

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

**September 2010 Calendar:**

Saturday-Sunday, September 4-5  
**All British Show in Kansas City**  
 at [KCI Airport Marriott Hotel](#).  
 775 Brasilia Avenue, Kansas City,  
 MO 64153-1153

Wednesday, September 8  
**Pub Night** at Sean O'Casey's Pub  
 10730 Q Street, Omaha NE.  
 Meet fellow club members  
 at about 6:30 P.M.

Sunday, September 12  
**A Day At the Theater**  
 See page 17

Saturday, September 18  
**Breakfast at Mahoney State  
 Park**, located off NE Hwy 66,  
 3 miles from Ashland Ne.  
 Members meet at 9:00 A.M.

Sunday, September 19 **Wine  
 Tour in Western Iowa**. See page  
 18.

Friday, September 24  
**Fish at The Trackside Bar**,  
 13800 Guildford Ste 7,  
 Waverly, NE.

Tuesday September 28  
**Newsletter deadline**

Sunday, October 3  
**Flatwater All British**  
 10:00 a.m. till 3:00 p.m. Lincoln  
 Public Schools District Office  
 Parking Lot 50th and O Street,  
 Lincoln, NE

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

(Send your event information to:  
[jrued@earthlink.net](mailto:jrued@earthlink.net))



Sometimes people in the tropics come down with malaria. They seem to recover, but then some morning they wake up sweating with a bad case of the shakes. A nasty bug, it keeps coming back. You never really get rid of it.

[READ MORE ON PAGE 12](#)

**FUMES—HEARTLAND VINTAGE, TOPEKA** **PAGE 3**

**DES 24-HEURES DU CITRONS** **PAGE 6**

**2010 KASNER CUP ALL TRIUMPH RACE** **PAGE 10**

**NON-MEMBER PROFILE--LEONARD JANKE**



**Leonard Janke at Goodwood, car #98**

## **Flatwater Austin-Healey Club**

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

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## **MISCELLANEOUS SPUTTERINGS**

**By John Rued**

Dang. It's September. Not sure where the time went, but it went—and went fast!

Terry is working his little heart out on the Hundred. I meddle when I can. Terry is patient in explaining what he does. If I had been smart, I would have taken notes for forthcoming articles on the process of restoring a Big Healey. But I'm not. Even so, I am picking up little tricks of the trade. Stuff they don't teach you at Metro Community College.

I started out with little—but important—chores: Cleaning and sorting parts. I have now progressed to cleaning and plating parts. Okay, so I don't actually plate them. But I know who can.

The goal is to get the car done in time for whatever's left of driving season. I hope December is warm.

Terry is pretty much a magician. Engine, brakes, body work; you name it. When I ask him where he picked up a specific skill, he says he "read it in some book." I think there's more to it than that, though. Maybe I'll put together a Terry Worick reading list. Then—the bravest of you—go to town on a project and let me know how it goes. Don't call me, though, if you get yourself into a jam. I wasn't taking notes.

An aside: Thanks to all who sent material for this month's newsletter. It is the biggest yet—twenty-three pages of color, commentary, and anecdotal information. It is to you contributors that I dedicate this issue!

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**THE HEARTLAND VINTAGE RACING  
O'REILLY VINTAGE GRAND PRIX  
RACE REPORT**

**BY TERRY DAVIS**

Man, was it hot in Topeka! Temps in the upper 90s and sunny, except for the thunderstorm that passed through late Friday afternoon. August 19-22 saw the first (and I hope not the last) race for Heartland Vintage Racing (HVR). The turnout, both of racers and spectators, was not as good as hoped, but we still had a great time. Heartland Park Topeka is a 2.5 mile, 14 turn track with a couple of moderate elevation changes. I had not been on the track since 2006, but having done 9 Driver's Ed weekends there since 2000, knowing how to drive the line came back fairly quickly. Since I got there Tuesday night and there was not much to do on Wednesday, I walked the track with a Volvo racer who came all the way from Edmonton, Alberta, for the weekend. It gives you a different perspective to see the turns at a walking pace and I thought that it might help when we started racing.

Thursday was a test and tune day as well as the Performance Driving Experience for anyone who wanted to get a day of track experience with their street car and a licensed racer as an instructor. Ten drivers participated in the PDX and the racers got in lots of practice. The racing started on Friday morning. Flatwater members who came to watch the races during the weekend included Bruce and Judy Cratty, Terry Worick (with Miles and Simone), and Greg and Jeff Lemon with their sons Alex and Gavin. Bill Redinger was there for the weekend with Mike Fuch's Triumph-based Ambro. The Crattys and the Lemons got to take their cars (MINI and Fit) out on the track for some "touring laps" during the lunch hours on Saturday and Sunday.

Well-known MGA racer Kent Prather was at the track and pitted close to our Age & Treachery Racing (ATR) group. I asked him if my best lap time of 2:23 in the first practice session on Thursday was any good. He politely said "No" and added that 2:00 would be a very good time. That gave me a target for the weekend – not 2:00, but 2:10. I figured that if I could be 10 seconds slower than what Kent considers to be a good time, that would be pretty good for me. In the next couple of practice sessions I was able to shave off a bunch of time and had best lap times of 2:15.909 and 2:13.701.

