



# Flatwater News

June  
2010

## June 2010 Calendar:

Wednesday June 2: Officers Meeting at Honey Creek Restaurant, Waverly NE. Meeting Starts at 6:30 p.m.

Sunday June 6: Driving Skills Event, Lincoln South West High School 7001 South 14th Street, Lincoln, NE. Registration starts at 11:00 a.m.

Wednesday June 9: Pub Night, Sean O'Casey's Pub at 10730 Q Street, Omaha, NE. Meet fellow club members at about 6:30 p.m.

Friday-Saturday, June 11-12, Heartland MG Show, 8045 Santa Fe Drive, Overland Park, KS. Go to Heartland MG Show for more information

Saturday, June 19: Breakfast at Mahoney State Park The Park is located off Nebraska highway 66, 3 miles from Ashland, NE. Members start to arrive at 9:00 a.m.

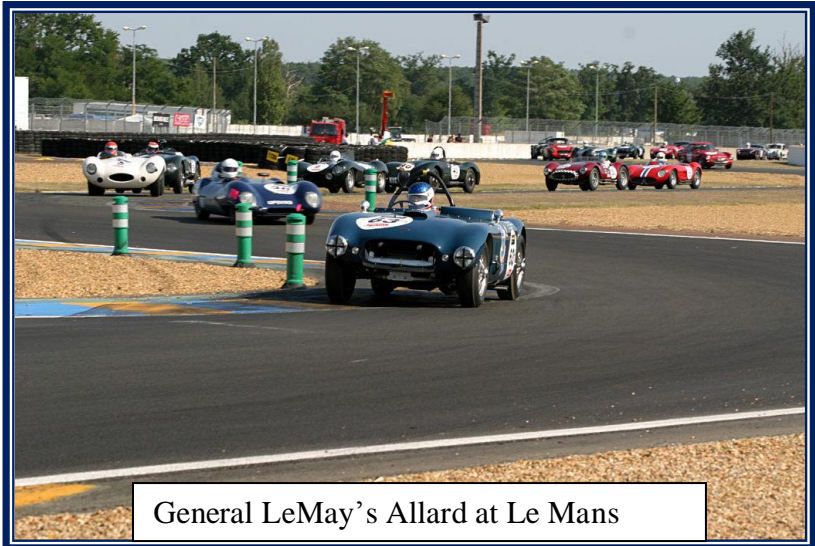
Friday June 25: Fish at Joe Tess Live Fish Market, 5424 South 24th Street Omaha, NE. Members start arriving at about 6:30 p.m.

Monday June 28  
Newsletter Deadline

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

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

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



General LeMay's Allard at Le Mans

Flatwater and retired military members Chuck Policky, Jerry Needham, and their friend, Bill Wege, recently had the opportunity to travel to England on an Air Force plane. Besides the usual fare of visiting castles, car museums, quaint villages, some distant relatives and more than a pub or two, they also had a unique opportunity to experience a bit of British sports car history with a direct connection to Offutt AFB and eastern Nebraska.

[READ MORE ON PAGE 10](#)

**JOE'S GARAGE**

**PAGE 3**

**5-SPEED GEARBOX?**

**PAGE 4**

**ROCKY MOUNTAIN VINTAGE RACING**

**PAGE 5**

**SCRIBNER RESULTS**

**PAGE 7**

**FUTURE EVENTS**

**PAGE 14**

## **Flatwater Austin-Healey Club**

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

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## **MISCELLANEOUS SPUTTERINGS**

**By John Rued**

Greetings from Harrison, Nebraska. Population 291.  
Seat of Sioux County.

I'm driving my spoked wheels across rural northwestern Nebraska with a group of like-minded travelers, seeking out the lesser known sights, sounds and tastes of our diverse state.

"Spoked wheels!" you say. "Is the Healey home? What kind of driving tour is this? And how come it wasn't posted in the newsletter?"

Relax. The Healey is not home. Not yet, anyway. And this tour is not really a driving tour. Rather, we are riding across Nebraska on the thirtieth anniversary of the Bike Ride Across Nebraska.

Ironically, though, as we pulled into Harrison, it was concurrent with the arrival of a whole bunch of vintage cars. Turns out this is the same weekend of the Sugar Valley Rally which originates in Scottsbluff. Pure time-distance stuff for pre-1958 cars in the beautiful high plains of western Nebraska. (Check it out: <http://www.sugarvalleyrally.com/>)

As far as to my Healey goes, it will be coming home. At least closer to home. I have decided—after much thought—to give it to Terry Worrick to finish. Nothing against Healey Werks; it was just taking too long. Having visited Terry and his operation, I think I'd prefer it being worked on by an energetic, hungry, and lean operation.

I'll let you know how it goes.

See you on the road...

**WEB SITE:** [www.flatwater.org](http://www.flatwater.org) - **Webmaster:** Ron Bonnstetter 402-423-9138/ [rjb@unl.edu](mailto:rjb@unl.edu)

## JOE'S GARAGE

By Joe Kueper



Working on cars in the driveway under the warm sun is a nice break from the cold rain of the past weeks. Projects at the garage have included several Datsun 5 speed transmission transplants. Two into the MGBs, one into an MGA, a not so simple brake job on the Spitfire and a tough tune-up involving SU HIF carbs and a temperamental distributor.

