

April 2010 Calendar:

Wednesday, April 7
Officers meeting at Honey
Creek Restaurant in
Waverly, Ne.

Wednesday, April 14
Pub Night: Sean O'Casey's
Pub, 10730 Q Street,
Omaha, Ne

Saturday, April 17
Mahoney Breakfast

Sunday, April 18
Driving Skills Event,
Scribner, Ne. (See News
Letter Article)

Sunday, April 25
Spring Drive to Pawnee
City, Ne (See News Letter
Article)

Wednesday, April 28
Newsletter Deadline

Friday April 30, Fish at
Don's Bar in Memphis, Ne.

****Your event here!****

(Send your event information
to:
jrueed@earthlink.net)

**MEMBER
PROFILE**

**TERRY WORICK
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Eleven participants made the trip to “Joe’s Karting” (www.joeskarting.com) in Council Bluffs on Sunday afternoon for a little paint-rubbin’ and fender-bangin’ fun.

The course was short and twisty, but designed to reward the choice of a good “racing line”. Passing was difficult to achieve – but most people found if they stayed close to the next kart ahead, an error would be made and an opportunity to slip by was obtained.

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Flatwater Austin-Healey Club

A chapter of the Austin-Healey Club of America

C/o **Newsletter Editor:** John Rued

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MISCELLANEOUS SPATTERINGS

By John Rued

If I can get the newsletter out by the first week of the month, I am doing well.

WRONG!

My wife doesn't like it when I rationalize poor behavior. And neither should you all.

There is lots of good information in these newsletters, and I owe it to the membership to ensure timely dissemination.

But, on the off-chance that the newsletter doesn't go out in time, please make sure that I have at least a two-month head's up on events that require significant planning.

WHAT? I just rationalized again! Giving myself an out. Bad, BAD Editor.

But is there anything worse than a late newsletter? Yes. Failure to attribute credit to the authors of several of the pieces contained within. To those contributors whose identifying e-mails I lost, I am sorry. Know that your works and contributions are valued—even in anonymity.

Drive well.



WEB SITE: www.flatwater.org - **Webmaster:** Ron Bonnstetter 402-423-9138/ rjb@unl.edu

BERNIE TAULBORG COLLECTION

By Leo Thietje

Over 40 people turned out on a chilly, damp March Saturday to view Bernie Taulborg's superlative collection of over 150 automobiles (all in running condition) and thousands of items of memorabilia distributed throughout eight buildings of a former dairy farm. Bernie generously shared information about his collection prior to the beginning of the group tour.



He purchased his first car in 1970--a 1967 Austin Healey, which now has 21,000 miles. This remains his favorite because it was the first, although, he acknowledged that choosing a favorite is very difficult.

The oldest auto is a replica of an 1877 Selden which had only one forward gear so the complete drive train had to be rotated 180 degrees in order to back up. The newest auto is

a 2000 Prowler.

Bernie's passion for collecting includes light weight International trucks. He has one for each decade ending in 9 from 1909 to 1969.

The past 5-10 years, body work and painting has been done by workers in his own on-site body shop.

Walls in each of the buildings were covered with memorabilia such as photos, auto ads, wheel covers, sheet music, shelves of toys, clocks, music boxes, clowns, and original birdhouses meticulously constructed and painted by Bernie as winter "keep busy" projects.

At the end of our tour, we were asked to sign the guest book and select our favorite auto. Ours was a 1930 yellow and green Lincoln convertible with rumble seat and special compartment for golf clubs. The cost of our tour--a free will donation to the Shriner's Children's Hospital.

Judging from the reminiscing and positive comments overheard and the multitude of photos taken, it appears that all participants thoroughly enjoyed the visit



GO KART EVENT—MARCH 14, 2010

Eleven participants made the trip to “Joe’s Karting” (www.joeskarting.com) in Council Bluffs on Sunday afternoon for a little paint-rubbin’ and fender-bangin’ fun.

The course was short and twisty, but designed to reward the choice of a good “racing line”. Passing was difficult to achieve – but most people found if they stayed close to the next kart ahead, an error would be made and an opportunity to slip by was obtained.



The all indoor track is quite well ventilated, though I could still smell the exhaust fumes on my clothes when I got home. We found the staff to be friendly, capable and professional. The karts themselves were well built, nicely maintained and fast, and we found we could throw them around pretty easily – four wheel drifts out to the wall were common, and there were only a few spin-outs that lead to yellow flags flying. Everyone seemed surprised at how much exertion it took to manhandle the karts around the track. We did three heats of 15 laps each, and by lap 10 of each heat, I was ready to head for the pits. My forearms are going to be a little stiff tomorrow from the exertion of steering while hanging on for dear life.

