

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

July 2011 Calendar:

July 3-8, Sunday thru Friday,
AHCA Concave, Colorado
Springs, CO

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

July 14-18, Thursday thru
Monday-Elkhart Lake Vintage
Racing, Elkhart Lake, Wisconsin

July 16, Saturday-Mahoney Park
Breakfast, 9:00 AM, off Highway
66 (just west of I-80) (THIS IS A
CORRECTED DATE TO THE
POSTED CALENDER)

July 29, Friday-Fish, 6:30 PM at
Lee's Chicken, 1940 West Van
Dorn St, Lincoln, NE

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

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



Good weather was ordered and it was delivered. The heat broke to provide lovely mid 70's for temperatures and the rain did not fall. Unfortunately, only a few members of Flatwater took advantage of Jerry Petet's drive tour. They were not disappointed.

READ MORE ON PAGE 10

HIGH PLAINS RACE REPORT

PAGE 3

MAM TRACK DAY

PAGE 6

DID YOU KNOW?

PAGE 9

HATS

PAGE 11

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/ joe@nebrr.com

MISCELLANEOUS SPATTERINGS



By John Rued

Hmmmmmmmmmmmm. So the Heartland was last month. And nobody went. How sad. Usually, Flatwater sweeps the car show, taking home lots of booty. And torquing off the other local participants in the process. But not this year, apparently. At least not that I know of. Because if Flatwater had attended Heartland, I'm sure somebody would have taken some pictures and strung some words together into some kind of story and sent it off for publishing for everybody to read.

.So, back to my challenge of many, many months ago: If you are organizing or hosting an event, write it up, send it to me, and let's get it published. Make that part of your event organization checklist. 'Cause if you don't, the consequences will be dire.

"Dire? No way", you say. "Yeah", I retort. "It will." "But, how, John? How will it be dire?" Okay, I'll tell you, if you must know. Because it will force me to make up a story that may or may not be true. Yeah, I'll be taking my lead from News Corp and News of the World.

Then somebody will get mad, sue me, and shut down the Flatwater News. Then nobody will have a newsletter.

This isn't a threat. 'Cause it doesn't have to happen. So save your newsletter and, better yet, save the literary integrity of the Flatwater News.

Make me look forward to next month's issue!

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

HIGH PLAINS RACE REPORT: HPR IN MAY

BY TERRY DAVIS

I've written before about the desolation of northeastern Colorado around High Plains Raceway. In fact, if Dante had lived in the U.S. rather than 14th century Italy when he wrote "Inferno" it might well have been the inspiration for his description of the inner ring of the 7th circle of hell – "A desert of flaming sand with fiery flakes raining from the sky." But HPR in May was a little slice of heaven, despite its being just a few miles west of a toxic waste treatment facility (no kidding!).

It was cool, cloudy, and windy on the weekend of May 13-15, but fortunately the rain that hit Denver missed the racetrack and we had pleasant, if rather chilly, weather. On the bright side, that just made for faster lap times and it sure beat baking in the heat. There were 95 racers entered for the weekend and another 33 students in the Competition Drivers' School and the Precision Drivers' School, for a total of 128 cars racing and driving on the track.

Since this was the Drivers' School weekend there were only 3 run groups for the regular racers: Small Bore A and B Production car groups were combined into one. The Open Wheel group included Formula Fords, Formula Vees, and Sports Racers. The Large Bore Production group included the usual Ford and Chevy ground-pounders along with BMW 2002s and most Porsche 911s.

Combining the Small Bore groups meant that our little Sprites and Triumphs were racing with Lotus 7s, Super 7s, Porsche 914s, a couple of 911s, and even a Porsche RSR IMSA GT car. British cars included 4 Sprites, 2 Spitfires, 2 MGAs, 2 MGBs, a TVR Vixen, one Mini Cooper, a TR4, a Turner, a Lotus Cortina, and 3 of the aforementioned Loti – one 7 and two Super 7s. There was also another change since this was the Drivers' School weekend. Just like last year we ran only the "West Loop," making the track an even 2.00 miles long with 11 turns rather than the usual 2.55 miles and 15 turns when running the whole track. I think this probably helps the students since there is less to learn, but come August they'll have to run the full track!

The Qualifying Race Saturday morning started with 24 cars in our Small Bore group and I finished 16th overall and 5th of 8 in class with a best lap time of 1:52.437 – fair, not great. The Sprite, however, was running great – good power and no clutch problems – but it did have one minor glitch. It would pop out of 2nd gear going around a couple of the corners, but since there were only 2 places where I needed to drop down to 2nd, it was not really a problem. I just held the shift lever in gear in those two corners.

Race 1 Saturday afternoon started with 23 cars and I got a good start, passing a yellow 914 and a red Datsun 1600. On the next lap I passed a yellow MGA and a red Spitfire, cars that I usually dice with. On lap 3 I passed a blue MGA and then chased one of the Lotus Super 7s for

laps 4 and 5, finally catching and passing him in the tight left-hand turn 8 with the blue MGA and yellow 914 right behind me. I lapped a couple of slower cars and then was passed on lap 10 by a couple of faster cars, a red 914 and a red MGB.



