

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

April 2011 Calendar:

6 April, Wednesday-Officers Meeting , 6:30 PM at Honey Creek Restaurant, Waverly, NE

14 April, Thursday-Pub Night, 6:30 PM at Sean O'Casey's Pub, 10730 Q Street, Omaha, NE

16 April, Saturday-Mahoney Breakfast , 9:00 AM off Highway 66 (just west of I-80)

17 April, Sunday-Driving Skills Event/Scribner Airport, 10:00 AM Rain or Shine, Scribner, NE.

April, Friday-Fish 6:30 PM at Cedar Creek Inn Bar, Cedar Creek, NE. Please RSVP to Bart & Terri Hamilton, Phone 402-592-5228 or email Bart with the subject of "FISH": bartman0@cox.net

20 April, Wednesday, 6:30 P.M., The Steak House, 34th and Cornhusker Highway, Lincoln, NE.

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

(Send your event information to: johnrued@gmail.com)



I met John Martin at the Flatwater car show about nine years ago. He was interested in the restoration work I had done on my Triumph TR-4-A because of its similarity to his 1969 TR-6 that he was restoring. Over the years, I would see John at a club event and check on his progress. The TR-6 was John's only British sports car so he would catch a ride with some one or arrive in his daily driver.

READ MORE ON PAGE 4

CAN AM MCKEE

PAGE 6

FORMULA FORD

PAGE 8

HOLIDAY PARTY

PAGE 10

Flatwater Austin-Healey Club

A chapter of the Austin-Healey Club of America

C/o **Newsletter Editor:** John Rued
115 Bellevue Blvd South
Bellevue, NE 680005
402-206-1200/ johnrued@gmail.com

FAHC CLUB OFFICERS 2011

President: Brad Swiggart
6530 Shenandoah Dr
Lincoln, NE 68510
402-430-6380/brad_swiggart@yahoo.com

Vice-President: Dennis Stone
7702 Hascall St
Omaha, NE 68124
402-397-2385/ dstone_761@msn.com

Secretary: Jane Stone
7702 Hascall St
Omaha, NE 68124
402-397-2385/ janes_54@msn.com

Treasurer: Michael Gregg
2808 Woodsdale Blvd
Lincoln, NE 68502
402-423-3236/ tobarcooran@aol.com

AHCA National Delegate:

John Ulrich
6845 South 44 St
Lincoln, NE 68516
402-421-9252/ julrich@lps.org

Officer At-Large: Terry Davis
16205 Capitol Ave.
Omaha, NE
402-637-0101/ tadavis50@gmail.com

Officer At-Large: Gerry Conant
410 South 1st St.
Council Bluffs, IA
51503
712-326-8968/ tobarcooran@aol.com

Membership: Pam Brunke
850 Irving St
Lincoln, NE 68521
402-438-3330/ p_brunke@yahoo.com

Driving Event Chair: Joe Guinan
75 Day Drive
Fremont, NE 68025
402-727-8011/ joeg@nebrr.com

MISCELLANEOUS SPATTERINGS**By John Rued**

First things first; let's get to the corrections...

Errata:

March issue: The tribute to Donald Petrick was eloquently penned by John Ulrich. I had mistakenly attributed the piece to Jim Danielson.

February issue: The car valuation piece—contextually placed at the Barrett-Jackson auction—was written by none other than our club president, Brad Swiggart. I had it attributed to an essentially anonymous body.

I appreciate the opportunity to make the corrections and hope nobody was too terribly put out by the errors. I know that contributors who take the time to craft a submission deserve the proper credit. I am sorry for the errors.

Next agenda item... As privileged as I have been to bring this newsletter to you each month, it is time to turn over that privilege to someone else. It'll be a leisurely transition back to leisure. Expect the transition to occur in time for the new editor to push out a January 2012 edition. Yeah, let's call it thus: In December, I'm through. It'll have been two years at the editorial helm. And that'll have been enough.

So, until December let's all work together to turn out the best of Flatwater News.

