

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

February 2011 Calendar:

Feb. 2: Wednesday-Officers Meeting 6:30 PM at Honey Creek Restaurant

Feb. 10: Thursday-Pub Night 6:30 PM at Sean O'Casey's Pub, 10730 Q Street, Omaha, NE

Feb. 19: Saturday-Mahoney, Breakfast 9:00 AM, at Mahoney State Park, just west of I-80

Feb. 25: Friday-Fish, 6:30 PM at Don'e Bar, Memphis, NE.

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

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



Hi John

I stumbled across your Flatwater news and read about my aggressive "black flag" driving on the track during the "-24hours of Lemons". Thanks; you could have written about my quick times and great line around the track! Oh well maybe another time. It was good to see and visit with you that day.

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Flatwater Austin-Healey Club

A chapter of the Austin-Healey Club of America

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MISCELLANEOUS SPUTTERINGS

By John Rued

I was listening to Tom Becka the other evening. “So what?”, you say. Well, I was listening to him deep in the bowels of the Pentagon where apparently streaming audio is authorized. “Oh”, you respond—with just a hint of respect. But then the disdain returns. “Why?”, you ask. Because it keeps me connected to you, you Nebraskans you.

Anyway, Tom was stewed about something. I think it was the weather—and lousy drivers.

But I’ll tell you what. Nebraska has nothing on lousy drivers. DC does.

It attempted to snow the other night and the city shut down. Took me four hours to drive twenty miles. People were so fed up with the commute that they parked in orderly rows along the beltway, hiked across the stagnant traffic to the mall and caught a movie while they waited for 1) the snow to stop; 2) the two inches of snow to be plowed; or 3) their cars to be towed to a nice lot where they would be stored at the owners’ expense.

I opted to continue. With a diesel, I had plenty of endurance so running out of gas was not a real fear.

Anyway, I found my thoughts drifting back to white-out blizzards where schools remain in session and government is open. I was thinking about Nebraska.

Thanks to the resiliency that lies resident within an adopted Nebraskan, I did make it home. Stopping only for a beer to celebrate a successful commute. And a celebration of Midwestern heritage. God bless you all.

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

FUMES—RACING RAMBLINGS

BY TERRY DAVIS

Vintage racing is alive and well! I attended the Vintage Motorsports Council meeting in Kansas City on November 20th and learned a lot about the national vintage racing scene. The Vintage Motorsports Council is the national coordinating body for vintage and historic racing. Its purpose is to promote the growth of vintage racing in the U.S. and provide member organizations with a framework for developing uniform rules and regulations for the sport.

The VMC Mission Statements says: “The primary objective of the sport of Vintage and Historic automobile racing is to promote the preservation of these cars in a racing format which emphasizes driver safety and etiquette. The sport is intended to provide a format for friendly wheel-to-wheel competition with vehicles faithfully prepared to their era.”

VMC has more than 20 member organizations from across the U.S. and in Canada, including those organizations closest to us, Rocky Mountain Vintage Racing (RMVR) and Corinthian



Vintage Auto Racing (CVAR). Member organizations run major vintage races such as the Kohler International Challenge (Elkhart Lake) and the Pittsburgh Vintage Grand Prix. VMC members are able to get liability insurance for races at lower rates, and VMC issues national racing licenses and keeps a list of disciplinary actions against racers who are involved in on-track incidents. The VMC website is www.v-m-c.org and it has a good article on how to get started in vintage racing.

At the Kansas City meeting most of the VMC member organizations reported a somewhat modest drop in both membership and race entries over the last couple of years, which was attributed to the economy. Despite that, most groups put on 5 or 6 race events during 2010. RMVR reported having 430 members, 330 of whom are drivers, and hosted 6 race weekends plus a driver's school and a run group in the Pike's Peak Hill Climb. CVAR has 386 members, 287 of whom are drivers, and actually reported a 9% increase in membership between 2007 and 2009. CVAR hosted 6 race weekends in 2010.

