Turn 11 on the left side of the track you must late apex Turn 10 which, because of the very short distance between 9 and 10, means that you do not apex Turn 9. If you apex Turn 9 there is not enough distance to get to the outside of the track to late apex Turn 10, and many cars go off track there when they find out how quickly and sharply Turn 10 comes after 9. Therefore you come to the middle of the track in Turn 9, then move to the outside prior to late apexing Turn 10.

Okay, now how about a quick run through going forward instead of backward to see how each turn and straight flows into the next. Coming down the front straight you move to the right side of the track to make a mid apex at Turn 1. You quickly move to the right side when exiting then transition back to the left side so you can stay outside on Turn 2 until you are halfway through. Halfway through Turn 2 you smoothly increase your turn in to make a late apex and then power down the East straight at full throttle.

(FUMES from page 8)

After the second kink on the East straight you make sure that you are near the left side of the track to make a mid apex at the very fast Turn 3. Exiting 3 you stay to the left side of the track so you are set up for a mid apex at Turn 4.

Stay to the left exiting 4 so you are set up for Turns 5 and 6, taking them either as a double apex or as a sweeper, then accelerate hard coming out of Turn 6 to the left side of the track to early apex Turn 7. Stay on the throttle hard between 7 and 8, moving to the right side of the track so you are set up for the fast mid apex Turn 8. Again stay to the right after exiting Turn 8 so you are set up for the left hand Turn 9.



As you approach Turn 9 you brake hard. It is a sharp, decreasing radius turn that, again, you don't apex because you need to quickly be at the right side of the track for your entry to Turn 10. Late apex Turn 10 and you are set up on the left side of the track for Turn 11, which you also late apex and quickly transition into Turn 12, right to left. After 12 you move quickly to the left side of the track and you are set up for Turn 13, the decreasing radius right hand turn leading onto the front straight. Stay outside in Turn 13 until you are about halfway through, then turn in smoothly, make a late apex,

and then power down the front straight, ready to start all over again for another lap!

If you would like to watch a video of a hot lap at Hastings, and also see whether or not a Bugeye Sprite can catch a Porsche on the track, click on this link:

www.youtube.com/watch?v=UFSJpfrz6zo

If that doesn't work go to www.youtube.com and enter "Bugeye Sprite v. Porsche" in the search box for a video of a few laps at Hastings on 5-31-08. See you in the paddock!

LOOK WHAT SOLD

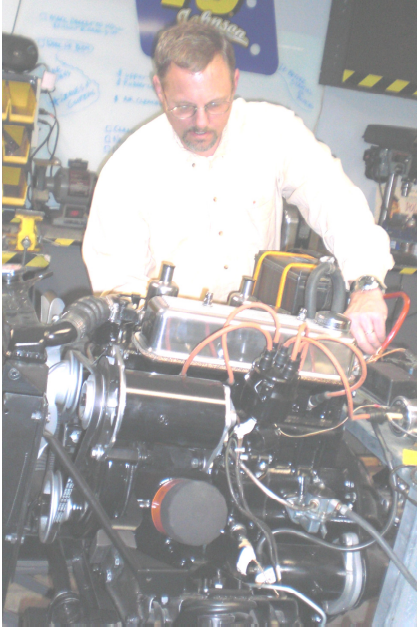
Bill Redinger spotted this and thought it might be a record sale.
Gooding and Company reported prices realized on the Scottsdale Auction and reported that a
1960 Austin Healey 3000 Mk 1 BN& sold for \$99,000.

Others include:

1965 Austin Healey Mk III 3000 BJ8 \$55,000
1962 Jaguar E-Type 3.8 Litre S1 Roadster \$126,500
1973 Jaguar E-Type Series III V-!@ Roadster \$37,400
1966 Jaguar E-Type 4.2-Liter S1 Coupe \$61,600

WINTER PROJECTS

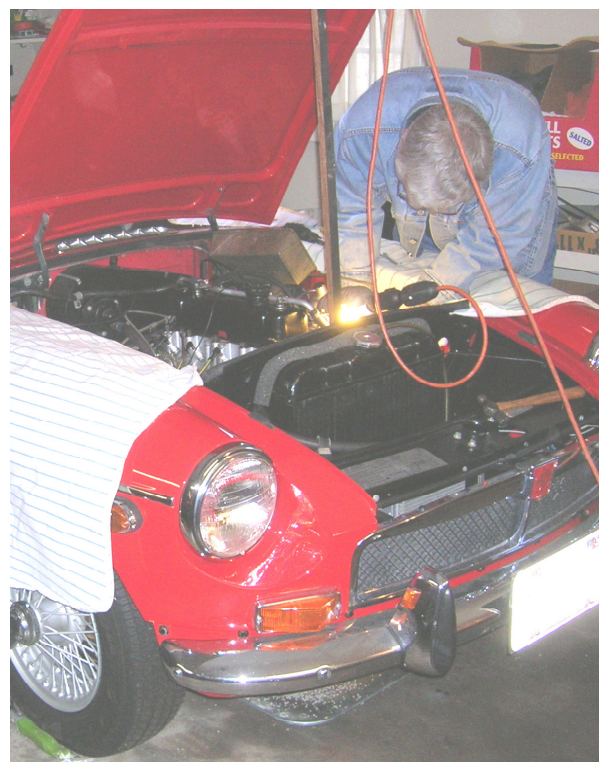
Larry Simodynes treated himself to a Christmas present as he fired up the rebuilt engine during the restoration project for his 1968 Spitfire.



Homemade beater bag

Spitfires have some great curves that are tough to reproduce when making rust replacements. Larry Simodynes made a beater bag out of a piece of sand filled inner tube to help with the process. Due to technical difficulties the picture intended to be in this space would not print so you will have to use your imagination or go to Larry's garage to see the real deal. He can give you a demonstration which is would be even better.

Sean Cahill is putting the finishing touches on his daughter Spitfire. The offending blemishes like the one shown here have been cured and the car now sports a new paint job. It will be running down the road this summer but if you don't want to wait to see it you can get an early look see and talk with Sean if you come to the Shamrock Chili fee 14 March.



The only thing between now and a summer of fun driving for Les Naser is a final tune up of his 1973 MGB. The B has been in restoration for a couple of years. Les has good stories so watch for him this summer.

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A chapter of the Austin-Healey Club of America

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