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

TOP DEAD CENTER

BY BRAD SWIGGART

Since there were few good driving days in March, at least for those of us who likes cars with no tops, I'm sure we're all looking forward to some sunny Spring-like days in April. With that in mind, Jim Danielson has volunteered to try to put together an overnight drive sometime in May that we all might be able to look forward to. Details will follow when it's been finalized.

Speaking of May, May 7th is "National Drive Your MG Day". I'm sure we'll all want to participate in that --even those of us who don't have MG's.

It was great to see 29 members and guests at our Friday night fish in Colon, Nebraska last Friday. Bart and Terri Hamilton have agreed to take RSVP's for our future Friday night events. Please be sure to RSVP to them when you plan to attend. It's seems to get a little tense at those restaurants when we don't have enough seats reserved. I guess that's a great problem to have.

As a follow-up to my article regarding car values, it seems the market has rebounded some. The recent Kansas City Mecum auction, held March 10th & 11th, was no exception when a 1980 MGB LE sold for \$11,000, not including the buyer's fee. This actually was a two-owner car--owned by two judges in Nebraska--showing 39,000 miles and with factory air. Seemed to be a very strong price.

Looking forward to seeing each of you soon ...happy motoring! Brad

JOHN'S GREAT ADVENTURE

BY JOE KUEPER

I met John Martin at the Flatwater car show about nine years ago. He was interested in the restoration work I had done on my Triumph TR-4-A because of its similarity to his 1969 TR-6 that he was restoring. Over the years, I would see John at a club event and check on his progress. The TR-6 was John's only British sports car so he would catch a ride with some one or arrive in his daily driver.

John attended our garage tours and picked up some welding skills at our "welding Experience" event. John's project required a lot of rust repair work and he found that, even with his newfound skills and some help from his son Chris who shared his interest, progress was slow. I checked in on John again this January and felt bad that a job change and other time-robbing events had yet again interfered with his desired progress. None-the-less, John's spirits were high and he spoke with resolve of the day he would live the dream and drive his British sports car. During our conversation I thought of all events and fun he was missing. I told him about my Spitfire with its crappy faded paint job, cracked windshield, and peeling dash. It is certainly nothing to look at, however; it runs well and it was cheap. Most important, it is a blast to drive. I remarked that many club members have fun driving well-used cars. I suggested that maybe John should pick up a cheap runner so he could drive British and enjoy the club events while working on his car. The idea seemed to pique his interest and John said he would give it some thought.

Two weeks later--on a Sunday afternoon--the phone rang and it was John announcing that he had found a car. I asked him what it was and where he had found it? John described how he spent time searching the Internet and found an MG Midget on E-Bay in Illinois. I then asked when he was going out to get it? He merrily replied, "I just got back home. I drove it back and had to tell you."

John's big adventure began when his wife Jan looked over his shoulder at the computer screen and exclaimed, "I love that little yellow car. Get that one."

After several phone calls to the Eureka Illinois Ford dealership, a deal was struck and John found

himself catching the 5:14 A.M. east-bound Amtrak. When he arrived at the Galesburg, Illinois train station, he was picked up by the dealership driver for the hours ride to Eureka.



Once at the dealership, John was able to meet the previous owner who had traded the Midget in on a Jeep. After completing the paperwork, John hit the road about 4 P.M. He got as far as Monmouth, Illinois where he spent the night.

The next morning John was anxious for an early start--but the car had other ideas as the clutch would not cooperate. But after the engine warmed up, the clutch gremlin disappeared and off he went. At 6 A.M. he crossed the Mississippi river into Burlington, Iowa, and pressed on to Ottumwa where he topped off the tank. As luck would have it, the weather cooperated. John had sunshine and dry roads--certainly special for John as he hummed along at 60 miles an hour on highway 34 all the way across Iowa to Glenwood. Running on fumes, he gassed up his empty tank putting in a little over 6 gallons and headed up the road to Omaha and home.

I asked John about his emergency backup plans and he said that he had taken a small bag of tools and the phone number of his brother in Kansas City who said he would come and get him if he had trouble. What a brother. If I had one, I'd want one like John's.