The track management had a procedure for “Weight Adjusted Timing” (WAT) that made sense to us. Without some sort of handicap system, heavyweight drivers like me really suffer a disadvantage. We utilized the mathematical formula to calculate the final standings below. First place went to Rod Beckman, who came to the event with member Terry Worick. Rod raced in the Spec Racer Ford class in SCCA racing, so had a few things to teach us amateurs. Rod was the only one in our group to break the 21 second barrier, winning a free pass to the “World of Wheels” car show donated by Terry Davis.

GO-KART RACES / March 14, 2010

Flatwater Austin-Healey Club - 2010 Competition Event #1

Joe's Karting - Council Bluffs, IA

RAW DATA - UNSORTED						
Driver	Weight	Heat 1	Heat 2	Heat 3	Best	WAT
Greg Lemon	215	22.686	22.271	22.081	22.081	21.733
Rod Beckman	175	21.894	21.140	20.910	20.910	20.910
Terry Worick	151	21.787	21.519	21.460	21.460	21.669
Joe Guinan	250	22.577	22.415	22.388	22.388	21.736
Matt Gelvin	215	22.442	21.814	21.687	21.687	21.339
Gerry Conant	190	21.427	22.137	21.980	21.427	21.297
Scott Henneman	185	22.393	22.380	22.633	22.380	22.293
Tyler Willson	240	22.440	21.925	23.171	21.925	21.360
Rod Chvatal	190	21.908	21.986	21.499	21.499	21.369
Steve Williams	160	22.101	21.137	21.730	21.137	21.268
Terry Davis	200	22.870	22.825	22.497	22.497	22.280
Averages	197.364	22.230	21.959	22.003	21.763	21.568



GO-KART RACES / March 14, 2010

Flatwater Austin-Healey Club - 2010 Competition Event #1

Joe's Karting - Council Bluffs, IA

SORTED BY BEST TIME OVERALL

Driver	Weight	Heat 1	Heat 2	Heat 3	Best	WAT
Rod Beckman	175	21.894	21.140	20.910	20.910	20.910
Steve Williams	160	22.101	21.137	21.730	21.137	21.268
Gerry Conant	190	21.427	22.137	21.980	21.427	21.297
Terry Worick	151	21.787	21.519	21.460	21.460	21.669
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Joe Guinan	250	22.577	22.415	22.388	22.388	21.736
Terry Davis	200	22.870	22.825	22.497	22.497	22.280

SORTED BY BEST WEIGHT AVERAGED TIME (WAT)

Rod Beckman	175	21.894	21.140	20.910	20.910	20.910
Steve Williams	160	22.101	21.137	21.730	21.137	21.268
Gerry Conant	190	21.427	22.137	21.980	21.427	21.297
Matt Gelvin	215	22.442	21.814	21.687	21.687	21.339
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Terry Davis	200	22.870	22.825	22.497	22.497	22.280
Scott Henneman	185	22.393	22.380	22.633	22.380	22.293



HEAT #1 - SORTED TIMES

Driver	Heat 1
Gerry Conant	21.427
Terry Worick	21.787
Rod Beckman	21.894
Rod Chvatal	21.908
Steve Williams	22.101
Scott Henneman	22.393
Tyler Willson	22.440
Matt Gelvin	22.442
Joe Guinan	22.577
Greg Lemon	22.686
Terry Davis	22.870

HEAT #2 - SORTED TIMES

Driver	Heat 2
Steve Williams	21.137
Rod Beckman	21.140
Terry Worick	21.519
Matt Gelvin	21.814
Tyler Willson	21.925
Rod Chvatal	21.986
Gerry Conant	22.137
Greg Lemon	22.271
Scott Henneman	22.380
Joe Guinan	22.415
Terry Davis	22.825

HEAT #3 - SORTED TIMES

Driver	Heat 3
Rod Beckman	20.910
Terry Worick	21.460
Rod Chvatal	21.499
Matt Gelvin	21.687
Steve Williams	21.730
Gerry Conant	21.980
Greg Lemon	22.081
Joe Guinan	22.388
Terry Davis	22.497
Scott Henneman	22.633
Tyler Willson	23.171

THE ABYSS

By Joe Kueper

MGB's have a dark mysterious difficult to access place I call the abyss. This place is the backside of the dashboard and it can be a real pain if you need to go there. Those brave souls who have attempted to access this area know the challenge of which I speak.



Access involves lying on your back on the driver's seat (easier if it is out) with your head down under the clutch and brake pedals. As the blood rushes to your head, you contort your arms and squeeze your hand into small dark openings feeling through a maze of wires and sharp objects. It helps to have the hands of a small child. The process has been likened to a blind doctor performing a colonoscopy.