Having gotten comfortable on the track and not wanting to push things too hard before the actual racing began on Friday afternoon, I skipped the Friday morning practice sessions, not knowing that the best lap times Friday morning would be used to set our grid positions for the "Qualifying Race" on Friday afternoon. Hey, I thought a "Qualifying Race" meant that it would be the first run used to qualify us for the Saturday races! Oh well, that just meant that I



had to start at the back of the pack (18<sup>th</sup>) for the Friday afternoon race and could get some practice passing people. I finished 12<sup>th</sup> of 18 overall and 5<sup>th</sup> of 9 in class. Kent Prather, of course, ran away from everybody and finished 1<sup>st</sup> in the 10 lap, 20 minute race with a best lap time of 1:57.924. I do have the distinction of honestly being able to say that I crossed the finish line right behind Kent (I won't mention that he had just lapped me!).



We had lots of the usual kinds of cars in the races for Saturday and Sunday, including E Production, F Production, and C Sedan cars in our run group. There were 3 MGBs, 2 Mini Coopers, 7 Sprites, a Midget, a TR3A, a Spitfire, a Datsun 1600 roadster, and a Volvo P1800 coupe. Kent Prather and his lightning-fast MGA moved up to a faster group.



Race 2 on Saturday morning started with 13 cars and I was able to finish 5<sup>th</sup> overall and 2<sup>nd</sup> of 7 in class after holding off the Datsun 1600 – he was right behind me for essentially the entire race after I passed him early. My ATR buddy, Mark Cory, finished just ahead of me in his white Bugeye. One of the MGBs and the two Minis finished 1, 2, and 3 respectively. I was able to turn in

a best lap time of 206.171, my fastest of the weekend, achieving my goal of running below 2:10.

For Race 3 we started with 15 cars and another one of the MGBs as well as the very fast Sprite driven by ATR member Scott Schmidt and the TR3 finished ahead of me, putting me 8<sup>th</sup> of 15 overall and 3<sup>rd</sup> of 8 in class. The Datsun and a green Spitfire dogged me for most of the race with the Spitfire finishing less than a second behind me in the 8 lap, 17+ minute race. My best lap time was 2:07.163.

Race 4 on Saturday afternoon was one of the most fun (and probably one of the best) races I've ever had. Mark Cory's Bugeye, the green Spitfire, and I battled for a good part of the race, each passing the others several times. I was finally able to pass them both late in the 10 lap race and hold off a final charge by Mark to finish 6<sup>th</sup> of 11 overall and 2<sup>nd</sup> of 6 in class. Scott Schmidt's Sprite and those darn Minis were still much faster, as were one of the MGBs and the TR3. I had a best lap time of 2:06.204.

Race 5 on Sunday morning started with 14 cars and some of the faster guys in my class had gotten the bugs worked out of their cars, so I ended up 8<sup>th</sup> of 14 overall and 5<sup>th</sup> of 8 in class, just behind the green Spitfire and ahead of the Datsun, who again was on my tail for much of the race. My best lap time was 2:06.767.



For Race 6 on Sunday afternoon the Triumphs moved to the Kastner Cup race and we started with 11 cars. All of the really fast guys in our group were still running, so I finished 5<sup>th</sup> of 11

overall and 4<sup>th</sup> of 8 in class, behind 3 of the Sprites and one of the Minis, but still ahead of the Datsun! My best lap time was 2:07.641, so once I broke that 2:10 mark I was consistently running in the 2:06 to 2:07 range. For comparison, the fastest lap of the weekend in our F Production class was run by ATR's Dave Williams in his silver Bugeye with a 2:00.126 in Race 5.

To watch some of the Race 4 action go to [www.youtube.com/watch?v=WWqw5e5rk8g](http://www.youtube.com/watch?v=WWqw5e5rk8g). Next up is the RMVR Hastings Showboat Grand Prix on September 3-5. By the time you read this, that race will probably be in the books. See you in the paddock!





## “DES 24-HEURES DU CITRONS”

BY JOHN RUED

Which translates to “The 24-hours of leMons”. Of which a Citroen is probably one. But not one that ran at Mid -America over the weekend of August 27<sup>th</sup>. No, there were plenty of other lemons to watch.

I had received an e-mail from Steve Williams of Glenwood about the car show at Lauritzen Gardens—with a brief aside on a MAM event: The 24-hours of leMons. The “brief aside” resonated.

Steve mentioned that he would be a team driver for “The Time Travelers of Doom” in “a POS Fiero”. As an original owner of a Pontiac Fiero, I wasn’t sure what Steve meant by “POS”. A subsequent e-mail clarified the abbreviation: “POS” means “positively outstanding sportscar”.

I had read about the “leMons” series before in either Road &Track or Automobile magazine. I kind of wanted to watch one. It was on my bucket list. Participants could

spend no more than \$500 on a car and would race them in an endurance event. Very low-brow. Very exciting.

We –my father-in-law and I— showed up at 0900, a half hour prior to the race. We quickly toured the paddock and briefly talked with the drivers and pit crew. This was easy because they were all pretty much the same people. They were also very friendly.

The drivers/pit workers explained a lot of the “leMon” phenomenon. It is a back-to-basics “roots” approach to racing. The capital investment limits force all



participants to play to the same level. It is only through the creativity and ingenuity of the teams' members that an entry is successfully raced.

A quick caveat, though. The financial cap is only loosely enforced. If a scrutinizer decides that a car has more than \$500 put into it, that car's team has the option to attempt a bribe—usually something consumable. If the bribe is successful, the car is “zapped” with a stencil and possibly penalized some laps, but is otherwise allowed to participate.

