



AUSTIN HEALEY CLUB

# Flatwater News

January  
2011

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

## January 2011 Calendar:

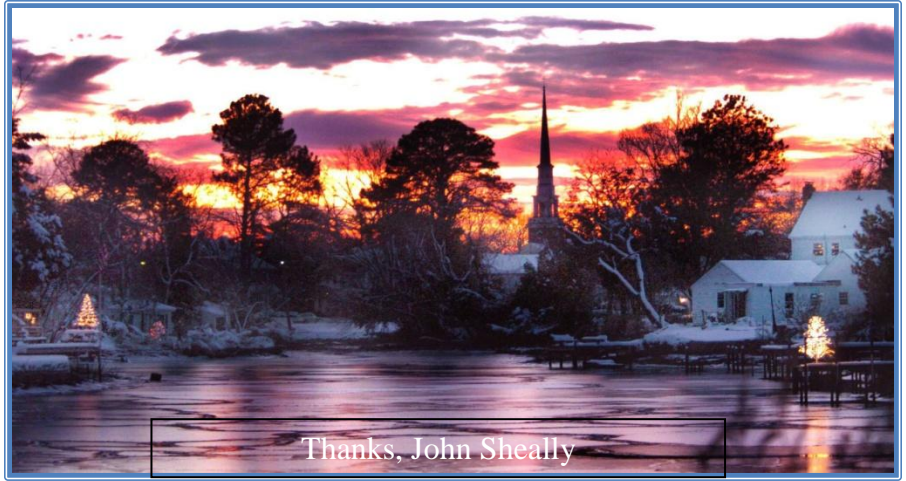
**Sun, January 30:** Holiday Party  
Hillcrest Country Club,  
Lincoln, NE

*More information on page 9*

**Wed, Jan 5:** Officer's Meeting at  
6:30pm. Honey Creek  
Restaurant, Waverly, NE .

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

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



Thanks, John Sheally



There are several ways to become a better (that is, faster) racer. One is to focus on the car – more power and better handling. Another is to focus on the driver – learning how to drive “at the limit,” or at least as close to it as you feel comfortable. But how do you find out whether the bigger sway bar you installed is actually helping you corner faster or whether you’re driving at 9/10ths or 7/10ths when you’re on the track? There’s trial and error, checking overall lap times, and “seat of the pants” judgment. But there are many variables that can affect performance and such methods are imprecise at best and can be downright wrong at worst.

[READ MORE ON PAGE 8](#)

## **Flatwater Austin-Healey Club**

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

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## **MISCELLANEOUS SPUTTERINGS**

**By John Rued**

A new year with new hopes, new expectations, and new intentions.

A new year with new officers, new members, and new events.

A new year with new projects, existing projects tackled with new enthusiasm, and new experiences based on old projects.

The new year. It offers an opportunity to pause, evaluate, and make changes.

But it also offers the opportunity to stagnate. Because change is hard. And significant change is harder. Especially when it is attempted as an individual effort.

But you do not have to go it alone.

This is where the collective club concept really shines. Expertise, encouragement, and enthusiasm are resident in Flatwater. Take advantage of it.

So be careful with what you attempt. Ambition is good, but it must be tempered with realism, especially when one takes stock of existing commitments.

Bottom line: Do the best you can with what you have. Make small course corrections. Jump in to assist when you are able. And do good things.

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

## MEMBER PROFILE

### THE PRESIDENT—BRAD SWIGGART

Flatwater has a new president – Brad Swiggart – and here’s a little more about him:

- Brad has been married to Gail Swiggart for 37 years, and has three children and five grandchildren. He is a Northwestern Mutual Financial Representative/Employee Benefit Specialist and a Life Member of the Million Dollar Round Table.
- He currently holds several volunteer positions, including being vice-president of the Metropolitan Owners Club of North America; a founding member and past chairman of St. Mark’s United Methodist Church Foundation; a past program chair for Wish Team and a former member of the board of directors for the Lincoln Chapter of Make-A-Wish Foundation.
- He has been a youth sponsor of St. Mark’s the last 18 years and has attended 14 one-week mission trips with junior and senior high teens from Lincoln and throughout the USA.
- He is a member of the board of directors and the chairman of the board for Liberty First Credit Union in Lincoln.
- He purchases and oversees the donation of vehicles for Transportation for Humanity, a Lincoln area-based effort acquiring and giving vehicles to people in need. To do this, Brad works with four Lincoln area agencies to help needy individuals and families. Recently the program gave away its 100<sup>th</sup> vehicle in just three years of existence.