Big boxes came today with an MGB windshield and a Spitfire

convertible top. I love a parts delivery. Working with new parts is so much easier than cleaning up old stuff for reuse. The windshield will be installed for the Colorado trip Phil Brauer and I are taking with our wives in June. We are knee deep in tuning our engines and performing a long list of minor repairs and upgrades to get our MGBs ready for the trip. The top for Spitty will be fitted some time after I return. If you are curious about how to do these repairs contact me and you might become part of the action.



Larry Simodynes is spray painting primer and is not far off from making everything red on his Spitfire restoration.

Steve Sheperd is trying to figure out a rack and pinion steering system for his Austin Healey and is finding out that his High School geometry is more rusty than the car he is restoring

The next big project for the garage will be to finish arranging the massive amount of wires that go with the V6 conversion in "Parts" the MGB GT. Then I'll finish the body work and prepare it for a paint job and a late summer debut. While we are at it we are going to paint "Old Weird" the Triumph Herald owned by the Pedersens. We want them to look styling when we go the car show in Fayetteville Arkansas in September.



Do you have a project going on? Let us know so we can stop by, what you are up to and share it with the other members. Heck, we might even give you some unsolicited free advice. No project? Maybe you should get yourself a nice TR-6 kit car. Check out the one for sale in this issue.

Well there is plenty to do so I'm heading back to the garage.

## 5 SPEEDS R US – R U READY TO CONVERT?

**By Joe Kueper**

Phil Brauer and I have been under extreme pressure to make sure our MGBs, are ready for a ten day trip through Colorado to include participation in the annual Glenwood Springs Rally. Since Phil had a 4 speed and wanted a 5 speed for better cruising my overdrive transmission was making noise we both decided to swap in the Datsun 280 Z five speed tranny. Phil bought the Rivergate conversion kit and I tried to engineer my own to see if I could save some money and because I love a challenge.

The bottom line is that the Rivergate kit is good value. We dropped it into Phil's MGB "Gene" with little effort in two days including time to do some socializing and primping in the engine bay. The only problem Phil encountered was the right angle speedometer adapter on the tranny locked up and broke after a few miles. He sent it back to Rivergate and is waiting for it's return. The first four gears work like a standard B and fifth really cruises nice with 75MPH at about 3200 RPM – we think. We'll know for sure when the speedometer adapter comes back. Gene was running easily with the big dogs – SUV's and 18 wheelers.

I on the other hand tried to engineer my own kit and spent a lot of time measuring drawing, finding machinists and scratching my head. I have the satisfaction of having engineered a conversion and save a few bucks but spent a lot of time doing it. The best deal is to do a combination. Buy part of the kit and do some of your own conversion work. You can save money by converting your B drive shaft, having your flywheel modified by a machinist and using the Datsun slave.

Brian Goldsmith is putting the 5 speed and a B motor into an MGA. Hooking the tranny to the motor is straight forward but installing it in the car involves modifications to the frame, fabrication of a custom tranny mount and drive shaft and modifications to the removable transmission housing.

**TIPS:** If you are considering the conversion I would recommend you first talk to one or all of us for tips on how to proceed. When sourcing a Datsun 280Z transmission you should also get the flywheel with starter ring, slave cylinder, clutch lever arm throw-out bearing and front slip shaft with yoke to the drive shaft. Finally, make sure that your transmission is in good working order before you install it. Do you really have to ask us how we know this?

When all is said and done your car will look like a duck and quack like a duck but soar like an eagle.



## FUMES--THE "HPR IN MAY" RACE REPORT

BY TERRY DAVIS

Rocky Mountain Vintage Racing returned to High Plains Raceway on May 15-16 for the year's second race. It was a large field with 136 racers entered in 5 run groups. British sports cars running in the Small Production group included 6 Sprites, 2 Spitfires, 3 TR-4s, 3 MGBs, 2 Minis, a Triumph GT-6, and a Turner. There were also several Porsche 914s, a 356, and 2 Datsuns. Combined with the Small Production group was the Historic group – cars with minimal modifications – which included 4 more MGBs, another Sprite, a Healey 100-4, a TVR Mk 4, a Lotus Europa, and a Triumph Herald (called the "Weird Herald" – I thought that was Omaha's newspaper!).



The Large Production group included 4 Lotus 7s and an Elan, as well as one Bugeye Sprite – that guy's so fast that he got moved up to the faster Large Production group. Combined with Large Production was the Big Bore group, mostly American cars – Corvettes and Mustangs. There were also two Open Wheel groups and "Wings & Things." Special guests included 8 Indy cars from the U.S.

Speedway Series which ran in their own group (so no one would get run over!). One of the highlights of the weekend was the setting of a new track record by Ken Petrie in his 1985 March Indy car at just over 1 minute 40 seconds. Another treat was the Morgan Owners Group arriving on Sunday to show off their cars – beautiful!



This weekend we ran the full track configuration, 2.5 miles and 15 turns. The weather started out somewhat "iffy." It rained Friday night and early Saturday morning (and was cold), so the track was wet, delaying the start of racing until the track dried out a bit. I was in the first run group on Saturday morning, which was both practice and qualifying. Many of the drivers (probably the smarter ones) chose to skip that track session, as only 22 of the 39 drivers started due to the wet track conditions. I figured that it would be better to run even if I had to drive slowly since that would place me ahead of those who didn't start when we gridded for the next race.

I put on a set of street tires (Sumitomo HTR 200s) that I bought for rain tires even though they're not really racing tires. They worked pretty well as I was able to stay on the track for the whole session – at least a half dozen others weren't so lucky – and finished 12<sup>th</sup> of 22 overall and 5<sup>th</sup> of 9 in class.