John is my hero. Contrast those who are reluctant to drive their cars across town with John who jumps right in and drives 415 miles with out a second thought. John says that in retrospect he thinks his actions might have been a little foolish. I think his actions reflect the undaunting spirit of adventure that lies in the heart of British sports car drivers. In the words of Henry David Thoreau: "Go confidently in the direction of your dreams! Live the life you've imagined."

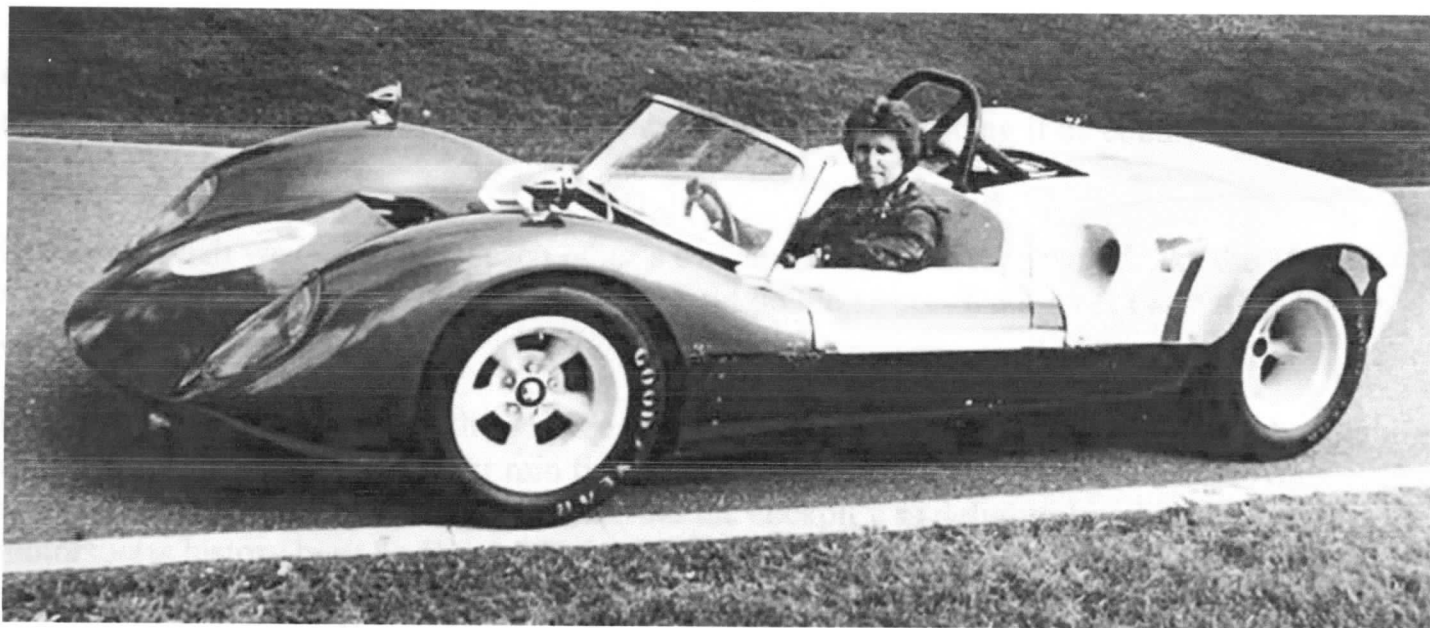


It is one of those cold but dry and sunny Nebraska days in February.

John is living the dream as he just drove his MG Midget into my driveway.

CAN AM MCKEE

BY JOHN H. SHEALLY II



Did you ever see a Can-Am Racer flash across an intersection while walking down the street?

That happened one day when I was in Williamsburg, VA. I was walking down the street looking down at the Governor's Palace, and lo and behold--like a mirage-- I had to check my eyes as...did I just see a red white and blue painted low slung Can-Am car flash by on the public street?

Yes I had. And it took me three weeks to find out who it was...and what it was.

Unbelievable.

After some questions--and checking with some contacts--led to the fact that what I had seen flash across the street about three blocks from me that day was indeed a Can-Am McKee. It was being driven legally on the street with rain tires on it—with Thrush Mufflers to quiet it down.