Brad is active in Flatwater activities. He regularly attends the Friday fish event, and has attended many Saturday breakfasts, the fall car show, and autocrosses.

Last summer, he showed cars in the Art of the Concourse in Kansas City, the Salisbury Concourse d’Elegance in Des Moines, the Kansas City All British, and the World Micro/Mini Show in Chicago.

He frequently attends the Barrett-Jackson auction in Arizona where he has purchased two cars, one being the 1966 “Heinz 57” Wolseley of which there are only four in the United States.

Brad’s stable includes:

- 1966 “Heinz 57” Wolseley
- 1957 Isetta.
- 1955 Nash Metropolitan
- 1956 MGA Roadster
- 1968 Jaguar E-Type Roadster



## DATA ACQUISITION SYSTEMS

**BY TERRY DAVIS**

There are several ways to become a better (that is, faster) racer. One is to focus on the car – more power and better handling. Another is to focus on the driver – learning how to drive “at the limit,” or at least as close to it as you feel comfortable. But how do you find out whether the bigger sway bar you installed is actually helping you corner faster or whether you’re driving at 9/10ths or 7/10ths when you’re on the track? There’s trial and error, checking overall lap times, and “seat of the pants” judgment. But there are many variables that can affect performance and such methods are imprecise at best and can be downright wrong at worst.

Enter the 21<sup>st</sup> century and data acquisition systems. So what kind of data are we talking about and how do we acquire it? First, a short primer on the Global Positioning System or GPS, since it has revolutionized data acquisition. Most everyone knows about and has used GPS in car navigation systems and perhaps elsewhere. But rather than being a 21<sup>st</sup> century idea, journey back to the 1970s, when you could still buy some of our current “vintage” sports cars new and many others were simply used cars. In 1973 the U.S. government began developing a plan for a satellite-based navigation system, an idea that really dates back to the 1950s. Between 1978 and 1985, 11 satellites were launched to start the Global Positioning System, officially called NAVSTAR (Navigation System with Timing And Ranging). The system was initially only for military use but in 1983 President Reagan declassified it and it became available for public use.

The number of satellites was increased to 24 by July of 1995 and the system was at full operational capacity. Satellites were placed so that at any time, anywhere on earth at least 5 satellites would be “visible” to a GPS receiver. A receiver uses the radio signals from at least 4 satellites to calculate the user’s position. Additional satellites and ground stations have been added to the system to increase the accuracy of GPS readings to within 3 meters or even better. Accuracy is further increased by something called Differential GPS and the Wide Area Augmentation System (WAAS).

So how does all this apply to Joe Racer trying to improve his lap times around the local road course? By combining a high-speed GPS receiver with accelerometers in a device called a “data acquisition system” our hot-shoe can use a small box and a GPS antenna to measure vehicle position, speed, g-forces (acceleration, braking, and cornering), and lap times. Wiring the device into the car’s engine adds RPM data which can then be used by the system’s software to calculate what gear the car is in and what the driver is doing with the throttle, brakes, and steering at any point on the racetrack. Data can be displayed in a graph format, on a friction circle, on a virtual tachometer and speedometer, or even on a virtual track map showing what Joe is doing anywhere on the track. Some systems allow you to synchronize the data with an in-car video and overlay it to create a movie of your track session or race with the data displayed on-screen.



So now that you've got all this data and a fancy movie of your track day or vintage car race, what do you do with it? Going back to the beginning of this article, the data can be used for car tuning to help you see if the changes you've made to your car's suspension, engine, and braking system have improved performance and handling. Lateral g-force measurements can show whether or not suspension changes result in better cornering. Acceleration and braking data can show whether or not you've gained significant power (going or stopping). RPM data can help determine proper gearing and shift points. What about tires? Do your Hoosier "cheater slicks" really corner better than treaded Yokohamas? Lateral g-force data can tell you.