The second race was a 15 minute Fun Race and I never did find out exactly how we were gridded. I used that race to break in and heat cycle some new Yokohama A048 tires that I had brought along. They worked well and I had a best lap time of 2:26.733, good for 11<sup>th</sup> of 26 overall and 3<sup>rd</sup> of 11 in class. Although the race was supposed to last for 15 minutes, it was cut short when the right rear wheel fell off the TVR and the car blocked the track.



Bad weather moved in Saturday afternoon and a hard, cold rain forced cancellation of our afternoon race. My clutch was acting up a bit, so it was probably for the best. Our group was not scheduled to race again until Sunday afternoon, so that gave me plenty of time Sunday morning to bleed the clutch, adjust the pedal stop, and make sure that everything was working okay. Also, the weather on Sunday was MUCH nicer – sunny and warm.

Prior to Race 3 I reviewed my videos from the April races and saw that I was missing a lot of the apexes on right hand turns, going too wide, so I tried to concentrate on the fundamentals – hitting each apex and using all of the track. I did better, but still missed a few too many by going too wide.

For Race 3 the Historic group ran with us, but we used a “split start” with two pace cars and the two groups of cars separated by about 20 seconds. It worked well, but made some extra strategizing necessary when catching and passing some of the slower Historic cars while being chased by one of our own group. We were gridded by our Saturday morning qualifying times, so I started 12<sup>th</sup> of 24.



I had some good dicing with my old instructor, Arne McDaniel, in his yellow box Sprite and I was able to catch and pass him – cue heavy mechanical breathing and James Earl Jones: “Arne-wan, the circle is now complete. When I left you, I was but the learner. Now I am the master.” I finished 8<sup>th</sup> of 24 overall and 2<sup>nd</sup> of 11 in class with a best lap time of 2:22.144.

Several cars either broke or dropped out for the 4<sup>th</sup> and final Feature Race, so we started with 16 cars. A white TR-4 dogged me for much of the race, but I held my starting position in the 10 lap, 23+ minute race, finishing 6<sup>th</sup> of 16 overall and 2<sup>nd</sup> of 9 in class with a best lap time of 2:20.297. At least I was still getting faster! For comparison, my best lap time last year when we ran the full track was 2:29.566. Best of all, the car ran very well with no problems this time (Thanks Terry W.).

To watch some videos from the May races go to the following links:

[www.youtube.com/watch?v=mRoKnVNq5Vs](http://www.youtube.com/watch?v=mRoKnVNq5Vs)

[www.youtube.com/watch?v=gJwxSUqdgug](http://www.youtube.com/watch?v=gJwxSUqdgug)

See you in the paddock!

**Veni. Vidi. Velociti! 2010**  
**(We came. We saw. We drove really fast!)**

**BY JOE GUINAN**

The early calendar date finally paid off for us, and we had a beautiful day for the Airport Speed Runs at Scribner Air Field on April 18th. We ended up with 21 different cars making runs, and driver/car combinations totaled 28. There was a good number of spectators this year as well, which adds to the fun. The course was similar to what we have run before – straight out almost a half mile, a roundabout at the far end, and then slaloms and gates on the way back. We have the course extended about as far as we can get it, so we really have a lot of real estate to cover. Gerry Conant designed the course, as well as the timing equipment we use. I think I heard of one run that failed to register on the gear. Gerry Conant has built a timing system that uses lasers to time our runs, and this year has added an electronic trip light at the measured quarter mile point, giving us actual “drag race” numbers to compare and brag about. I really appreciate Gerry’s hard work on the course and in getting the electronics to work correctly.

The V8 powered MG’s of John Ulrich and Rich Brunke can really show what they are capable of in this event. John had the fastest quarter mile time of the day with a 14.58 second pass. Joel Brunke was able to take second place in this part of the competition with a 15.30 on his only run before the car ate its differential. We had a bunch of cars in the 15 seconds and change area – one notable was the new Mini driven by Skip Charette to a third place in the drag race at 15.36. I like those Minis more every time I see them. A special note - it was great to see Don Petrick’s beautiful MGC-GT “Daytona” at its first competition event.

We actually had a few cool spin-outs this year. A tail happy Spitfire was looped by both its drivers. Still, the car performed pretty darn well – a testament to Joe Kueper’s rebuilding skills. Jeff Lemon got some attention and “style points” for a wild slide that ended up in the corn field. I had encouraged him to make an effort to break the one minute barrier when I noted his last run was at 1 minute, 0 seconds, and 3 tenths. So he pushed a little harder and got a bit sideways in the last gate. Had he made it though, I’m sure he would have done it. A couple of other cars were able to break the magic minute mark – Jane’s “MG” Miata





was able to get down to a 56.75 in the hands of Gerry Conant. Fastest time of the day was John Ulrich's 57.91. This is truly impressive from a car that handles long drives comfortably and is really set up for highway cruising.

We always seem to have some mechanical "issues" to deal with. Once again, a large nut was found by a member, but this time it actually came off his own car. Joe Kueper's recently rebuilt Spitfire engine threw its crankshaft nut – like mine did a couple years ago. Fortunately, this doesn't lead to expensive repairs, as you just torque it back in place. Susanne Hinkley's Sunbeam Tiger backfired through the carburetor that melted the air filter. It didn't look like much actual damage, but we pushed it back onto its trailer for the ride home. I've already mentioned Brunke's MGB V8 problem. That car runs a lot of power through that assembly, and we hope the damage isn't serious.