It was owned and being driven daily to William & Mary College where the owner was a teaching professor on campus. The gentleman was from Michigan and the antique plates on the car allowed its use of rain tires.

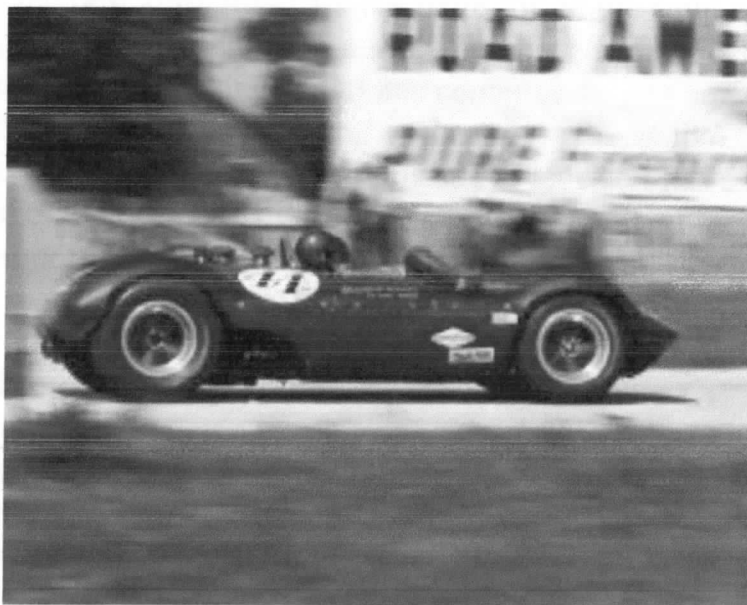
Turns out he had bought this dream car as part of a deal with his wife to quit racing big block Cobras in SCCA. Seems she thought it was too dangerous: He was getting on in years and had three daughters to take care of. He said he would give up the racing if he could buy his dream car. And he did so.

During the visit we checked out each other's cars and decided that he would take the Morgan for a two hour stint and I, with the McKee, would do the same. We'd meet back at his house after runs in opposite directions.

I headed for the back roads in the McKee and was delighted with its brute power and handling--especially on the set of Goodyear rain tires. It was quite comfortable for a raw Can-Am machine on the public roads. The vision from the cockpit was delightful in this piece of motorsports history built by Bob McKee in the great days of Can-Am Racing .

Upon returning the McKee to its owner, I was caught off guard when he offered an even trade for the Super Sports. I have to admit I was tempted, but better judgement prevailed as I headed home, taking the Jamestown Ferry and crossing the same James River that Captain John Smith had sailed up in 1607 to start the Jamestown settlement. I had to smile when the thought crossed my mind: "What would Captain Smith have thought of after a ride in a Can-Am McKee race car?"

"God save the Queen?"



FORMULA FORD

BY JOHN H. SHEALLY II



It just doesn't get much better than a Formula Ford in autocrossing. I have always thought a Formula Ford is one of the best autocross cars out there for all the right reasons. It is one of the best training cars there is: It is light, fast and agile. Yet it is a serious car, also. It teaches you setups and adjustments. It is well balanced and has center seating. The vision from the cockpit is total vision, letting the driver sight off the top of the front wheels like the site of a rifle in competition; You are looking dead on at the pylons at eye level. It has a nice power band allowing the use of all the power in most cases without spinning the tires or breaking loose the rear end when driven properly. Overdrive it and it is very forgiving.