How about "tuning" the driver? That's probably the area where a data acquisition system can be most useful, particularly when integrated with a track video. You can get a great picture of how your line through a corner affects the cornering forces that you're generating. If your car can take a particular corner at say, 1 g, then it can take any corner at 1 g. If you're going through Turn 2 at only .8 or .9 g you know that you can push harder or take a faster line. You can also use the system's lap and segment timers to show you where you were going faster in each corner, and what line you took on your fastest lap. That can help you construct an "ideal lap" with an ideal line. You can also use acceleration and braking data to see how quickly you're getting back on the gas coming out of a corner or how hard you're braking going in. The uses for this kind of information are probably only limited by your imagination (and your obsessiveness!). Analyzing data from your track day or race can help you improve your smoothness and consistency, two of the most important things that will help you go faster.

Another use is simply entertainment. Last time I wrote about making car videos and how adding sound, a wide angle lens, and a second camera can improve the quality and enjoyment of your videos. Adding data with gauge overlays simply adds one more dimension that enhances the enjoyment of your in-car videos.

In years past data acquisition systems were just for professional racing teams, but with advances in technology, systems have become much simpler to install and use, and much more affordable. The simplest units are battery operated, just Velcro into the car, and use a magnetic GPS antenna. Good systems can be purchased for between \$700.00 and \$1500.00. While not cheap, if they can make you a better (and faster) driver they are worth consideration. You can easily drop a couple of thousand dollars on "go-fast" equipment for your car, but it is usually the driver that is the limiting factor in amateur racing and track driving, not the car. There is a big difference between having a fast car and being a fast driver.

If you want to check out some of the available systems go to [www.traqmate.com](http://www.traqmate.com), [www.racepak.com](http://www.racepak.com), [www.vboxusa.com](http://www.vboxusa.com), or [www.chasecam.com](http://www.chasecam.com). I've talked with the owner of Traqmate and that looks like one of the better and most user-friendly systems out there. See you in the paddock!

## An Open Invitation

The 2011 vintage racing season will be here before we know it. I'm hoping to be ready for the first Corinthian (CVAR) race at Hallett on April 8-10. If you're interested in learning more about vintage racing, getting involved as a driver or otherwise, or are interested in track driving send me an email at [tadavis50@gmail.com](mailto:tadavis50@gmail.com) or find me at one of our club events and I'll be happy to talk with you about it and get you involved. Last year RMVR started a mentoring



program for new racers, as well as offering a performance driving school for those just wanting to learn some track driving techniques, and I would be happy to help anyone who is interested. I'm also planning to schedule some track days at Mid-America Motorplex for anyone who wants to come. Like I've said before, it's the most fun you can have with your clothes on! Hope to see you on the track.

## FLATWATER CAR QUIZ

BY TERRY DAVIS



To borrow a phrase from John Cleese – and now for something completely different. It's not British (but at least Cleese is), it's American. I had to put it in here because it's just so darn...cute? weird? funky? Built by a former President of the American Society of Automotive Engineers (ASAE), this car features a stainless steel body, torsion bar



suspension, one-piece frame, and overhead steerable lighting (apparently the spaceship-looking thing on the top). It uses a control stick rather than a steering wheel, similar to an airplane. To turn left or right you push the stick in the direction you want to go, and braking is accomplished by pushing the stick forward. It has a rear-mounted, 4-cylinder Franklin engine making 130 horsepower.

**I LOVE** this thing!!! It definitely looks “space-age,” but can you guess the year it was made? Okay, maybe the decade? I won't even imagine that you can guess the make or model. If you can, you know a heck of a lot more about obscure cars than I ever will!

Answer on page 11.

## SALISBURY HOUSE CONCOURS DESMOINES, IOWA—SEPT 12, 2010

BY JOHN RILEY

2010 was the second year of the Salisbury Concourse and a first class show it was! The show is by invitation only and the Metropolitans were featured this year in the early economy car division. Metro Owners Club of North America (MOCNA) Vice President Brad Swiggart and I were invited, along with an owner of a fairly original '55 convertible. The show consisted of about 125 cars, and I can tell you that--next to Packards, Cords, Auburns, and Cadillacs--we were way down on the food chain! There were a sprinkling of Austins, MGs, Sunbeams and— Surprise!-- Brad Swiggart's 1966 Wolseley convertible.