One of the reasons for my attending the VMC meeting was that our new race group, Heartland Vintage Racing (HVR), had applied for membership in VMC and our application was up for consideration. We had to apply, meet organizational requirements, and hold a race event to be admitted as a VMC member. I'm happy to report that our application was approved and HVR is now an official VMC member!

That serves as a segue into my second Kansas City meeting, the HVR annual meeting on January 15th. HVR is alive and growing. We have 23 drivers, 5 associate members, and 1 corporate member for a total of 29 members – we're small, but off to a good start. HVR actually hosted the VMC meeting on November 20th, hence it's having been held in Kansas City.

As most of you know, HVR hosted the O'Reilly Vintage Grand Prix at Heartland Park Topeka in August. While the number of entries was significantly less than hoped for, 72 racers total, everyone (myself included) had a great time and had great things to say about the event – both the Topeka track and our HVR group. Triumph legend Kas Kastner told HVR President Bill Rinke that the Topeka facility was one of the nicest he had been to for the annual Kastner Cup Race. I know it was the best weekend I had all year with 6 races and LOTS of track time!

To give you an idea of some of the interest in vintage racing, and in the HVR Topeka race, our website www.heartlandvintageracing.com got 175,402 hits in the first 2 weeks of August, just before the race, including thousands of hits from 23 different countries! We had hits from Canada, the United Kingdom, Denmark, Finland, Japan, Italy, Brazil, Russia, the Netherlands, and Peru among others.

To give you an idea of what it takes to put on a vintage race, we had a couple of dozen people working in registration, performing tech inspections, serving as race steward, working in race control, serving as announcer, timing, working the grid, serving as instructors for the performance driving experience, putting together driver packets, and performing other necessary behind the scenes tasks. We also had dozens of SCCA corner workers serving as volunteers for the weekend. Add in the costs of track rental (\$25,000.00), insurance (about \$6500.00), advertising, etc., and you begin to get an idea of what a project this was. But it was worth it!

With all of the expense and effort, we decided that HVR will not be able to put on an event by ourselves in 2011, but we are looking at partnering with another vintage race organization to co-sponsor an event this year. More on that in the future. For 2012 we are looking at Heartland Park Topeka, Motorsports Park Hastings, and the Hallett Motor Racing Circuit for a possible event or events. The good news is that our plans mean more vintage racing closer to home!

On a personal note, I was honored to be elected to the Board of Directors of HVR and will be serving as the Bylaws, Insurance, and Legal chairman. HVR is just starting to take off, so

if you want to get in on the ground floor of this new and growing vintage race organization, this is your opportunity. You don't have to be a racer, although we are obviously looking for more racers, you just have to have an interest in vintage racing and a desire to be involved. We will be co-issuing racing licenses with VMC and will be looking at developing a racing school in the future. If you're interested, give me a call or send me an email.

On another personal note, Terry Worick and I pulled the engine out of the Sprite race car a couple of weeks ago to see how much damage was done at Hastings when the clutch blew. (Yes, I actually did help, but of course Terry W. did most of the work – he'll do it right the first time.) We found that the friction material separated from the clutch disk, causing the failure. So much for stock components. In any car that is pushed, and particularly in a race car, the weakest link will surface – and this time it was the clutch. We're planning to replace it with a Tilton clutch setup, including a special Huffaker lightened steel flywheel. That should solve our clutch problem, until of course we find the next weakest link.

We, or more properly Terry W., will be working on the car over the next few weeks doing the clutch job and an engine "refreshing" as my first race is (tentatively) scheduled for April 8-10 at Hallett, assuming we get everything done and Oklahoma doesn't have a snowstorm like it did last year! See you in the paddock.



JOE'S GARAGE—WINTER PROJECTS

BY JOE KUEPER

Winter projects take many forms. My last project found me lying on the ground wrapped in a poncho in the wee early morning hours of New Years Eve day. Sleet was pelting down on me and the wind was in my face. It was 9 degrees without the wind and my fingers were beginning to stiffen with the cold. The tool in my hands was a Remington 700, caliber 30-06, and I was staring through a Redfield scope scanning the horizon through the haze of morning light. My project was a herd of deer that often ran across the field, in which I was lying, on their way from one wooded area to another.