Let me close this part of the article with a heartfelt "Thank You!" to all the members who pitch in to make these events run so smoothly. Howard Larson came down from the Sioux Empire to watch the events and help out. He ended up having the best seat in the house for most of the action – clear at the far end, where the cars were doing something more than going fast. We appreciate all the time he spent at that end, and I apologize for not asking someone to go out and relieve him. Thanks, Howard! And thanks to Rich also, for going out there to give him a break. Jane Stone and



Pam Brunke again took charge of the timing and recording booth – I have NO idea what we would do without these ladies and their firm, but kind guidance. They work all day so we "boys" can have fun with our cars, and their efforts are very much appreciated.

Results sheets are below. If you want copies of the MS Excel spread sheets to play with, please email me at [joeg@neb.rr.com](mailto:joeg@neb.rr.com).



Flatwater Austin-Healey Club		Airport Speed Run		04/18/10
DRIVER	CAR	CLASS	MODS	1/4 Mile
John Ulrich	MGB-GT V8	5	D - Open	14.58
Joel Brunke	MGB-GT V8	5	D - Open	15.30
Skip Charette	Mini Cooper	6	A - Stock	15.36
Gerry Conant	Miata (Goldsmith)	7	B - Modified	15.55
Susanne Hinkley	Sunbeam Tiger	4	A - Stock	15.70
Brian Goldsmith	Miata	7	B - Modified	15.77
Michael Gregg	Mini	6	A - Stock	15.89
Ron Null	MGB-V8 (Brunke)	5	B - Modified	16.05
Dennis Stone	Jensen-Healey	3	B - Modified	16.08
Dennis Stone	Miata (Goldsmith)	7	B - Modified	16.08
Scott Kahler	Miata (Goldsmith)	7	B - Modified	16.64
Dennis Stone	MGB-GT V8 (Brunke)	5	D - Open	17.12
Jeff Lemon	TR7	3	A - Stock	17.49
Bill Redinger	Mini Cooper S	1	A - Stock	17.83
Marron Keady	Miata	7	A - Stock	18.20
Scott Kahler	Miata	7	A - Stock	18.21
Bob Shaw	MGA	2	B - Modified	18.93
Brian Goldsmith	MGB-GT (Goldsmith)	2	A - Stock	19.05
Susanne Hinkley	Miata (Keady)	7	A - Stock	19.40
Joe Kueper	Spitfire	1	A - Stock	19.52
Craig Hahn	MGB	2	A - Stock	19.80
M. Seiler	MGB-GT (Goldsmith)	2	A - Stock	19.83
Larry Underwood	MGB-GT (Goldsmith)	2	A - Stock	19.89
Larry Simodynes	Spitfire	1	A - Stock	19.93
Don Petrick	MGC "Daytona"	3	B - Modified	19.96
Jerry Petet	MGB	2	A - Stock	20.17
Dennis Lines	TR6	3	A - Stock	21.36
Rich Brunke	Jensen-Healey	3	A - Stock	no time

FLATWATER AUSTIN-HEALEY CLUB				Airport Speed Run		04/18/10	
DRIVER	CAR	CLASS	MODS	1/4 Mile	Penalty	Best	Points
Bill Redinger	Mini Cooper S	1	A - Stock	17.83		1.04.00	5
Larry Simodynes	Spitfire	1	A - Stock	19.93		1.08.60	4
Joe Kueper	Spitfire	1	A - Stock	19.52		1.09.94	3
Brian Goldsmith	MGB-GT (Goldsmith)	2	A - Stock	19.05		1.04.22	5
Craig Hahn	MGB	2	A - Stock	19.80		1.10.47	4
Larry Underwood	MGB-GT (Goldsmith)	2	A - Stock	19.89		1.10.78	3
M. Seiler	MGB-GT (Goldsmith)	2	A - Stock	19.83		1.12.06	2
Jerry Petet	MGB	2	A - Stock	20.17		1.12.50	1
Bob Shaw	MGA	2	B - Modified	18.93		1.01.60	5
Jeff Lemon	TR7	3	A - Stock	17.49		1.00.03	5
Rich Brunke	Jensen-Healey	3	A - Stock	no time		1.04.59	4
Dennis Lines	TR6	3	A - Stock	21.36		1.34.00	3
Dennis Stone	Jensen-Healey	3	B - Modified	16.08		1.12.09	5
Don Petrick	MGC "Daytona"	3	B - Modified	19.96		1.12.56	4
Susanne Hinkley	Sunbeam Tiger	4	A - Stock	15.70		1.03.59	5
Ron Null	MGB-V8 (Brunke)	5	B - Modified	16.05		1.00.80	5
John Ulrich	MGB-GT V8	5	D - Open	14.58		0.57.91	5
Dennis Stone	MGB-GT V8 (Brunke)	5	D - Open	17.12		1.05.16	x
Joel Brunke	MGB-GT V8	5	D - Open	15.30		1.33.40	3
Skip Charette	Mini Cooper	6	A - Stock	15.36		1.02.88	5
Michael Gregg	Mini	6	A - Stock	15.89		1.03.16	4
Scott Kahler	Miata	7	A - Stock	18.21		1.02.28	5
Marron Keady	Miata	7	A - Stock	18.20		1.06.15	4
Susanne Hinkley	Miata (Keady)	7	A - Stock	19.40		1.14.35	x
Gerry Conant	Miata	7	B - Modified	15.55		0.56.75	5
Dennis Stone	Miata (Goldsmith)	7	B - Modified	16.08		0.59.16	x
Scott Kahler	Miata (Goldsmith)	7	B - Modified	16.64		1.00.43	x
Brian Goldsmith	Miata	7	B - Modified	15.77		1.00.50	x