We finally found the Fiero. It didn't really look like mine. It was gutted of all creature comforts and had really worn tires. Come to think about it, it looked a lot like mine.



I met up with Steve and he introduced me to the pit crew/drivers. One member, a personable woman, exclaimed that regardless of how the race progressed, she would be “going to the zoo at ten”. Seems she didn't get to Omaha very often.

Our conversation was stifled by thirty-five stock engine/exhaust systems all attempting to come to life. It sounded like Dodge Street at five o'clock.

As the cars began moving, Steve suggested we move trackside.

At the track, we were able to adequately appreciate the diversity in competition. It was crap. The only British iron was a Jag—er, “Jaggernaut”—XJ6 that was painted up in a glaring Union jack motif. Its quiet, gliding dignity was periodically interrupted with wisps of white smoke emanating from its exhaust.



Steve suggested that I get closer to the track to get some better photos. So I jumped the first set of barricades. It was a very



heady experience. Like being on Dodge Street at five o'clock.

My joy was cut short when a kid came up and said, "Doug wants to see you." I turned, expecting an unhappy track manager named Doug. Instead, I saw the smiling countenance of one Doug Kielian, the happy proprietor of Lincoln's Auto Kraft. (Doug had repainted my Healey following my California restoration misadventure. Doug also was the first boss of Flatwater's Terry Worick.)



I sat down next to Doug who introduced me to a distinguished looking gentleman from Pender. The man's name was Leonard Janke; he raced an Austin-Healey (SCCA) in the fifties and McLarens (Can-Am) in the sixties. For the next two hours—as cars entered and exited the track for driver changes and fuel—Leonard and I talked about his experiences (many of which are recounted in Leonard's bio on page xx). Our talk was interrupted as Doug announced he'd be driving the Janke entry—a (much) less than perfect RX-7 plagued with some sort of unanticipated rev limiter.

My father-in-law and I excused ourselves

and made our way to the Team Janke pit. We were amazed at the intricate choreography inherent in servicing and re-driving a race car. Doug entered the fray where his overly gregarious driving style was misinterpreted as being overly aggressive; he was "black flagged".



Here is another "leMon's" caveat: If "black-flagged", you have the option of making a trackside donation to some charity, thus buying yourself out of a penalty.



Since it had been a while since we saw the Fiero on the track, we ventured over to the "Time Traveler" pit to see what was up. The Fiero was. Up. On jacks.

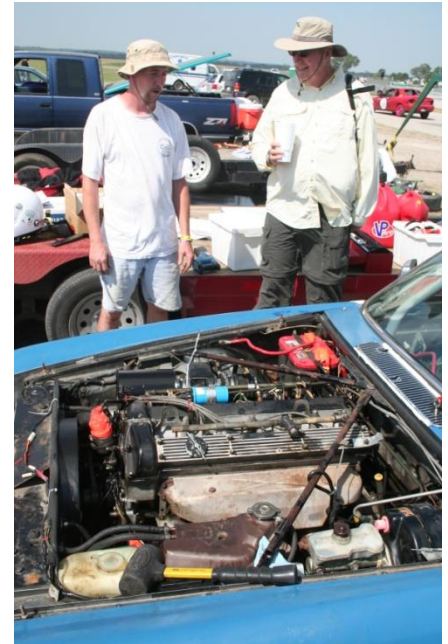
Steve said that a rear bearing had given out and that, due to the



implication from the race director that “Team Time Travelers” would be collectively known as “pu\$\$ies” if they didn’t make an attempt to fix it and get it back on the track, the team had to make a parts run into Council Bluffs. I noticed that the “personable woman” was not present. I assumed that her planned trip to the zoo had been superceded by an unplanned trip to O’Reillys.

On the way back to the track, we passed the Jaguar owner(s)—four Air Force guys from Oklahoma City (who had bought the car from a woman who hadn’t realized there was a recurring price to pay for buying into the Jaguar mystique)—who were adding oil to replace that which had been displaced--somewhere, somehow--in the previous thirty minutes. Oh, yeah, they were also adding water to replace that lost through a blown head gasket.

We headed back to the track. Sitting on the top of the bleachers where the track sponsor banners provided welcome shade, we split our time between listening to Steve discuss the technical aspects of driving on this track and the “ZombieHunters” team director make tactical suggestions to the “ZombieHunter” driver. This is where we gained super-appreciation for the collective team skills inherent in track racing—regardless of its level of professionalism.



I was pleased to note that the Fiero had reentered the race. The car looked to be running strong. With just a few minutes to go, spirits were high in the “Travelers” camp.

But the gods of racing are fickle. With one minute left, the mighty Fiero rolled to a halt—the victim of faulty fuel planning. And poor collective team skills.



## FRIENDS OF TRIUMPH 2010 KASNER CUP ALL TRIUMPH RACE

BY BILL REDINGER

The Friends of Triumph--a large loosely run internet based group of Triumph racers--each year hold a meet and have an all Triumph Race called the Kasner Cup after the Triumph Competition Manager Kas Kasner who developed and factory raced the Triumph cars in the 1960's and 70's. He is still very active with the group and comes to every event



and personally selects the winner based on how they prepare, represent and race their Triumph. This year's Kasner Cup Race was held at Heartland Park Topeka in conjunction with the Heartland Vintage Racing Festival August 22, 2010 on the 2.25 mile 14 turn road course that was previously used for the SCCA Championship Runoffs.