New club member, Frank Vogt of Bellevue, fulfilled a long held dream of owning an MG. He bought '79 B last spring and enjoyed driving it while working to fix things gone wrong or botched up by previous owners. He was doing fine until October when an uncooperative clutch stopped functioning and stumped him despite his best repair efforts. Frank sought assistance through the technical section of the Flatwater online message center. I offered to assist him and dropped by one evening to help diagnose the problem. Frank explained that a puddle of fluid coming from the clutch slave led him to replace it along with the connecting flexible hose. When he tried to bleed the clutch hydraulic system he could not get any pedal resistance. He was right. When I pushed on the clutch pedal it went down so fast I almost broke my ankle. It reacted like air in an unbled hydraulic line. I went under the car and watched as Frank pumped the pedal. The rod from the clutch slave moved and pushed the clutch lever almost one half of an inch and returned with each push. This movement is plenty for disengaging the clutch however it wasn't moving the clutch. I then removed the rubber gaiter on the clutch lever where it enters the transmission. I looked in with a flashlight and found the culprit.

The face of the MGB throw out bearing is made of a fibrous material held in a metal carrier. Over time the fibrous material wears down and the throw out bearing needs to be replaced. Usually the clutch plate wears out before this bearing and both are replaced as a set. In Frank's case, either the previous owner was cheap and didn't replace the bearing with the last clutch replacement or he had a bad habit of riding the clutch. When someone rides the clutch, they keep their foot on the clutch pedal where even the slightest pressure will push the throw out bearing against the clutch causing it to wear out prematurely.



Frank is firing up his propane heater to warm up his garage so he can pull the engine and transmission to do a clutch replacement. This project can be done in a day or two but I'm sure Frank will take time to detail the engine compartment. Look for Frank in the spring.

Bill McKay got side tracked on his way to restoring an MGA roadster and this project has languished for—maybe—two years. Bill recently stopped by the garage and said he had something to show me. Outside I found a beautiful red dual axle 20' enclosed trailer hooked up behind his truck. Bill explained that it would be great for hauling his, beautifully prepared, MGA coup to destinations where he could then enjoy using it for touring. Having crossed Nebraska several times in a little British sports car I could certainly appreciate the wisdom of his thinking. Then with a smile rising from corners of his mouth and with a twinkle in his eye he told me how the trailer would also serve as an excellent storage facility for the coup so he could then bring the roadster home and work on it in his garage each night after supper.

Les Naser has a beautiful red '73 B with a light brown interior and top that he restored and finished last year. Les is a traveler and is not afraid of driving distances. Driving up through the Dakotas his car has performed well with the exception of the overdrive that would sporadically kick in and out of gear. You guessed it. His project is to rebuild his overdrive.

Gary Lien hooked up with me for a one-day primer on how to do body work, paint prep work and paint a car by yourself. Gary has a Spitfire -6 project he has under taken and is trying to decide if he wants to do the entire project by himself. Additionally, he is looking to modify the doors on his Spit-roadster to add wing windows. Hmmm! Very interesting. This just in: Gary picked up a Midget and the Spit -6 has to go. Call Gary if you are interested in a Spitfire -6 restoration project.



Larry's hood ready to fit on the Spitfire

Larry Simodynes is in the final stages of restoring his Spitfire. He is doing all the prep work on the front hood-fenders piece and I'm going to help him fit in the body tonight. I think he might even finish it this spring as he is already talking about getting another Spitfire.

Phil Brauer moved and now has a two-car garage just for his two MGB's. We should all be that lucky. He is having fun setting up the garage to meet his specifications. It looked pretty complete to me except it was missing a beverage cooler. He is now concentrating on an



inauguration project. Gene, his white MGB, successfully made the 3000-mile trip to and through Colorado and back home however, even the CD player turned up all the way could not drown out the howl the rear-end was making. He will swap in a different rear-end which he has overhauled. Since I also need to swap out the wire wheeled rear end from my MGB-GT for one of the four bolt steel wheel variety we will be sharing our experiences in repairing rear-ends. If you have any rear-end rebuilding experience to share or have your own growling pumpkin with which to deal, give us a call.