## GENERAL LEMAY, FLATWATER, AND SOME GUY IN THE U.K.

BY JERRY NEEDHAM

Flatwater and retired military members Chuck Policky, Jerry Needham, and their friend, Bill Wege, recently had the opportunity to travel to England on an Air Force plane. Besides the usual fare of visiting castles, car museums, quaint villages, some distant relatives and more than a pub or two, they also had a unique opportunity to experience a bit of British sports car history with a direct connection to Offutt AFB and eastern Nebraska.

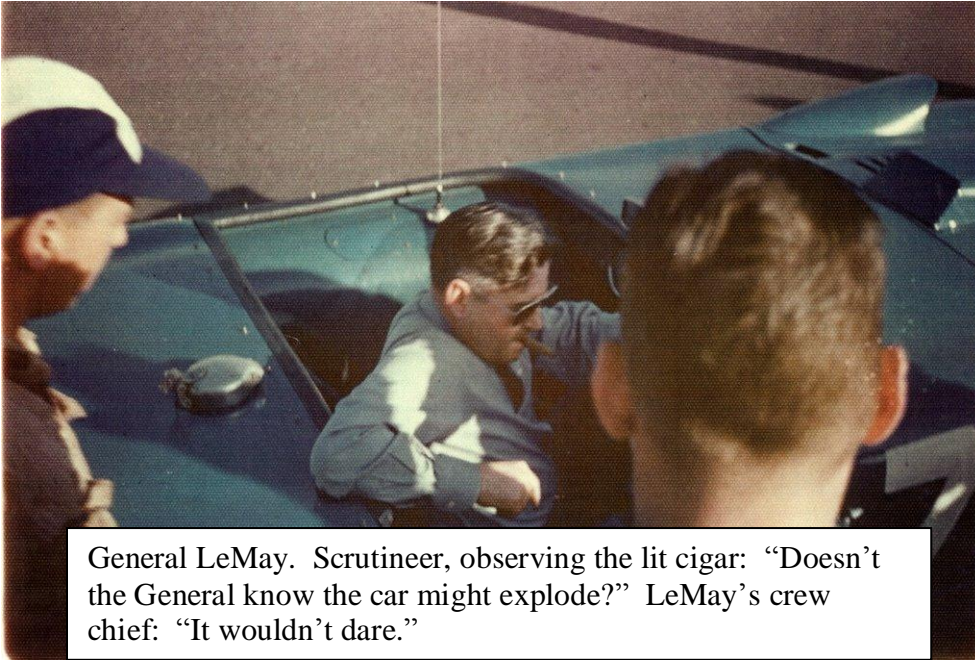
In 1953, having a penchant for British cars, Air Force Strategic Air Command Commander-in-Chief, General Curtis E. LeMay ordered a brand new Allard JR sports car from the Allard Motor Company of London. A design break from its Allard predecessors, the JR was designed specifically for the Cadillac V-8 engine. One of only ten of the JR models ever built, LeMay took delivery of his car in June, 1953 and he immediately began racing it in organized events at Offutt and other SAC bases with long runways. Held before as many as 65,000 race fans, the Offutt races were said to be some of the biggest events held in the Midwest in 1953 and 1954. The first race LeMay organized was on Offutt on July 5, 1953, where his Allard more than held its own against 100 of the more formidable Lolas, Ferraris, Oscas and Jaguars driven by some of the best race drivers in the country. Tickets cost \$2 each and all of the proceeds were used to improve living conditions for airmen living in austere conditions in open-bay barracks. With his promotion to Vice Chief of Staff of the Air Force, the move to the Pentagon meant forgoing his racing hobby and LeMay sold his JR. It passed through a few owners who raced it at several tracks in the area until it fell into disrepair, and finally wound up in a Kansas junkyard. Its current owner, Dean Butler, bought it in 1990 and totally restored it. It now races it in historic car races around the world.



As part of his research on the JR and LeMay's interest in racing British sports cars, Jerry Needham located the current owner in England two years ago; their ensuing correspondence has resulted in a budding friendship. The trip Chuck, Bill and Jerry made a few weeks ago was the culmination of the lengthy, cross-Atlantic trading of LeMay and Allard JR stories and photographs. Today, the car shares space in a set of large garages with a number of other collectible and historic race vehicles: an Allard J2, a dragster, an Indy car, three first edition IROC Camaros (including Foyt's and Petty's) and a one-off engineering design marvel called The Camber Car.



But it was the LeMay car that our guys had come to see and see it they did. They touched it; they photographed it; and they all took turns sitting in it. As Jerry relates, “But when I saw it at last, it was everything I thought it might be.” It had such a beautiful, clean silhouette; it was exciting just to look at. The dash instrumentation, the large spoked racing wheels and tires, its curving, geometric lines; everything about it was so sensual and you didn’t have to be an automotive nut to feel it, either. It was also hard to believe this was the very car that raced down Offutt’s main runway and around Base Ops and hangar buildings over 50 years ago.