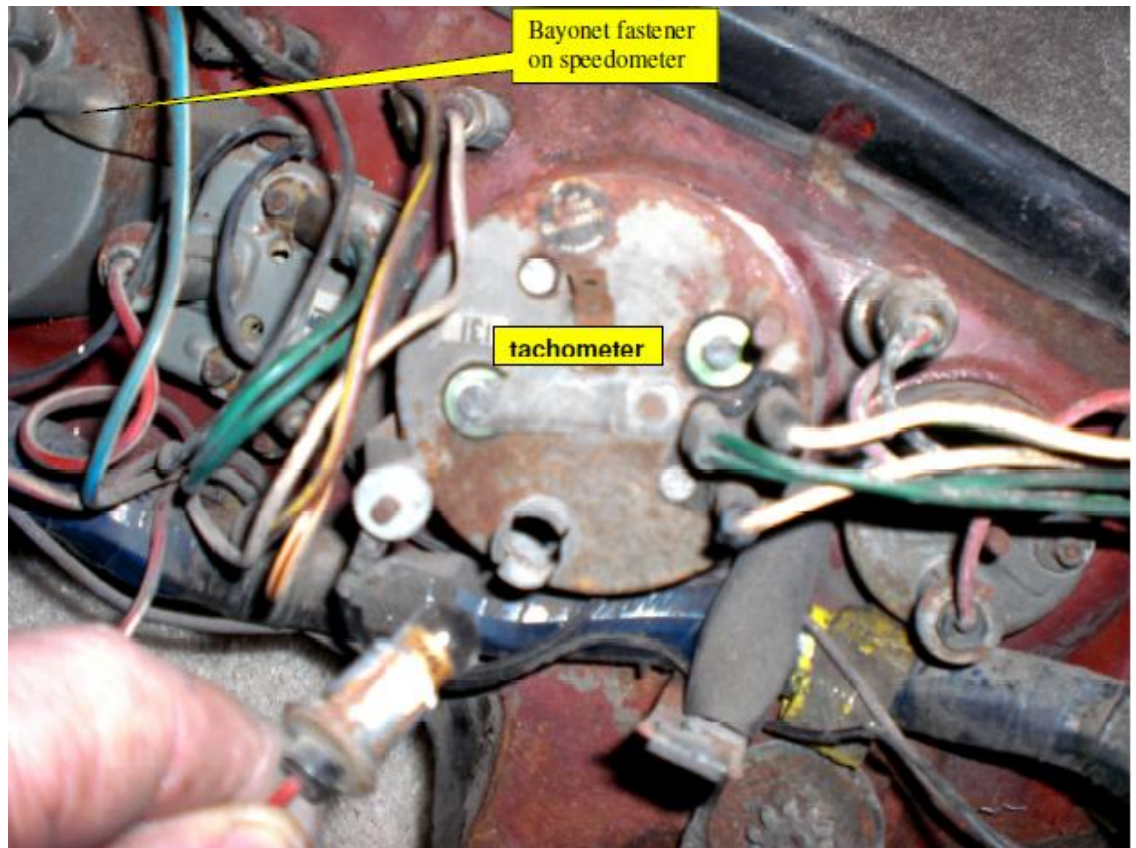
Why would one attempt to go where no sane person would go? There are lots of reasons. You might need to replace a light bulb, search for a loose or disconnected wire to an instrument or replace a broken speedometer cable to name a few.

I hope these pictures of the front and back of the dashboard help you. If you need a closer look, I'll have this dash around the garage for a while so just call me 402-592-3132 or take your

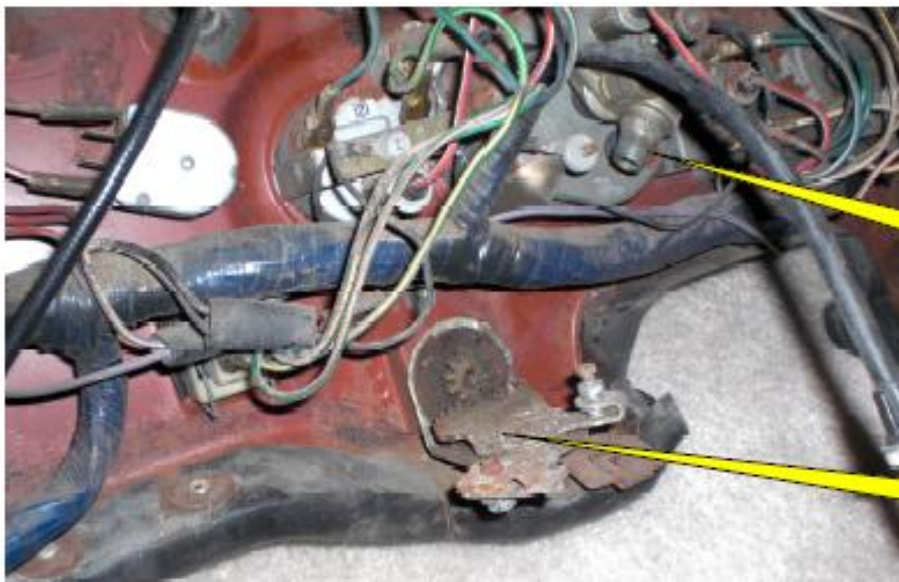
chances and drop by 914 Hickory Hill Road in Papillion.