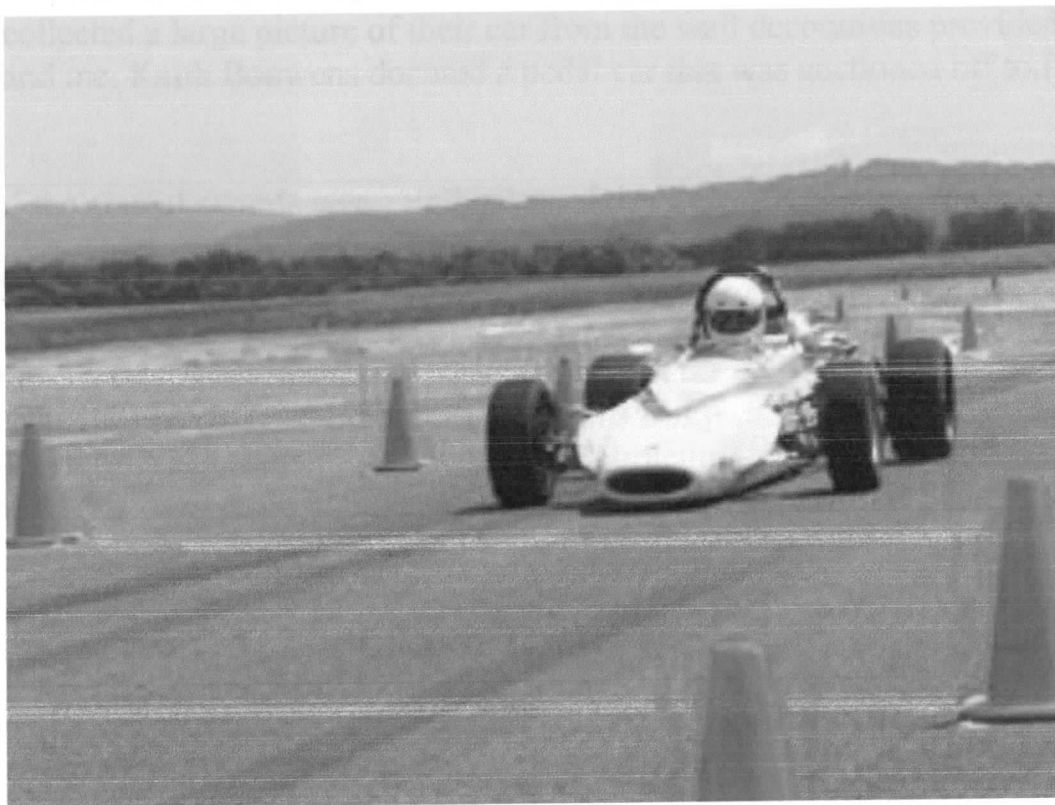
Want an FTD ? It is available quite often with a Formula Ford. I have driven several makes of them over the years. The one I setup and drove the longest was a Caldwell D-9. I had a deal with its owner Frank Carden who came to me and said, "I want a FTD car, what should I buy." I didn't hesitate; the answer jumped out of my mouth. Frank said, "Well, find me one." I said I would if he would let me do the setup for the first year on it. The deal was done. I found the Caldwell in the Washington, D.C. local and it was delivered to me in Virginia Beach. I made the deal that way because I knew Frank was more a mechanic than a driver and really wanted to tinker with the car. My thing was to set it up right, leave it alone, and win some FTDs. And that

we did for a whole year. My reasoning was to learn the car first and then start changing it. Changing it was Frank's goal.

After that first year of competition, it went to Frank's home. He decided to shorten the chassis--as a lot of FF owners were doing at that time--for autocross competition. The idea was to make the car turn in quicker--which it did--but that made it less stable on the straights.

I didn't care for that to be done because it kind of ruined a great many of the FF and Super Vees. Owners added huge wings fore and aft on the formula cars thereby ruining their value. Frank's car continued to win with myself and two other drivers sharing it, but was never as consistent as it had been in its designed pure form. A lot of owners that shortened the chassis regretted it now that the resale values had fallen off.

My dream was always to have a stock chassis Formula Ford but equipped with a Cosworth BDD twin cam four valve in it. What a sweet bullet that could be. Oh ! Well.



FLATWATER ANNUAL HOLIDAY PARTY—THE BIGGEST AND THE BEST

BY JIM DANIELSON

Eight people attended the first Flatwater winter party. There were 102 attending this year's event at Hillcrest Country Club in Lincoln on January 30th. Switching from an evening event to an afternoon event may have helped raise the attendance to an all-time high.

The event committee of Keith Bouwens, Tim Clark and President Brad Swiggert (all in distinctive Flatwater shirts) arranged for plenty of excellent food, great door prizes and very interesting guest speakers Steve Meyers and Randy Anderson from Des Moines, Iowa.