General LeMay. Scrutineer, observing the lit cigar: “Doesn’t the General know the car might explode?” LeMay’s crew chief: “It wouldn’t dare.”

Decked out once again in its original deep, shiny Air Force blue, it proudly displays the distinct Strategic Air Command emblem along both sides. Most noticeably, along the top of each door, was a banner proclaiming, “Owner, Gen Curtis E. LeMay” followed by the names of the crew chief and driver LeMay actually used so long ago. And Dean didn’t have to coax any of us when he said, “Go ahead, guys, get in.”

Once snugly ensconced inside the tight cockpit, I imagined Gen LeMay, with his ever-present (but unlit) cigar tightly clenched between his teeth, sitting right where I sat, as he hurtled the car at 130 mph down the Offutt straight away. I was actually sitting in a famous piece of automotive, Air Force and in particular, Offutt AFB history.” Dean apologized to his American visitors, saying he was sorry that the engine was out of the car because it had been damaged during the last race. “Perhaps on your next visit here,” he said, “we’ll have the car in full working order and I’ll take you to a local track and let you drive it.” Unbelievable!



General Needham (had history been kinder).



## 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.)

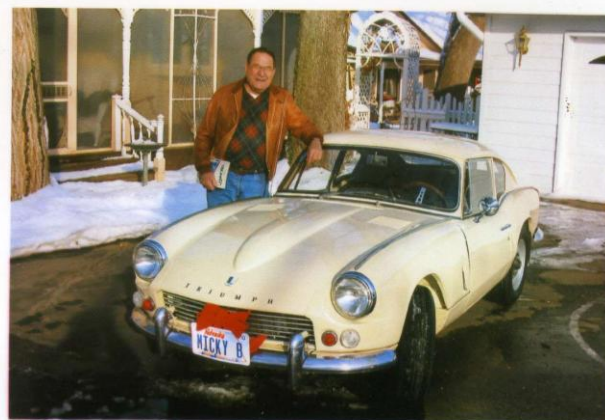
### '68 TRIUMPH GT6

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  
raced this car back and forth across Alexander’s  
Bridges.

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

### '70 SURTEES TS5/A

TINS\*! A kid I work with has an aunt (in Des Moines) with a real (Brit) Formula  
5000 car for sale. Google it—and throw in the name “David Hobbs” who may (or  
may not) have actually driven it at Sebring and Road America. Think about how  
cool you’ll look at Glenwood. Caution: Serious(ly rich) offers only; priced to sell  
at \$100K. Contact Linda Juckette at 515-490-9632 (More to follow.)

\* TINS-“This is no \$h#t”



## TRIUMPH SPITFIRE PARTS

### Convertible top and top cover for a 1967 Spitfire.

These were just purchased from Rimmer Bros in what they called a Beige color. It looks to me more like a dark tan. Have to see to appreciate. This top has the zip out rear window and includes fasteners and instructions. I would like \$300 for the top and \$180 for the top cover, no tax, no incoming shipping.

It is in the original box. Picture of the top (no cover picture) attached.



Used Triumph, 1147cc engine with starter, intake manifold, water pump and fuel pump. S/N FC42854HE. It was a running engine when I bought it in 1984. Has been stored inside since then. Believed to be a MK1 1963. Asking \$500. Picture of the engine attached.



Thanks

Herb Glesmann

6145 South 102nd Street, Omaha, NE 68127

Phone 402-593-6145, cell 402-660-2502

E-mail [hcglesmann@msn.com](mailto:hcglesmann@msn.com)

## TECHNICAL QUESTION???

I have a couple of 1957 TR3s I have collected and need restored. I need to get a set of tires to roll them around. What is your or the clubs opinions on which type of 165 SR15 tires to get. Tubes or Tubeless? Radials? Any info would be helpful.

Randy Neumann

[randyneumann@cox.net](mailto:randyneumann@cox.net)

## HOW TO BE A CONTRIBUTING EDITOR

By John Rued

You “doers”! Be sharers. Write me an article. Throw in some good pics for balance.

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

[jrued@earthlink.net](mailto:jrued@earthlink.net)

## SOUTH SIOUX CITY WEEKEND—JULY 23-25, 2010

Reservations have to be made at The Marina Inn, 800-798-7980; state that you are with the Flatwater Austin Healey group to get the discount rate.

Note that this weekend is the beginning of RAGBRAI which will be starting in Sioux City; hotel/motel rooms will be filling up.

We are working on some changes this year. For one thing, the place where we have gone on Friday night no longer serves food so we are making different plans for Friday night with a couple options in mind; stay tuned. And, instead of driving to Sioux City (crossing the river!) Saturday night, the Marina Inn is graciously providing a meeting room at no charge where we will order from the menu. The restaurant is called Kahill's and is noted for fine steaks and chops as well as sea food. Craig Hillinger, at The Healey Werks, has offered to give the group a tour Sunday morning if there is enough interest. If you have been to Craig's establishment before, you know what kind of restorations he has in process all the time and can see what his crew is currently working on. If you have never been there, The Healey Werks specializes in high dollar restorations for owners all over the country. It's definitely a first class operation. Of course Saturday will be cruise day.

We'd like to find some new area to "tour" and are still working on that but, regardless, the weather will be great ('cause we put in an early order); it will be a fun weekend. Please email Howard Larson at [beahusker@aol.com](mailto:beahusker@aol.com) and let him know if you are coming so he can have a count at least a week prior to the event.