We arrived at the host hotel about noon on Saturday and, while Ann unpacked, I cleaned and waxed the Metropolitan. We had originally planned to drive the 200 miles from home but at the last minute decided to tow as we would be late going home Sunday night. Saturday night started off with a sit-down dinner in the service area of the local Cadillac/Lexus dealer. We then had a movie of early wooden Iowa race tracks; I never knew there was such a thing.

It was a wonderful ending to a great Saturday outing where everyone was invited to a 120-mile tour of the Iowa race tracks in the area including the national sprint car track at Knoxville and the new NASCAR track at Newton. I think the participants were invited to drive their cars on some of the tracks. Ann and I didn't take the tour but Brad and his two friends took both the Metropolitan and the Wolseley. The exhaust pipe fell off the Wolseley on the tour, so Brad's friend Keith driving it had a real race car! Anyone who wanted to leave their car at the dealership overnight were invited to, it gave Brad and Keith a chance to re-attach the exhaust pipe on the Wolseley. You just can't beat those car dealers for helpfulness!

Sunday dawned a beautiful day and after picking our cars up at the dealership we made our way to the Salisbury House show site. The estate is located in a beautiful wooded park like area in the center of West Des Moines, Iowa. (Information on the Salisbury House can be found at [salisburyhouse.org](http://salisburyhouse.org).) The access to the estate was on two very narrow hilly, tree-lined blacktop lanes, and, depending on your location in the show, you were designated which lane to come in on. During a storm a week before the show a tree had blown down blocking one of the roads, and, although this was known before hand, it was decided to wait until Sunday morning to saw-up and remove the tree. Well as luck would have it, the chain saw someone brought was way too small for the job and the chain broke. The outcome was a two-hour delay getting the road open. Meanwhile, cars were stacked up all over the place. After some confusion, we finally got parked with a lot of volunteer help--and you know how that is! We spent the day inspecting the many wonderful cars--many of which you almost never see--and touring the Salisbury House and grounds. We ended the day with a combination buffet lunch and awards ceremony where Brad received a major award for his Metropolitan. It was a fitting end to a wonderful day!

**British Motoring Club  
New Orleans  
21<sup>th</sup> 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](mailto:cgreensf@cox.net)**

**Visit our web site: [www.bmcno.org](http://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)



# Annual Flatwater Holiday Banquet

HILLCREST COUNTRY CLUB  
9401 "O" STREET  
LINCOLN, NEBRASKA



SUNDAY, JANUARY 30, 2011

Doors open @ 12:30

Dinner @ 1:30

Prime Rib & Cordon Bleu Buffet with Dessert Bar

Iced Tea/Coffee

\$24 per person

(cash or check only please)

**\*\*Cash Bar\*\***

Special Presentation by Steve Meyers/British Car Enthusiast

The history of Greenwood Roadway

Reservations by January 21<sup>st</sup> to  
janes\_54@msn.com  
For questions, call Jane @ 402-397-2385



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Please bring a non-perishable food item for those less fortunate to be donated to **The Lincoln Food Bank**

## 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

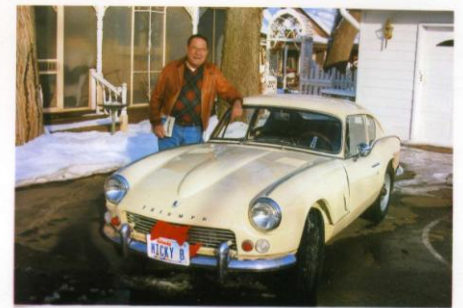
### '70 SURTEES TS5/A

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)

**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 \$500.

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)

**\$400**



## 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 1938, yes **1938**, Eliot Cricket III. That means that there were 2 earlier designs! It was built by Samuel Eliot, who in addition to being a President of the ASAE held patents for a Universal Motor that would run on any fuel, an engine that ran on compressed air, and a new kind of torsion bar suspension. Eliot was also the engineer responsible for building Boston’s first parking garage, in 1933. Wouldn’t you love to drive up to your local car show in one of these? I’d guarantee you’d have the only one there! This car is on display at the Owl’s Head Transportation Museum in Maine.