The weather was hot and humid, making the drive that much more challenging. 22 cars showed up for the event, 18 TR4's, 1 each TR6, GT6, Spitfire and Ambro Special of which 19 made it to the grid for the Cup Race Sunday afternoon.

Sam Halkias, current SCCA EP Champion, was the class of the field in his #83 TR6, his preparation, driving skill and dedication to the sport put him on poll and he ran away from the field with a smooth and effortless win. Keith Files from Chipperfield, England was fast and driving hard all weekend in his well prepared #775 TR4, was second on the grid and finished second, earning him the Kasner Cup for 2010 for his efforts even though he was 23 seconds behind Sam. Tony Drews was third on grid and finished third ahead of the rest of the pack dicing for position among hungry Triumphs, but also off by 23 seconds to Keith. Jeff Snook took his well prepared TR3 racer to a well deserved 5<sup>th</sup> place finish and a great run.



Brendan Alexander, the eager and hard working grandson of Joe Alexander, is shown holding the connecting rod that let go in the race and put two holes in the side of his father's Sean Alexander's TR 4 race car. Expressing his excitement and optimistic attitude that he and his father will *get to* build a new and better engine!



Speaking of father/son racing we can say that it is alive and well in the Triumph ranks. Bobby Whitehead's Triumph GT6 suffered a transmission loss early on Saturday and was going to be sidelined when a spectator came up to the father/son team and said that he had a GT6 transmission in the barn that they could have for FREE. He drove 45 miles to home and back to deliver the used transmission--and then stayed to help clean it, check it out and install it into the race car, which was completed and tested at 11:00 PM. Then the Good Samaritan--a former Triumph Guy--drove home for the night! All for the love of the car, Thanks.

Joe & Sean & Brendan Alexander, 3 generation racing family

Jack & Tony Drews

Jim & Jim Jr Gray

Bob & Andrew Kramer, also winner of the Bill Ames award for keeping the Triumph Spirit!

Tim & Ryan Murphy

John & John Nikai

Greg & Jason Ostrowski

Bobby & son Whitehead

Special thanks goes out to Joe Alexander for all his hard work in pulling this event together and for his madden race with his new TR4 powered Ambro #97 that he has built for Road & Track use. Bill Rinke the race director for HPR, also worked hard to make everyone welcome along with the people of Topeka KS.



The 2011 Kasner Cup will be run at the historic Laguna Seca Race Track in June 2011 see you there!

## MALARIA

BY JEFF LEMON

Sometimes people in the tropics come down with malaria. They seem to recover, but then some morning they wake up sweating with a bad case of the shakes. A nasty bug, it keeps coming back. You never really get rid of it.

I love the Spridget family of cars. I bought my first one in 1974. I've owned a 1964, 1965, two 1966s, a '67, a '68 and a '72. I never had the car that started it all though, no Bugeye. Of course, I'd driven them, ridden in them, and worked on them; Doug Taylor had a yellow one I helped him with quite a bit; I almost bought one twice, but never did. I sold my "last" Spridget a few years ago. Too many cars, not enough time and money, and a lot harder to get in and out of than they were in '74--especially with the top up. A sad day, my last Spridget gone. Oh well; nothing last forever--except maybe malaria.

I brought my soon to be 13-year old son, Gavin, to the June autocross. He took some rides, took some great pictures, and spotted a "for sale" flyer with a picture of a well-worn green bugeye. I'm not sure who brought it up first, but we started talking about a father/son project to work on together. He'd need a car to drive in a few years anyway..... Shock of shocks: my wife Liz was receptive to the idea. She liked the idea of anything to keep him off the computer and video games.

I called the owner, Bill Cook, and asked him about the car. Well he said, "Back in '63 he had a little fender bender, but got it fixed at the dealer." I asked him how long he had owned it, and he told me he was the first owner. He had been planning for years to get it back on the road, but it just wasn't going to happen. He said really wanted the car to go to a good home, so it wasn't on Craigslist or eBay. He was in Omaha, where I had to go the next day to drop off a





friend of my daughters'. The car was only a mile-and-a-half from her house. It was starting to look like fate was playing its hand. We took a look at the car: the engine turned, but hadn't been started since 1973; the top was a wreck; it was missing one seat cushion and a few pieces of interior trim. But the rest was there and in good shape. Even the trunk mat and sideboards were in place. I think this is the only Spridget I've ever bought that didn't need a front end rebuild. The best news was that, except for some surface rust on the primed bonnet, there was NO RUST, solid rockers, and solid floors. No cutting and no welding. Wow! It came with some new brake parts and an old Clymer's shop manual. How could I not make an offer ? Bill wouldn't name a price, so I had to break the first rule of car buying and name the price. I told him what I would ask for the car if it was mine, what I would accept as bottom dollar, and then what I was willing to spend (much less). I WAS NOT in the market for a car(yeah right). Driving back to Lincoln, Gavin told me he really wanted the car. I warned him it was low horsepower, no amenities, and slow as dirt. He still wanted it. I called Bill, and eventually we met in the middle. I think we were both happy: us with the price, and Bill with where the car was going to live. I called Terry Davis and he graciously supplied his time, his trailer and tow vehicle. (There is a special place in sportscar heaven for people like Terry.) Many thanks, Mr. Davis. A week later, Gavin had his Bugeye.