# YUTAN DAYS 1ST ANNUAL CAR SHOW

**WHEN:** Sunday June 27, 2010 **WHERE:** Downtown Yutan, NE

**REGISTRATION:** 9:00AM – Noon **AWARDS:** 3:30 PM

**COST:** \$13.00 EARLY REGISTRATION \$15.00 DAY OF SHOW

**DOOR PRIZES - FOOD - 1<sup>st</sup> & 2<sup>nd</sup> Place TROPHIES**  
**INDEPENDENT JUDGES - CASH DRAWING**

+++ +++ +++ **AWARDS CLASSES** +++ +++ +++

## CARS

### STOCK

1. 1941 & OLDER
3. 1946 - 1954
5. 1955 - 1964
7. 1965 - 1975
9. 1975 - 1999
11. 1999 - PRESENT

### MODIFIED

2. 1941 & OLDER
4. 1946 - 1954
6. 1955 - 1964
8. 1965 - 1975
10. 1975 - 1999
12. 1999 - PRESENT

## TRUCKS & JEEPS

### STOCK

13. 1975 & OLDER
15. 1976 - PRESENT

### MODIFIED

14. 1975 & OLDER
16. 1976 - PRESENT

## CORVETTES

17. 1953 - PRESENT

## RACE CARS

18. All Race Cars and Trucks

## FOREIGN

19. All Foreign and Sports Cars

## UNFINISHED

20. All Unfinished Vehicles Including Rat Rods

## MOTORCYCLES

21. All Motorcycles

## BEST LOWRIDER

- 22.

## BEST HYDRAULICS

- 23.

## ----- PRE-REGISTRATION FORM -----

NAME \_\_\_\_\_ ADDRESS \_\_\_\_\_

PHONE \_\_\_\_\_ E-MAIL \_\_\_\_\_

MAKE \_\_\_\_\_ MODEL \_\_\_\_\_ YEAR \_\_\_\_\_ CLASS \_\_\_\_\_

*Make checks Payable to STARDUSTERS INC. – Pat Richardson Treasurer – P.O. Box 84 – Yutan, NE 68073*

*For Further Information Contact Bob Hannan at 402-443-6776 or*

[nebraska.robert@gmail.com](mailto:nebraska.robert@gmail.com)

**COST: \$13.00 PRE-REGISTRATION - \$15:00 DAY OF SHOW**  
**CLUB SPONSORED CARS WILL NOT BE JUDGED**



Hosted by the Midwest Region AHCA  
**Conclave 2010**  
**AHCA Heritage 1975 – 2010**  
**Eagle Ridge Resort & Spa, Galena, IL**  
**July 11-16, 2010**



**Eagle Ridge Resort & Spa** is the perfect choice for *Conclave 2010*. Illinois' Galena Territory has a beautiful sparkling lake amidst acres of rolling hills. Breath-taking views and nature's beauty abound among the miles of roads perfect for Healey driving. Eagle Ridge also boasts 63 holes of the Midwest's finest golf. Accommodations are unrivaled in variety and character with choices from rooms at the inn to homes and villas.



The **2010 Popularity Car Show** will be nestled among the quaint shops and restaurants on Main St. in Galena which has long been established as one of the premier destinations in the Midwest. Located in the northwest corner of Illinois, Galena's western edge is outlined by the Mississippi River and Iowa and bordered to the north by Wisconsin. With the tranquility of its river valleys and boundless views of scenic vistas, Galena and Jo Davies County give inspiration to Conclave 2010.



Enjoy a prime rib dinner aboard the "Celebration Belle" for the Captain's Dinner and Dance Cruise. Look forward to a beautiful sunset, and dancing the night away, all in a relaxing atmosphere while cruising on the Mississippi.



**Convenient to major highways from all directions.**

Chicago	140 miles
Rockford	85 miles
Indianapolis	300 miles
Milwaukee	175 miles
Madison	90 miles
Minneapolis	280 miles
Dubuque	20 miles
Cedar Rapids	80 miles
Quad Cities	85 miles
Des Moines	210 miles
Springfield	205 miles
St. Louis	325 miles

**[RETURN TO 2010 CONCLAVE HOME PAGE:](#)**

First National Bank Corporate Cup Committee's  
*First Annual*  
**Car Show**

**DATE: Saturday, June 5, 2010**

**Location: Shadow Lake Towne  
Center  
72nd St. & Hwy 370**



**COST: \$15.00**

**RAIN OR SHINE!**

**AMBASSADORS: DWAYNE & TINA PROBYN**  
402.935.0974 OR 402.602.3601  
tmprobyn@fnni.com

*Enjoy an Evening Under the Stars*

**Registration: 5:00 PM**

**Show: 7:00 PM**

**Awards: 8:30 PM**

**Classes & Awards**

- \*Best MOPAR
- \*Best Chevy
- \*Best Ford
- \*Best Pontiac
- \*Best Truck
- \*Ambassadors' Choice
- \*Best Foreign



★ **ALL PROCEEDS BENEFIT THE  
AMERICAN LUNG ASSOCIATION!**

**Door Prizes ~ Music**

**Concessions**

**Raffle**



**ENTRY FORM**

Name \_\_\_\_\_ Phone # \_\_\_\_\_ Cell # \_\_\_\_\_  
Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
Email \_\_\_\_\_ Make/Year/Model \_\_\_\_\_  
Class \_\_\_\_\_

Send Entry Forms to: Tina Probyn, C/o First National Bank, 1620 Dodge St. SC 1028, Omaha, NE 68197-1028

**Make Checks Payable to First National Bank**

NOT RESPONSIBLE FOR ANY ACCIDENTS OR DAMAGES THAT MAY OCCUR DURING THE CAR SHOW.