In Joe's Garage the focus is on finishing the bodywork and painting on Parts, my '70 MGB-GT with the V-6 conversion. I am shaving the body of all chrome to include door handles to give it a different look. This means I must install a remote door opening system. My adventures in that department will fill a whole article. This project will be followed with a paint job and new convertible top for the Spitfire. Then I'll install a new windshield on the '80 MGB and the list goes on. However, the

days are getting longer and winter is getting shorter so there is less time for projects and we are closer to top down driving. I love silver linings. What are your projects?

Oh, and that New Years Eve project? I took a nice 6 point buck with one 453 yard shot. Sweet!

WHAT'S YOUR CAR REALLY WORTH

BY XXXX XXXXX*

One of the often discussed topics with classic cars, British or otherwise, is “what is it worth”? It kinda goes with the old adage; *beauty is in the eyes of the beholder*.

Flatwater members joining me to Arizona for the auction week this year were Keith Bouwens and Tim Clark. Our primary destination was the 40th Annual Barrett Jackson event, held at Westworld in Scottsdale. This is the “Shrine Circus” of car events! Known for the “No Reserve” auction, the high bidder wins the car. A 10% buyer’s premium is added to the purchase price. Don’t forget another \$12 - \$1400 shipper’s fee to Nebraska. This event is covered live on the Speed Channel for over 40 hours of auction time which begins on Tuesday and ends on Sunday (January 18 – 23, 2011).

From the hundreds of classic cars for sale, you could also experience vendors from all facets-- including automobile, jewelry, motor homes, airplanes, apparel, real estate, or anything folk with money enjoy. There are driving courses set up to test drive almost any GM or Ford vehicle, as well as a riding experience from the Bondurant Driving School. Several mammoth tents house the cars which are marketed inside an arena style main tent.

While our intent was to have fun, we also possessed a bidder number. For some reason, I think a big Healey would be nice to have, and attempted to purchase three different cars. An awesome 1961 TR3A caught my eye and I was the second-to-last bidder on it--and one Healey. (I have included some brief notes on the auctioned price of several cars of British descent.)

Our travels took us to three other auctions. The Silver Auction is held at a casino. Probably considered the most average events, cars there can be sold with reserve. Lots of nice cars and a much more laid back event.

Russo-Steele has an auction just a couple of miles from Barrett. You may have a reserve on your vehicle there. Basically created each year right on the desert.

RM Auctions event is hosted at the prestigious Biltmore Hotel. More British cars there than at others; not a Hot Rod event. You may have a reserve on cars there if the estimated value is above \$100,000. Usually about 150-200 cars are at this two-day venue.

These auctions have something for everyone and not all cars are restored or perfect. My take on value: There are only two people that know – the one buying, and the one selling.

*** I deleted the e-mail from our gracious contributor. I have no doubt that our contributor will let me know in no uncertain terms who he is. I will then make a formal apology in next month’s newsletter. For now, please accept my less-than-formal apology. I will never delete a contributor’s e-mail until the newsletter is completely digitized and pushed through the ether.**

Austin Healey's**Price**

1960 100-6 BN6	\$84,700
1960 3000 MKI BT7	\$60,500
1964 3000 BJ8 MK III	\$82,500
1966 3000 MK III BJ8	\$79,200
1966 3000 MK III BJ8	\$80,300
1967 3000 MK III BJ8	\$55,000
1967 3000 BJ8 MK III	\$66,000
1959 Bug Eye	\$16,500
1960 Bug Eye	\$18,700
1972 Austin Mini – RHD	\$12,100

MG's**Price**

1955 MGTF	\$27,500
1960 MGA	\$39,600
1978 MG Midget	\$13,750

Triumph's**Price**

1961 Triumph TR3A	\$40,700
1973 Triumph TR6	\$16,500

Nash Metropolitan's**Price**

1959 Nash Metropolitan HT	\$24,200
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FLATWATER CAR QUIZ

BY TERRY DAVIS

This month's car quiz picture:



Better known for its sports cars, the British company that built this car was founded (according to the company) in 1924. After World War II, when British manufacturers were essentially told to “export or die,” the company built this 4-seat open tourer based on a prewar sedan design. Produced from 1947 to 1953, only 877 were built. It has a 1250cc overhead valve 4-cylinder engine and 46 horsepower, for a top speed of 76 miles per hour. Have I given you enough clues to identify the make? How about the model?