Fortunately the sockets for the bulbs pull out and push in with a friction fit so they are easier to access. Follow the red wires to the back of the instruments. Note that the two big gauges are held in by two bayonet fasteners. Simply spin off the round nut with a knurled edge and the bayonet can be pulled off. The tach



can then be pushed out the front and you can use the opening for easier access to the adjacent gages. The speedometer has the cable from the transmission hooked into the back through an angle connection that points down. The heater controls are a goofy set up. See the round gear that moves a bracket with notches. This setup fails when the grease hardens, the pivot rusts or more frequently the steel cable kinks or rusts making it immovable and must be replaced.



FUMES

GETTING READY FOR RACING

By Terry Davis

The first time I saw one was at a Porsche Club Race and Driver's Ed weekend at Heartland Park Topeka. It looked like a semi, but the cab of the tractor was about twice as long as a regular one (looking almost like a motor home) and the trailer was shorter but looked taller than normal.

Overall, the thing was HUGE! When the rear of the trailer dropped down a couple of Porsche race cars were rolled out and suddenly a pit crew of about a half dozen guys in white, spotless coveralls appeared – most of whom were probably named Hans or Gunter. I had two thoughts: 1. Now THAT is the way to go racing and 2. Someone has waaaaay too much money!



At the other extreme (much closer to my level) are the guys who tow an open trailer behind their pickup or SUV, set up a couple of lawn chairs under a canopy or tree, and do a little wrenching on their own if necessary.

In between is the service offered by our fellow Flatwater member Sean Cahill, along with Heather Wester, through Shamrock Racing. Theirs is sort of an “arrive and drive” business where you can have your car trailered to the track, they will prep it for you, and you just show up and have fun. Not a bad way to do things!

My approach is something between the complete do-it-yourselfer and the Shamrock model. Certainly before the first race of the year, and then after every couple of race weekends, I drop the Sprite off at Terry Worick's shop in Eagle and he goes over it, finds what needs to be fixed, and then suggests some upgrades we can make. After any major work we'll go to Mid-America Motorplex for a test and tune before race weekend to make sure everything is working right, and then it's off to the track.

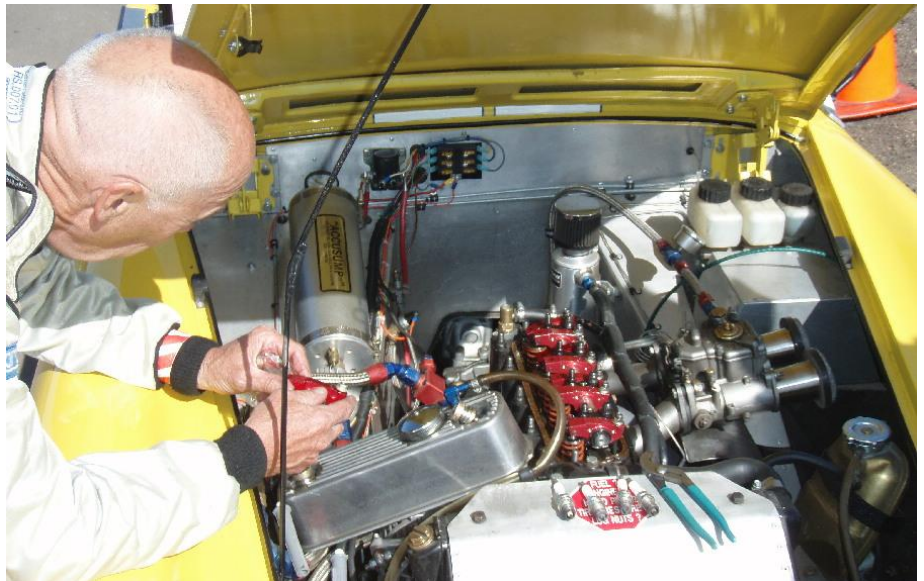
Being something of a “list” person – okay, I'm close to having a full-blown disorder – I keep lists on my computer of what I need to bring to car shows, race weekends, Driver's Ed weekends, etc. That way I can print it out and check off things as I get them loaded in the Explorer. It's a great way to fend off those “senior moments” when you might show up at the racetrack having forgotten your helmet!