# 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](http://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 (614) 793-4610 or [cbruce@midohio.com](mailto:cbruce@midohio.com).



1-800-MID-OHIO | MIDOHIO.COM

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

# 4TH ANNUAL FLYING CONESTOGAS HOMESTEAD DAYS

## FLY IN SATURDAY - JUNE 19TH, 2010 BEATRICE MUNICIPAL AIRPORT

### \* EAA YOUNG EAGLE RIDES

\* 10 A.M. - 1:00 P.M.

Youths 8 - 17 have the opportunity to enjoy their first flight aboard a private airplane free of charge. Over 1 million youth have had the privilege of taking part in this program. Parents must be present.

### \* FLY IN LUNCH

\* 11:00 a.m. - 1:00 p.m.

Free Will Donation \* \* Free to those that fly in \*

### \* Aircraft Static display

\* 10:00 a.m. - 1:00 p.m.

### \* TRANSPORTATION: To & From:

Homestead National Monument & Homestead Days Activities @ Chautauqua Park



**Great Plains Region**  
Porsche Club of America

**The Great Plains Region - Porsche Club of America**  
Will be doing a "Show & Shine" at the Beatrice Airport starting at 11:00 a.m. Come and view the cars and talk to the owners about Porsche Club Drivers Education Programs.

THIS FLY IN IS HELD IN CONJUNCTION WITH THE HOMESTEAD DAYS CELEBRATION. THE PARADE BEGINS DOWNTOWN BEATRICE AT 9:00 A.M. COME FOR THE FUN - ACTIVITIES ALL DAY. IF YOU NEED TRANSPORTATION TO THE PARADE - HOMESTEAD NATIONAL MONUMENT or HOMESTEAD DAYS ACTIVITIES @ CHAUTAUQUA PARK - CALL THE AIRPORT IN ADVANCE AND WE WILL PROVIDE YOU WITH A CAR OR A RIDE. (402) 223-5349

**FOR MORE IN INFORMATION, PLEASE CONTACT:**

**DIANA AT THE BEATRICE AIRPORT: 402 223-5349,**

**?? HEATHER WESTER AT 402 203-0481 OR SEAN CAHILL AT 402 239-1238**



## JUNE 6- SUNDAY DRIVING SKILLS EVENT

The second Driving Skills Event for 2010 will be held at South West High School. Location is 7001 South 14<sup>th</sup> Street, Lincoln Ne. Registration starts at 11:00 a.m. Please come earlier to help set up the track.



## FLATWATER CAR QUIZ

BY TERRY DAVIS

**ANNOUNCING:** A new feature for our monthly newsletter – the Flatwater Car Quiz! Each month we'll publish a picture or two of a car, either obscure or famous, and your challenge is to see if you can identify it or say why it's famous. This is not a contest and there are no prizes, just the satisfaction of knowing that you could identify that 1953 Winkwanker SpeedSport 6 when no one else could. We hope that you will find this feature interesting and also improve your automotive IQ (Identification Quotient).

For this month we're going to start with a car that was pictured in last month's Fumes column, with a couple of additional pictures. Enjoy!



Some info about the car: The company that made this British car was founded in 1922 in Kingston upon Thames, Surrey, by two former cyclecar manufacturers. Despite some economic difficulties they produced about 400 cars by the mid-1930s, most notably a series of famous chain drive cars.

Prior to World War II they imported BMWs into Great Britain and after the war, Porsches. Between 1948 and 1957 they produced 85 more cars,

including the one pictured above. Their postwar cars are considered an evolution of the BMW 328 and used Bristol engines. They enjoyed some significant success in competition, including 3<sup>rd</sup> at Le Mans in 1949 and 1<sup>st</sup> in the Targa Florio in 1951. What's your guess of the make, and for extra credit, the model? See the answer on page 21.



## 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](mailto:bpkasl@gmail.com)



## FLATWATER RECOGNIZES BILL REDINGER

The Flatwater officers want to take this opportunity to thank one of the unsung hard workers of Flatwater Austin Healey Club. Bill Redinger has mailed out the newsletter copies to our members who had requested a mailed copy for many years. He was asked how long he had been doing this mailing and he himself could not remember--but he was sure it was at least three presidents ago when he started. To our calculations, that would make it between six and seven years. Thank you, Bill, for all your good work.

Bill, your efforts to bring down the mailing costs over the years--as postal rates, printing and paper climbed--are to be commended. You made it possible for the club to continue mailing the newsletter out as long as we did. We, Flatwater's officers, extend to you our gratitude for a job extremely well done.

When you see Bill at one of our events this year, please let him know how much you appreciated his efforts.

## ANSWER TO FLATWATER CAR QUIZ

This car is a Frazer Nash Le Mans Coupe, first delivered in April of 1955 to a Mrs. Kitty Maurice. It is one of 9 Le Mans Coupes built and has a 2 liter Bristol engine. This particular car, chassis no. 203, was actually raced at Le Mans on 6-20-59 by Bill Wilks and John Dashwood, but DNF'd, or as the British more politely say, "retired." I saw this car at the Rocky Mountain Vintage Racing Spring Race at High Plains Raceway in April.