Stay tuned for more reports on our adventures getting a title, assessing the car, and the plans and progress of the restoration. It seems my malaria is back and I think it runs in the family. Anybody have any quinine ?



# Leonard Janke

## Driver

by Leonard Janke

Born April 16, 1930, the youngest of seven kids by eight years, on a family farm south of Winside, NE., I lived a fairly secluded childhood. In the late 1930s I got my first taste of racing when I was able to accompany my parents, sister and brother-in-law to the Nebraska State Fair in Lincoln. Although the family did not spend the money to attend the races, I could hear the roar of the engines and actually was hit by mud thrown over the fence. The sound and fury instilled in me a passion to be a part of racing that I have never lost to this day.

During my high school years I faithfully read *Popular Science*, which had Tom McCall's automotive tests and flamboyant accounts of great races like the 24 hours of Le Mans, which kept fueling my racing desire. I also drove the family car much faster than my father ever realized and had some friendly run-ins with Gerald Bruggeman, a Nebraska Auto Racing Hall of Fame inductee.

In March of 1951, I enlisted in the Air Force. At Sandia AFB in Albuquerque, NM., most every weekend we attended the stock car races, with the Unser brothers the main attractions. In November I was shipped to England for new duties. Knowing that the Le Mans race was in June, I decided to attend. Briggs Cunningham was competing in the C-5 cars, and with passes for the walkway above the pit boxes, I was able to observe Briggs and his drivers, John Fitch,



Bill Spear and Phil Walter, and also my favorite writer, Tom McCall. The race was unreal to me, with the very high speeds, especially on the Mulsanne straight at night when the cars' headlights were the only light.

Some time after returning from Le Mans, I purchased a 1952 Morris Minor and joined some English motor clubs and started to compete in speed trials and rallies and ran my first road race at the famed Goodwood track. I also raced at Silverstone, where at these events, people like Sterling Moss and Mike Hawthorne were also racing. In the course of these events I was able to win the American Challenge trophy and London Motor Club London Rally, England's major rally at that time. At the Motor Club's year-end awards banquet I was awarded the Challenge Cup by Mrs. Sidney Allard. I became an honorary member of the Cambridge University Motor Club and friends with Brian Lister, Archie Scott Brown and Don Moore.

Also during my English tour, an American, Mr. Pugh, put together the first stock car race ever to be held in London. Because of my English motorsports activities, I was recruited as a driver. I was running second in the feature race and gaining on the leader with a few laps to go when attempting to get by a pileup, I cut



down a tire.

When assigned back in the states in December 1955, I was mentioned in England Autosport Magazine for my racing efforts.

Just a few months before returning to the U.S., I sold the Morris and purchased an Austin Healey 100, which I still have.

I was discharged from the Air Force in February 1955 and upon returning to Nebraska, I met Loyal Katskee, an inductee in the Nebraska Auto Racing Hall of Fame. Katskee suggested I join the local SCCA club. I did some SCCA racing in the Austin Healey. I was able to win a few races and run high enough to finish somewhere in the top 10 in the National rankings most every year.

Then, in 1968, we purchased a two-year-old McLaren Mk. III and started competing against the best drivers in the world. We raced a SCCA National race in Texas first to get the feel of the car and after a cautious start worked through the field and won the race. The next race was Riverside, CA., and I was somewhat intimidated coming down the back straight at about 180 mph then entering the last turn. I drove as hard as I could and finished ninth in my first big-time pro start. A week later, Laguna Seca yielded an 11th, then a fourth at Bridgehampton, NY.

In 1969 I ran nine of the 11 Can-Am races against a great field of competitors and finished 16th in both points and money earned. My best race was the last of the season, due largely to some super tires Firestone had come up with for Mario Andretti and myself. I finished ninth behind Bruce McLaren, George Eaton, Jack Brabham, Jo Siffert, Chuck Parsons, Lothar Motschenbacher, Dave Clausey and Tony Dean.

In 1970 I purchased a 454 engine for the McLaren Mk. III. At Mid-Ohio I was running well up in the pack when I went by the pits and

forgot to shut off for turn one and stuffed the Mk. III into a guard rail. This put a stop to our Can-Am racing for 1970, since we did not have the finances to regroup. We then purchased a 1968 Camaro and ran it a few times, doing well enough to win the regional championship in 1973.

Then the desire hit and another McLaren was acquired, and we ran several more Can-Am races with it, but by this time, the Porsche 917s had taken over. We were lured to a wildcat Can-Am race in Guadalajara, Mexico, on September 28, 1975. I was able to win there, with the local papers giving me the top billing over Muhammad Ali, who had won a championship fight the night before.

Can-Am then changed the rules to five-liter engines and the McLaren was not competitive with the lighter, single-seat cars that were winning, so we sold it and purchased a single-seat Lola, which ran pretty well until I crashed in Edmonton, Canada.

This brought about the last chapter in my racing career, as we purchased a Buick Somerset Trans-Am car.

In June 1957 I married my wife, Bonnie, and in May 1959 we had a daughter, Kristen. In November 1960 we had a son, Harold. Bonnie became the business manager for my car dealership and became a valuable asset to both the business and our racing efforts, as she has been with me at all the races and many times acted as crew chief. Harold and I took turns driving the Buick Somerset in Tran-Am races and Harold won a SCCA race at Glenwood, IA., in the car in 2002.