So what are some of the things that you should bring to the racetrack? I've broken them down into 6 categories and some of them are applicable whether you're a racer, a track weekend driver, or a spectator:

Fluids: First, the obvious – oil and coolant. In our street cars we most all use a water-antifreeze mix, but in a race car it's probably better to use plain water since antifreeze on the track can be slippery. We add "Water Wetter," which raises the boiling point of the coolant. That brings up another point – under the racing organization's rules all race cars must be equipped with catch tanks for all fluids, just to avoid spills whenever possible. Bring brake fluid in case you have to replace a wheel cylinder or bleed the brakes. While pump gas is fine for a street car doing a Driver's Ed weekend or a driver's school, for most race car drivers it's BYO gas. Why? Some tracks don't have fuel available and if you're running 110 octane leaded gas, you can't go to the local Amoco and buy it. Also, if fuel is available at the track it's often pricier (\$8.00 to \$9.00 a gallon) than it is at the Cenex in Gretna where I buy mine (\$6.00 to \$7.00 a gallon). The law of supply and demand is definitely at work here, just like it is at the track snack bar. I'm just glad that the toilets aren't under contract to Halliburton.

Parts: Bring anything you think you may need and can fix at the track. I carry a basic supply of parts in all of my street cars (fan belt, fuel pump, water pump, coil, spark plugs, distributor rotor, etc.) and do the same for the race car. Also included are, of course, wire, duct tape, electrical tape, and a workshop manual. After last year's problem with my starter at Hastings, that's been added to the list this year.

Tools: I've got a separate tool set that I keep just for racing – one of the 90+ piece mechanic's sets with combination wrenches, sockets, ratchets, etc. – so that I can just grab it and go. I've also got a general toolbox with screwdrivers, pliers, etc., and some specific things like a tire gauge, lug nut socket, and torque wrench (all very important!). If you're going to do a track weekend, be sure to bring those last 3 things (or borrow them from someone at the track). I'm fairly obsessive about checking my tire pressures because I do think that just a pound or two of change makes a noticeable difference in how a car handles. Also, you will need to re-torque your lug nuts a couple of times during the day. Lastly, I bought a camping pad to use as a ground cover. A little bit of foam really makes lying on the ground more comfortable and can help save your new \$1000.00 driving suit (as can a pair of cheap coveralls!).



Cleaning: Rags, paper towels, hand cleaner, and maybe some Windex or a water spray bottle will help keep you and your vintage race car looking a little nicer.

Driving: The important stuff! First and foremost, your helmet. You'll need a full face helmet with a visor if you're driving an open car with no windscreen. If you're racing you'll need a full set of racing gear – 2 or 3 layer driving suit, racing gloves, driving shoes, arm restraints (for an open car), and possibly a Nomex “base layer,” or as my wife likes to say, my fireproof underpants! Obviously eyeglasses if you wear them, and sunglasses. I always bring along an extra pair of glasses – you'd hate to have something as silly as a broken pair of glasses ruin



your weekend. Lastly, for racers – your log book and racing license. If you're doing a track weekend or driver's school you'll need much less – just a helmet, long cotton pants (e.g., jeans), long sleeve cotton shirt, cotton socks, leather shoes, possibly leather driving gloves, and possibly some eye protection (helmet visor or safety goggles for an open face helmet). All drivers will need a tech form for their car – fill it out BEFORE inspection and you will get a gold star (or at least some gratitude) from the tech

inspectors. I've saved one other item for last – a head and neck restraint, i.e., a HANS device or something similar. Many only work with a 5 or 6 point racing harness and won't work with regular lap and shoulder belts, but if you have a racing harness, consider getting a HANS device. More and more vintage racing organizations are requiring them and they really can save your neck, literally. I just picked mine up from Speedway Motors.

Miscellaneous: This list applies to everyone, drivers and spectators alike – simple things to make your day at the track more comfortable and enjoyable. Also, bring these things to our club's competition events, you'll be glad you did – a chair, a hat or cap, sun screen, bug spray, an umbrella, a light jacket for the morning, a camera, snacks, and WATER!!! It is very important to stay adequately hydrated, particularly if you're driving or racing. Also, consider some ear plugs, particularly if you've already got some hearing loss.



Does this all sound like an enormous amount of stuff? It's not, really. I keep most of my racing gear organized in Rubbermaid tubs or duffle bags and keep it all ready to go so that I can just check it off my list as I load it up. Of course, maybe bringing this much stuff is why some of those guys drive those big “toy haulers.” If only I could win the lottery, that might be the way to go.....See you in the paddock!