Answer on page 16.

NON-MEMBERS' LETTER TO THE EDITOR

Hi John

I stumbled across your Flatwater news and read about my aggressive “black flag” driving on the track during the “-24hours of Lemons”. Thanks; you could have written about my quick times and great line around the track! Oh well maybe another time. It was good to see and visit with you that day.



I thought I'd send a few pictures your way of some of our latest projects you might enjoy. One is a '63 Alfa TZ1 vintage race car--raced by



Lorenzo Bandine at Monza back in the day--now owned by an enthusiast and racer in Utah. While Jack Beck of Orion Motorsports handled the drive-line, we had the task of restoring the body, paint, tube frame work, interior, and dash. This was a bit of a complex job due to it being one of six competition cars and hand built! Fairly delicate effort as well; very thin aluminum body and floor pan all wrapped around a tube-style chassis frame. But the end results were breathtaking! Here are some pictures of the little devil!



Here are a few more Alfa TZ pictures. I forgot to mention that we mounted it up in my new rotisserie--the “Roller Hoop”. Of course



it made the restoration go much smoother. It also made good window dressing!

Here are a few pictures of a very rare and desirable '71 Ferrari 512F that required some damage repair. I prepped and painted it completely--plus two extra nose panels. I flew out to L.A. about three times (with each trip lasting about four weeks of day and night work) to get this

vintage race car looking top notch. You can see that on one of the trips I brought the boss (Steph) to keep things on track. That stint was eight days and nights to get it all prepped and painted.



My friend Paul Brown--formerly the king pin of HP Motorsports (of Omaha , 1992 to 2004). He has been in L.A. for over six years now and is as busy as ever in the racing world, managing Tiger Racing in Covina. (You can check him

out at www.tigerracing.com.) This 512 is one of his father-in law's vintage race cars—and it gets plenty of use. As I have been doing most all of Paul's body and paint work for the past twenty years, I still get the call when he needs some quality body and paint work done. I pack a fifty-pound bag of tools, fly in, and get busy.

Oh, here are a few pictures of it in a studio. And, like I said, the owner takes it out and runs it hard—to include going off track and hitting a tire wall! Right in the



same spot that it had

crashed before. I told them not to wreck it there again! Might as well paint a target there. Oh well; it paid for another trip. I brought Johnny Sparks (my protégé) out this time and we got it back in top shape in time for it to make the Monterey Historics!

Hope you enjoyed a quick peek at our work.

Regards,

Doug (Kielian)

Auto Kraft, Lincoln, NE



**British Motoring Club
New Orleans
21th Annual British Car Day**

Saturday, March 19, 2011

**At Delgado Community College
City Park Campus**

(Orleans Avenue between City Park Ave & Navarre Ave)

On-Site Registration: 9am to noon

Show: Noon to 3 pm

Awards at 4 pm

**All British Cars & Bikes Invited
Spectators Welcome**

(No charge for spectators!)

For more information contact:

Rick Huber (225) 926-6946

Karen Murray (504) 236-7509

Cathy Greensfelder cgreensf@cox.net

Visit our web site: www.bmcno.org

Host Hotel: Hampton Inn – Elmwood

5150 Mounes Avenue, Harahan, LA 70123 (800) 426-7866 / (504) 733-5646
(Ask for special BMCNO \$99 rate, code “BMC”, available until 2/26/2011)



'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



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.

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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

Answer to the Flatwater Car Quiz:

A beautiful car that is beautifully restored, this is a 1950 MG YT tourer. It uses the same XPAG engine as the MG TC, but with a single carburetor, and it weighs substantially (440 pounds) more, so performance has been described as “far from brisk,” but with “a high degree of comfort and luxury.” I photographed this car at the British Car Club of Northeast Pennsylvania show in July of 2006.