I have been on the track with most of the great drivers of the 1960s and 1970s. It's been an awesome drive.





1964 Greenwood Races



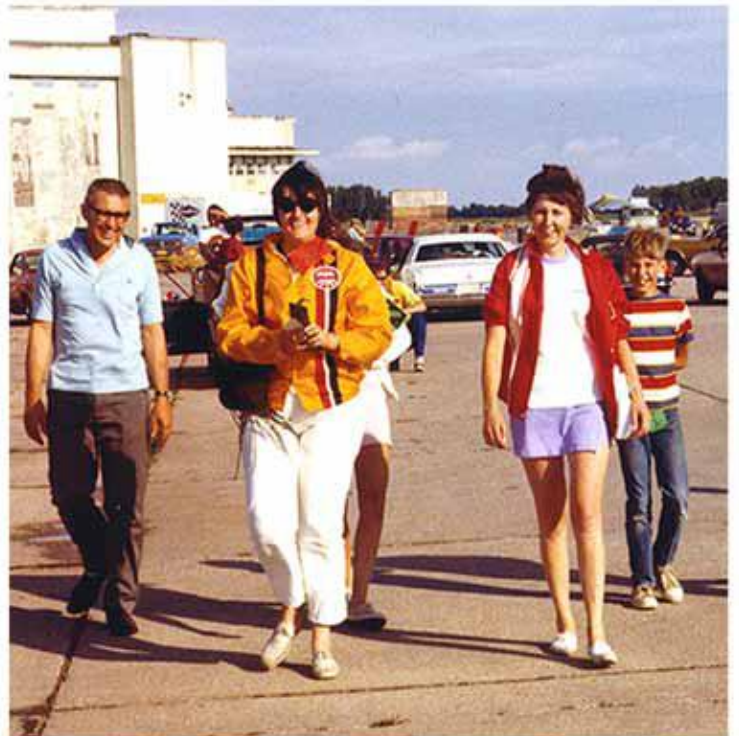
1964  
Garnett  
Races



Lake Garnett - 1972



Leonard's  
McLaren  
without the body



Leonard Patc Bonnie  
and yes, the boy is Harold



## FLATWATER CAR QUIZ

**BY TERRY DAVIS**

The British company that built this car was founded in 1861, with its main products being machine guns, shotguns, and rifles. It started building bicycles in 1880, automobiles in 1907, and motorcycles in 1910. By the late 1920s it was the largest manufacturer of motorcycles in Great Britain. Automobile production ceased at the beginning of World War II and never resumed, but the company continued to make motorcycles after the war ended.

Looking something like the mutant offspring of a prewar MG Midget and a Morgan, this 3-wheeler has an air-cooled V-twin engine displacing 1021 cc and producing a rip-snorting 9 h.p. (yes, only 9). It is front wheel drive, has a 3 speed transmission, and has a top speed of 50 m.p.h. It cost \$402.00 when new.

Answer on page \_\_\_\_.



## OFFICER ELECTION

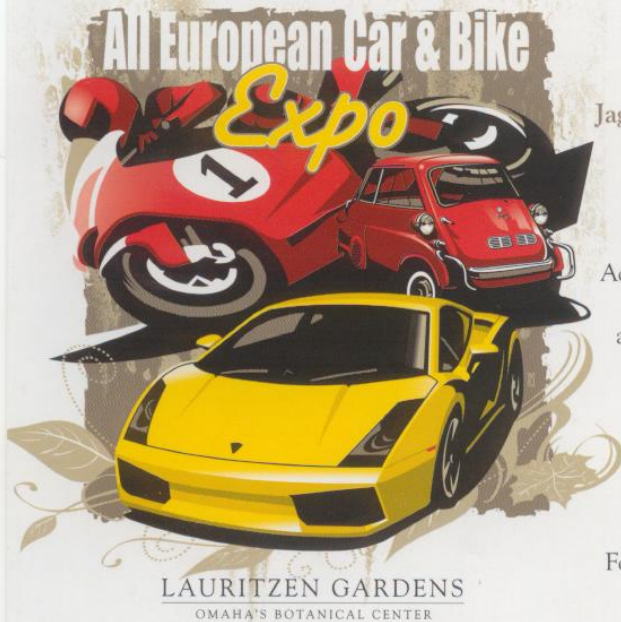
**BY THE ELECTION COMMITTEE**

Term Limits are opening up for three positions this year. One officer is running for another office while three are stepping down. Those positions that are open are President and the two Officer's-at-Large. Being President does require a little work but you will have three experienced officers to assist you along with Gary Pence (who will now take on an advisor position). The Officer's-at-Large positions essentially do not have any assigned duties. A full description of each officer's duties can be located within our bylaws which are available on the web site. You can place your name in nomination for any office, not just those that will be vacated.

If you are interested in running for any office this year please submit your name to Terry Buchholz. His contact information is by phone at [402-438-0466](tel:402-438-0466) or by email at [terrydrafting@aol.com](mailto:terrydrafting@aol.com). Terry will be the only member of the election committee collecting names so there will be no confusion.

The other members of the election committee are Steve Bryant and Craig Hahn.

SUNDAY, SEPTEMBER 12, 2010 FROM NOON TO 3 P.M.