THE 2010 WORLD OF WHEELS AUTO SHOW (AND ASSORTED MUSINGS)

By Terry Davis

To help promote the August 19-22 Heartland Vintage Racing O'Reilly Auto Parts Vintage Grand Prix I decided to enter the Sprite race car in the 2010 World of Wheels Auto Show in Omaha on March 12-14. While the show is about 95+% American rods, customs, and motorcycles, I figured that it would be a good way to contact some car clubs, potential spectators and vendors, and maybe even some racers who might not ordinarily be aware of or come to a vintage sports car race. I saw a few of



our fellow Flatwater members there, including Bob Weddington, Bart and Terri Hamilton, Tony Koesters (displaying his early Ford race car high school restoration project), Terry Worick, Sean and Lori Cahill, and Porsche club friends J.R. Sanders and Heather Wester. Also in attendance was our intrepid newsletter editor, John Rued, who said that he would expect an article about the show on the theme of “form vs. function” or “art vs. action,” hence these scribblings.

As I said, the vast majority of vehicles at these types of shows are American and I don't think I've ever seen as many Corvettes outside of a car dealership! There were very few “furrin” cars and I think I may have been the only British car there. I know I was the only Austin-Healey. In the spot next to me was a nice guy who didn't have a car at the show, but had a soapbox derby racer and a customized bicycle on display. As we were talking he told me that he has a number of very nice restored American muscle cars, including an early 60's Chevy 409 that he was going to bring to the show, but didn't because it was raining and he didn't have an enclosed trailer. That got me to thinking.

As I walked around the show floor I wondered how many of these shining, chromed automotive “objects d'art” actually saw regular use – other than driving on and off of a trailer. Talk about trailer queens! While I sympathized with my new carless friend next to me – he said that he had spent hours cleaning and prepping his car and wasn't about to take it out in the rain – I also felt a bit sorry for him.

Back in March of 2005 author Burt Levy (*The Last Open Road*) wrote an article in Classic Motorsports magazine entitled “Racers and Waxers,” about two different segments of our old car hobby – those who like to race their old cars and those who like to polish and show them. He summed up the schism this way: “Two tribes worshipping the same noisy tin gods but in

thoroughly different churches.” I would probably add a couple of additional denominations, those who find pleasure in restoring a car – taking a rusted hunk of immobile metal and returning it to its former glory as a functioning machine, and those who enjoy just driving, not necessarily racing, their classic cars.

I don’t have the skills, time, or patience to be a restorer and I’m certainly not a waxer – my cars are lucky to get their once or twice a year obligatory Turtle Wash bath. I guess I fall into the driver and (in my own Walter Mitty-esque mind) racer congregations. One of the things that I enjoy about our Flatwater club is that I think that most of our members are primarily drivers, with varying degrees of restorer, racer, and waxer thrown in.

We may not want to drive our cars in the rain, but that’s to keep us from getting wet, not the cars! Water pouring over the windshield past the Tenax fastened top of a TR3 does nothing to enhance the pleasure of the British car driving experience. I swear, how a country where it probably rains every other day and umbrellas are a standard part of one’s wardrobe can make cars that are so infernally non-weatherproof is a mystery to me....but I digress.

As I looked at the beautifully displayed, waxed, and polished cars I wondered how much their owners really get to enjoy driving them. To me, having a classic car without the pleasure of driving it on a regular basis is, frankly, somewhat pointless. It’s kind of like grilling a choice fillet to perfection – sprinkled with a little cracked pepper, seared to seal in the juices and flavor, done medium with a pink center – then presenting it with flair and the proper garnish, but never tasting it. Or going on a date with a supermodel, but only getting a handshake instead of a goodnight kiss (or more). You’re missing a major part of the experience!

I’ve run into a somewhat similar philosophy at national marque-specific car shows where a judge would turn up his nose at a car because it didn’t have the right kind of head on the screws holding down the wiring harness. I appreciate originality as much as the next guy and I guess I’m glad that we have people who know and require those things on concours cars, but puh-leeze, don’t try to make me one of them.

I’m happiest just driving one of my LBCs down a winding road with the top down, listening to



the sounds of the engine and exhaust, and smelling the fragrance of an old British sports car. Or racing headlong into a decreasing radius turn, hoping that my tires maintain their grip on the track, and hoping that I’m just a little bit faster than the guy behind me.

So please, get out there, drive, and enjoy your cars – like Donald Healey, Harry Webster, Cecil Kimber, and Syd Enever intended. Your cars will be the better for it, and so will you.

BITS AND PIECES— '03 HONDA S2000

25,065 miles

Mint condition – Inside & out

20 mpg (city) / 26 mpg
(hwy)

6 speed manual

transmission

Rear-wheel drive

\$16,500 (retail \$17,550)

*“You’ll feel like a million
bucks when
you’re behind the wheel of this cream puff”*



Inquiries call (402) 206.1202 (Ask for the editor’s wife.)