Steve and Randy's presentation on the former road-racing track in south Indianola, Iowa (Greenwood Roadway) inspired several of us to head that way for a look as soon as possible. (Unfortunately, it is no longer open to the public).

Each FAHC member received an attractive drinking glass with the club logo and many members collected a large picture of their car from the wall decorations provided by Bill Redinger and me. Keith Bouwens donated a pedal car that was auctioned off to Pam and Rich Brunke.

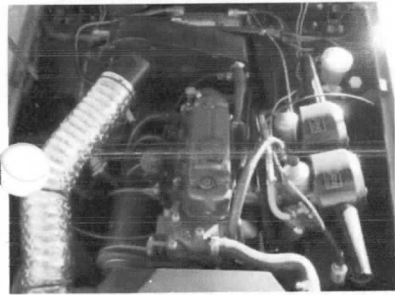
Winners of the annual awards were: Enthusiast of the Year—Rich Brunke (a three-time recipient); New Member of the Year---Don Scheidt; Competition Driving---John Ulrich; Distance Driving---Jim Danielson with 10,287 miles.

This great event would not have been possible without the help of our sponsors. Many thanks to Rite Way Oil and Gas Co (Lee Pedersen), Bouwens Buggies, Victoria British, Economy and Performance, Rixstine Recognition, Sapp Bros. Petroleum Inc. (Gary Pence), Terry Worick Restorations, McVicker Auto Upholstery and Tops, and Brad and Gail Swiggart.

HOLIDAY PARTY—WORDS CAN'T DO IT JUSTICE...



Guest speaker, Steve Meyer



ANOTHER '71 FOKKEN MG MIDGET

Great starter for your first British CAR-- or add it to your collection. Lots of work completed, but still needs a little finishing...



New body parts: Rear quarters, floor pans, outerrockers, door skins, all other parts are BL*.

Painted last summer, not show quality. The paint has some flaws but is presentable.

New mechanicals: Battery, brakes, wheels, tires, main wiring harness, generator, and regulator. Engine removed, cleaned, and painted. New clutch and throw-out bearing. Fuel tank cleaned and coated with POR 15 for gas tanks. Carbs rebuilt with genuine Skinner Union kits, shafts, and needles.

Top and interior are OK for a driver. Carpet is new.

Front tube shock conversion (by previous owner) and a Timken front bearing conversion.

Asking \$3800 or best offer. Please call or email for more pictures or information.

Todd Fokken (Papillion, NE.)
402-740-2827
todd.fokken@cox.net

* Bloody Limey?

'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 (Iowa). Caution: Serious(ly rich) offers only; priced to sell at \$100K. Contact Linda Juckette at 515-490-9632 (More to follow.)



'68 TRIUMPH GT6

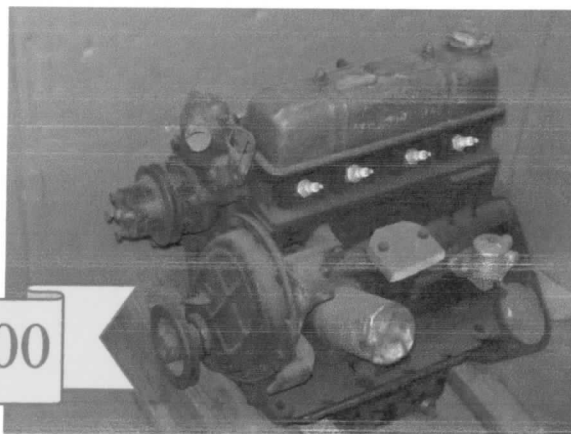
Long lost letters from Willa Cather to Alice What’s-Her-Name purported to be in the glove box.
Owner will sell it for what he has in it: \$7000.00

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



FOR SALE: 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 \$500.

Herb Glesmann
6145 South 102nd Street, Omaha, NE 68127
Phone 402-593-6145, cell 402-660-2502
E-mail hcglesmann@msn.com



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.

johnrued@gmail.com