Enjoy the beautiful scenery of the gardens and European automobiles and motorcycles all in one place. Models you might find are:

Jaguar • Porsche • Mercedes-Benz • De Tomaso  
Ferrari • Alfa Romeo • Austin Healey  
Volkswagon • Mini Cooper • BMW  
Rolls Royce • Lamborghini

Admission to the European Car and Bike Expo is free with paid garden admission of \$7 for adults and \$3 for children age six to 12. Garden members and children under the age of six are admitted free of charge.

Exhibitor registration is from 9 a.m. to noon. A \$15 fee includes garden admission and T-shirt (while supplies last).

For more information, contact Joe at (402) 212-6038. Rain date: Sunday, September 19, 2010.

100 BANCROFT STREET • OMAHA, NE 68108 • 402.346.4002  
[www.lauritzengardens.org](http://www.lauritzengardens.org)

## A DAY AT THE THEATER...

BY JANE STONE

Come join us September 12<sup>th</sup> at The Loft Theater, 15841 Manley Rd., Manley, NE.

The production is “Jake’s Women” by Neil Simon, a “humorous foray into the world of modern relationships. Jake, is a novelist who is more successful at fiction than with real life. He is facing a marital crisis because he keeps daydreaming about the women in his life. The wildly comic and sometimes moving flashbacks played in his mind are interrupted by visitations from the actual females, who include Jake’s first wife (who died in an accident), his daughter, his bossy sister, an opinionated analyst, his current wife (who has decided to leave him), and a prospective third wife(?) Jake’s Women definitely delivers some of the funniest lines of this year’s season at the Playhouse. “

Performance time is 2:00pm Tickets are \$16.00.

Advance tickets are not always necessary. Tickets are sold at the door. Best seating is by reservation. Be advised: If you reserve your seat there are no refunds. They will offer you another performance date if they are notified within 10 days of the performance, otherwise, you will receive a tax donation slip for your personal taxes. The Loft Theater is a 501c corporation. Tickets are available by calling the box office at 402-234-2553 or online at [www.loft.com/tickets/online.htm](http://www.loft.com/tickets/online.htm)



Driving directions to the Loft from the North or West are to take Hwy 50 south to Manley (which is located just south of Louisville), take Spur 13 into the town of Manley. Follow this road (Manley Road) through town to the theater. The theater is a large structure resembling a barn east of town. From the South or East take Hwy 1 toward Manley and turn onto Manley Lane or the next left which is 156 St. All roads lead to the theater. Please be advised the drive is gravel in places and the parking lot is gravel.

Note: Hwy 1 West of Murdock was closed at this writing. Please check!

We are planning on dinner afterwards at JoeBochgaloopies , a new place on Murdock's main street. Their menu is pizza, pasta, sandwiches and salads. Please be advised as they have no liquor.

RSVP to Jane Stone at [janes\\_54@msn.com](mailto:janes_54@msn.com) or 402-397-2385 by September 9<sup>th</sup> if you plan on joining us. I will need to give the restaurant a count.

### **FLATWATER CARSHOW BBQ**

Brad and Gail Swiggart will once again host a barbeque at their home at 6530 Shenandoah Drive (just 5 minutes from the show site) directly following the Flatwater Club Fall Car event. People just need to bring themselves and their lawn chairs. (We had this event last year).

### **FLATWATER HOLIDAY BANQUET**

The Flatwater Club Holiday Banquet will be held January 30, 2011 at Hillcrest Country Club in Lincoln, Nebraska. We just need to do a save-the-date kind of notice to let people of this upcoming event, more info to follow.

### **WINE TOUR SUNDAY**

#### **BY CHRISSY AND GERRY CONANT**

Please join us on Sunday, September 19, 1:00 pm for a drive along the Western Iowa Wine Trail. We will start at Burger King in Omaha at 6602 N 99th St (99th & Blair High Rd, close to the 680 Irvington Exit). We will visit 4 of the 7 wineries on the trail. Loess Hills in Crescent is the first stop followed by Breezy Hills near Minden, Whispering Hills near Carson, and finally Prairie Crossing near Treynor. We will then have dinner at The Rose restaurant in Treynor.

The route is mostly paved country roads but there are some gravel roads involved to get to the actual vineyards.

Click here for a map of the wine trail

[http://www.westerniowawinetrail.com/uploads/WIWT\\_Outside\\_Page4\\_5\\_-1.pdf](http://www.westerniowawinetrail.com/uploads/WIWT_Outside_Page4_5_-1.pdf)

Please RSVP so I can give the wineries and restaurant an approximate number: [cigi@cox.net](mailto:cigi@cox.net)

## FIRST ANNUAL REVENGE OF THE NERDS FUEL ECONOMY RUN, OCTOBER 2<sup>ND</sup>

BY GREG LEMON

Tired of having the fat-tired, big-engined, modified-out-the-wazoo sportscars kick sand in your face? Here is your chance at revenge--or at least a brief, shining moment of FAHC Glory. A chance for stock, small engined cars to shine, 948 Sprites, 1147 cc Spitfires, Triumph Heralds, 850 cc minis, and even the Hillman Imp.

The goal will be to get from here to there using as little fuel as possible.

The starting point will be KCs Phillips 66, 18940 South 68<sup>th</sup> St., Hickman, NE, at 2:30 where we will top up our tanks (note: I checked and they don't have premium there, many of the small town stations don't; if your car runs better on premium top it up somewhere near like Lincoln before you get there. (a half-a-gallon or so of regular mixed in with the good stuff won't hurt anything.) The finish will be at the BP station on 77/92 in Wahoo (about halfway through town--they do have premium). The address for the finish is 703 North Chestnut. To add a twist, there are at least a couple of ways to get from Hickman to Wahoo, one is shorter as the crow flies but has more stops-and-goes, the other is a little longer but has more highway and expressway. You will need to pick which route you think works best. We will top up our tanks when we get to Wahoo. The drive time will be a little over an hour.