BITS AND PIECES—'68 TRIUMPH GT6

Visit Red Cloud, Nebraska....and steal a car.
Well, you won’t actually be evading police...but
you will feel like you got a really good deal on a
really aesthetic piece of British motoring history

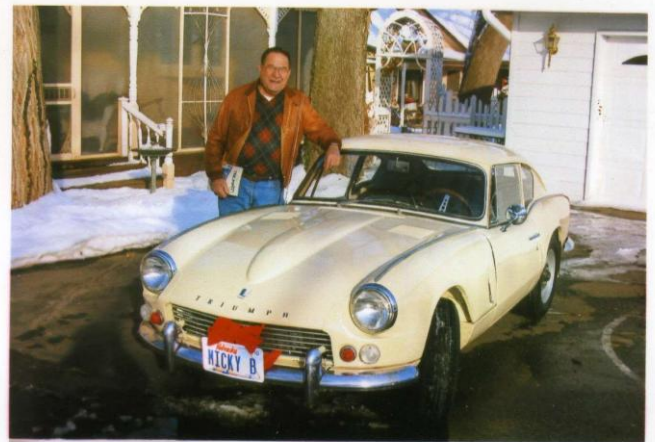
Speaking of pieces, rumor has it that Willa Cather
drove this car to college*

Owner will sell it for what he has in it: \$7000.00

Contact Bob Beardslee

Box 241

Red Cloud, NE 68970



* I made that up—Editor

HOW TO BE A CONTRIBUTING EDITOR

By John Rued

As I mentioned in my editor's column, I have been blessed with a consistent source of material provided by club members. But I can't take those submissions for granted. All you members have stories to tell and information to impart. Talk to me.

Send me your articles. Don't worry about organization or format; just send me content. We'll take care of the rest.

jrued@earthlink.net

MEMBER PROFILE—TERRY WORICK

The directions were simple: West on 34, left at Eagle raceway, and left at the cell tower.

I am not sure what I expected from the guy whom a lot of the club swears by as being the last word in functional restorations. (In this context, the word "functional" is not a pejorative; rather, "functional" is in the way Terry's customers employ their cars.)

What I saw was a modest outbuilding that was literally buzzing (grinders, DAs, etc.) with activity.



The first person to meet me was Terry. You can tell he is an employees' boss as he was deep in the middle of the work.

He greeted me enthusiastically as a chagrined office manager looked at me, looked at Terry, and looked at the clock. I got the signal; Terry runs an efficient shop and I was impeding progress.

Terry was born interested in cars—and in taking things apart and putting them back together. His first car was a '67 'Stang that was put back together with the aid of a Mustang restoration book (theoretical) and a family friend who was a farmer (practical). The seeds were sewn.



Terry's break into the business was with Auto Kraft in Lincoln. Doug Kiellian, the owner, was doing a lot of muscle car mods—with some national recognition. Terry began learning the finer aspects of restoration—not just repair.

Terry's reputation--especially in rust repair—resulted in a number of new clients. Many of these clients owned European cars. Terry became very interested in the philosophical design differences between American and European cars. He decided that it was time to advance in his profession and specialize in—you guessed it--European cars.

Terry left Doug and started his own business. The reason was two-fold: One, he wanted to create his own business identity, and two, he had had enough of muscle cars.

Terry's affinity for all things European provided a sense of variety. A lot of his work is German—Porsche and Mercedes—but he has a soft spot for British, softening to the point of actually owning a TR6.

Terry has a reputation for outstanding body and paintwork—his acolyte Brandt states that “Terry will not release a car until it is perfect”—but he does so much more. His skills allow him to completely restore a car to original, to modify a car to suit the owner (as in Jim Danielson's turbocharged Sprite), or to create a new car to suit the owner (like John Ulrich's MGB GT V8). If the owner wants it a certain way, Terry will make it happen.

Check out Terry's website:

<http://terryworickrestorations.com/Home.html>



12TH ANNUAL BRITISH CAR SHOWDOWN

FEATURED MARQUE: DATSUN/NISSAN

Vintage GRAND PRIX *of Mid-Ohio*

JUNE 25-27, 2010

A CLASSIC BRITISH CAR SHOW
SATURDAY, JUNE 26, 2010

It's a "British Invasion" at Mid-Ohio Sports Car Course in Lexington, Ohio. All British car marques and clubs are welcome to participate in the British Car Showdown taking place during the Vintage Grand Prix of Mid-Ohio weekend, June 25-27, 2010. This is a once-a-year celebration you don't want to miss!

SHOW FEATURES INCLUDE:

Class Awards for Each Marque (Popular Vote Format)
Parade Lap around the Track during Lunch
Commemorative Souvenir

AND, THERE ARE MORE WEEKEND HIGHLIGHTS...

Over 300 racing machines competing on track in the
SVRA-sanctioned group races
Featured Marque: Datsun/Nissan



VINTAGE GRAND PRIX OF MID-OHIO

VIP Hospitality Ticket

(1 weekend ticket & hospitality) \$40.00
(2 weekend tickets & hospitality) \$70.00

General Admission

Saturday \$15.00
Sunday \$15.00
Weekend (Fri-Sun) \$25.00

These special ticket prices are only available in advance of the event. Order tickets by Wednesday, June 23, 2010 to receive this discount. General admission tickets to the Vintage Grand Prix of Mid-Ohio cover the entry fee for the car show. Children 12 and under are admitted free.

Additionally, British Car Showdown participants are welcome to participate in the annual Concours d'Elegance on Sunday, June 27, 2010.

Call 1-800-MID-OHIO or visit www.midohio.com to order tickets! For complete information on the British Car Showdown and the Vintage Grand Prix of Mid-Ohio, contact Connie Bruce at (814) 793-4610 or cbruce@midohio.com.



1-800-MID-OHIO | MIDOHIO.COM

MORE THAN 400 AUTOMOBILES ARE EXPECTED TO ATTEND!
BE A PART OF THIS EXTRAVAGANZA!

HOMESTEAD DAYS—BEATRICE AIRPORT

If there is nothing on the clubs calendars for June 19th, that is the annual Homestead Days here in Beatrice, Nebraska. As in past years, there is the parade and some local events. We have been doing an EAA Young Eagles program here for the past several years where kids 7-18 can come and take a free plane ride. (Parents or guardian must be here.) We also have been doing a sports car show and shine in front of the airport which has been successful. We did have a (Supermarine) Spitfire land on the field for display, which would have been a great opportunity for a (Triumph) Spitfire to be on the field at the same time for pictures. We never know what might land for the aircraft display. We also had a Chinook helicopter here from the national guard that made several fly overs and dropped paratroopers, ten at a time! It also did some "doughnuts" about twenty feet off the ground which was quite a sight.

Hope we can add this event to the clubs calendars. This event is put on by the Flying Conestogas Flying Club here in Beatrice that I am a member of as well.

MAY CAR MUSEUM TOUR—MAY 21-23, 2010

Nebraska City to Iowa City and back!

Three days, two nights, and cheap thrills highlight the May Car Museum tour through Iowa, led by Jim Danielson. A flyer will be up soon on the website (we hope) or you can contact Jim at jdanielson2003@yahoo.com or call him at 402-464-3733. RSVPs appreciated and welcomed!

PUB NIGHT—SEAN O'CASEY'S

The Pub Night regulars have decided to try out some new locations for our monthly get togethers this year. Pub Nights take place the 2nd Wednesday evening of every month, generally starting around 6:00 – 6:30 pm, but feel free to show up anytime. It is an informal gathering; just an excuse really to go out and enjoy a meal, some beverages and tell stories with our club friends. If the weather is nice we usually end up in the parking lot admiring and diagnosing Little British Cars.

April 14th we will be gathering at Sean O'Casey's Pub at 10730 Q Street in Omaha. It is located at the north east corner of the intersection of Q & 108th Streets. Sean's is a nice neighborhood Irish pub featuring a large selection of ales, stouts and your favorite Irish whiskey. They also have a full menu which you can view at www.seanocaseyspub.com. Don't forget to save room for the Bailey's Irish Cream cheesecake. They will have some tables set aside for us, so we hope to see you there!

SCRIBNER AIRPORT SPEED RUNS—SUNDAY, APRIL 18, 2010

This event is a favorite annual event held at the Scribner, Nebraska airport--rain or shine. Scribner airport is an inactive old Air Force Base that we make screaming active for a day. We are allowed one of the three runways all to ourselves which gives us a place to really open the throttles and experience our cars' full capabilities of speed and handling. The course for this event is normally an "Out and Back" run with cones set up to make challenging chicanes to keep things interesting. We have had cars reach over 80 mph, and we are waiting for someone to crack the 100 mph mark. Each run is timed electronically and you get at least three runs to establish your bragging rights. We usually run cars until drivers have had enough fun. TECHNICAL INSPECTIONS AND HELMETS ARE REQUIRED. Loaners are usually available. First timers need not fear. We will arrange for a ride along to get you acclimated with the track and the process. You must be a club member to participate and you can sign up that day. The fun starts at 11:00 AM with sign in, tech inspections and course setup. We plan to send the first car out by 12:00 Noon.

FLATWATER COFFEE MUGS FOR SALE

Cost each will be \$6.25 and are thermal insulated stainless in either red or blue trim. I need advance money to cover the quantity which will either be 50 or 75, please send to:

Brent Kasl
6818 South 34th St
Lincoln NE 68516

bpkasl@gmail.com