The event will be on the honor system, but may Lucas, the Prince of Darkness, strike your car immobile--or at least give you a serious misfire--should you top up enroute!

We will have classes: Up to 1.5 liters, 1.5 to 2.2 liters, 2.2 to 3.0 liters, and 3 liters on up. If your Brit car is laid up and you must drive something modern I suppose we could set up a class for "other" as well.

After we get to Wahoo, we can stop and have a cool beverage or early dinner at Dos Margeritas, 127 East 6<sup>th</sup> Street. (They have a decent burger if you don't want Mexican).



## BITS AND PIECES

### '72 TRIUMPH STAG

V-8 motor, rebuilt myself with (maybe) less than 700 miles. New exhaust. New Mohair rag top and matching hard top. New steering rack, front struts, and suspension bushings. Solid body with clean interior. \$5,550.00.

Ask for Jerry, home 402-991-2723 or cell 402-670-4476



### '68 TRIUMPH GT6 MK 1

Car is from Arizona, which had about 68,000 when I bought it. New paint...but several years old. New front windshield. \$7,450.00

Ask for Jerry, home 402-991-2723 or cell 402-670-4476



### '70 SURTEES TS5/A

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.)

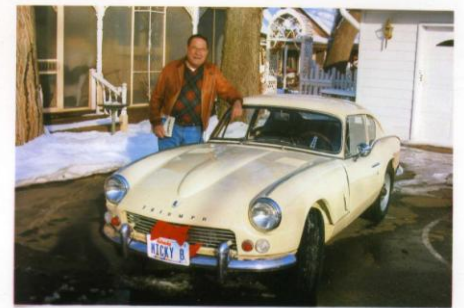


### '68 TRIUMPH GT6

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.

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

Contact Bob Beardslee, Box 241, Red Cloud, NE 68970



### WHEELS WANTED

Wanted-decent 48 spoke 15" x 4" painted wire wheel as fitted to many Brit cars, like MGTF, Triumph and early AH. Looking for one, but would consider more if you have them. Steve 402-690-8655 or [steve@ced9671.com](mailto:steve@ced9671.com).

### SPRITE DRIVETRAIN WANTED

1275cc Sprite/Midget Engine suitable for rebuild or well rebuilt, would consider transverse mini type but would pay less as new crank would be needed.

3.9 Sprite/Midget crown wheel and pinion set or diff

Call Michael Gregg 402-423-3236, cell 402-326-4415 e-mail - [tobarcooran@aol.com](mailto:tobarcooran@aol.com)



**First Item:** One is the convertible top and top cover for a 1967 Spitfire. These were just purchased from Rick and called a Beige color. It looks like a dark tan. Have to see to appreciate. This includes fasteners and like \$300 for the top and \$180 for the shipping. It is in the car box. Picture of the top (no cover picture) attached.

**SOLD!!!**

**Second Item:** A 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 \$400



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)

## '71, '72, and '73 MGB PARTS

They are yours for a donation to Papillion/Lavista SPECIAL OLYMPICS  
Les Naser – 402-669-0116, [lesnaser@gmail.com](mailto:lesnaser@gmail.com)

73' Engine almost complete  
73' 4 speed transmission  
Steering rack asm  
Differential w/ drums  
Aluminum HOOD (bonnet)  
Front brake CALIPERS  
Front brake ROTORS AND PADS  
Windows & frames, & vent windows & frames  
Windshield (windscreen) wiper asm  
Alternators  
Heater asm  
Distributor  
73 ignition switch w/keys  
Gauges – various  
Rostyle WHEELS  
Various light asms and lenses  
Luggage Rack  
Hood release cable  
Wheel bearings, spacers, caps, etc.  
Drive shaft  
Grille, chrome  
Exhaust manifold  
Side mirrors  
Speedometer cable  
Lotsa smaller parts and things  
Lotsa nuts, bolts and other things  
And some I forgot?  
And more stuff

Is completely disassembled for your convenience  
Good used  
Used, works  
Used, works  
Needs repair  
Used, worked  
Excellent but dirty  
Used  
Complete w/ motor & shaft Used  
Need repair  
Used, Core and all  
BAD VACCUUM ADVANCE  
used  
From 72' & 73'  
5 each

New  
Used  
Used  
I think 62 to 69?  
Used  
74' new  
Almost new  
Used & new  
Used & new



## 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)

### **Answer to the Flatwater Car Quiz:**

This is a 1933 B.S.A. TW33-9 Special Sports. It is on display at the Lane Motor Museum in Nashville. 5020 of these types of cars were produced between 1930 and 1936. Current value is estimated at approximately \$8300.00. Better known in the U.S. for their motorcycles, the B.S.A. Group purchased Triumph Motorcycles in 1951 and became the largest motorcycle manufacturer in the world. By the early 1970s the company was essentially bankrupt and merged with Norton-Villiers to produce both Norton and Triumph motorcycles. The last B.S.A. motorcycles were manufactured in 1973. B.S.A. (which stands for Birmingham Small Arms Co.) survives today, however, as a manufacturer of air guns.