As I came onto the front straight for the final lap of the race I saw a green Turner Mark I in front of me, the only car in my class that was ahead of me. I had raced with him before and knew that my car was just a little faster, although his car also uses 1275 cc Sprite running gear. I was able to squeeze by him in turn 3, right before the long West straight. Once on the straight I was able to pull away a bit and stayed ahead of him through turn 7. As we approached the “Prairie Corkscrew,” the last set of esses before the front straight and the finish line, there was a yellow flag for a car that had gone off the track. That meant no passing until we got by that disabled car. There was a slower Spitfire ahead of me that I had to slow down for and couldn’t pass because of the yellow flag. Meanwhile the Turner had closed in on me from behind and was right on my tail. The disabled car was off track right before the entry to the Corkscrew leading to the final straight and the checkered flag. As we got by it I was able to time my pass of the Spitfire through the esses just right to get by him but leave the Turner stuck behind him.

I wound up finishing 5th of 23 overall and 1st of 8 in class – my first class win!!! The Turner finished less than 2 seconds behind me in the 12 lap, 22+ minute race. What a great race! In the interest of full disclosure I have to note that a couple of the always really fast guys in my class were not racing that weekend, but hey, if you don’t toot your own horn nobody else will. I also knocked more than 5 seconds off my qualifying time with a best lap of 1:47.423.

In Race 2 Sunday morning we started with 20 cars and being near the front really helped me keep ahead of most of the pack. I stayed with the much faster, race-leading cars for the first lap, but then they pulled away. The blue MGA from Race 1 dogged me for the first couple of laps, staying right on my tail and trying unsuccessfully to pass me a couple of times. I was finally able to put some distance between us and had an uneventful rest of the race. Finishing just over 3 seconds behind me in the 22 minute race was the yellow D-Production Porsche 914, and less

than 2 seconds behind him was the Porsche RSR IMSA GT car. I finished 7th of 20 overall and 1st of 7 in class. My best lap time was 1:48.961.

Race 3 Sunday afternoon started with 22 cars in our run group. I was able to stay with the leaders, but again, only for a lap before they left me in their dust. Late in the race a red 914, the yellow 914, and a very fast 1967 911S caught and passed me. Those damned P-cars just have too much power and I dropped to 10th of 22 overall, but still 1st of 4 in class. Mechanical problems had thinned my F-Production class somewhat. My best lap time was 1:48.921.

The Feature Race was another great one! We started with 20 cars for this final Sunday afternoon race. The red Datsun 1600 passed me on the start and the red Spitfire and yellow MGA were right on my tail. Those two followed me for the first lap, but on lap 2 I was able to pull away from them and then catch and pass the Datsun. The Datsun chased me for the next couple of laps, while I set my sights on a green Lotus 7 in front of me and tried to keep ahead of the Datsun. I kept after the Lotus for the next 4 or 5 laps. I could catch him in the turns, but he had just too much power for me to pass him once we hit the straights. He slowly pulled away from me while I slowly pulled away from the trailing Datsun. The three of us lapped some slower cars and then on lap 7 the Lotus got caught in traffic, which allowed me to close the gap between us. I stayed on the Lotus, but again, just didn't have the power to get close enough to pass his D-Production roadster.

I finished 7th of 20 overall and again 1st of 4 in class with a best lap time of 1:46.658, my best of the weekend. I was just 3 ½ seconds behind the Lotus in the 18 minute race and the Datsun finished just over 2 seconds behind me. Best of all we were all ahead of the Porsche RSR.

Wow, what a great weekend! Good weather, great racing, a car that ran well, and 4 class wins in 4 races. The only thing that would have made it better would have been catching that Lotus 7 in the last race. He'd better watch out in August when we go back to High Plains, I'll be looking for him! But next up is Road America – see you in the paddock!



MAM TRACK DAY

BY VARIOUS

BY TERRY DAVIS:

Friday, May 6, was the first Flatwater Track Day of the year at Mid-America Motorplex near Glenwood, Iowa. The turnout was....small, but the weather was good – cool and no rain! We had 4 drivers, Bart Hamilton, Jerry Magorian, Susanne Hinkley, and yours truly. Bart brought his supercharged Miata, Jerry his Toyota MR-2, and Susanne her Sunbeam Tiger. I used the Sprite race car for a test and tune before the first RMVR race, which was scheduled for the following weekend.



Jerry and Susanne enrolled in the Full Throttle Driver's School, getting some expert instruction on performance driving, while Bart honed his skills on the track. I asked Bart and Susanne to write about their experiences:

BY BART HAMILTON: FIRST DAY OF THE SEASON AT MID-AMERICA MOTORPLEX (MAM)

What a great day to drive around on a twisty road with the traffic all going in the same direction. A tad windy but really sunny and enjoyable. Four people showed up: Terry Davis (our mentor and discount getter-THANK YOU!) with his full race prepared Austin Healey Bugeye Sprite; Jerry Magorian with a Toyota MR 2; Susanne Hinkley with her Sunbeam Tiger; and me, Bart Hamilton, with my Miata. I started by getting there at what I thought was 30 minutes early but I found out that I really need to read the web site for the correct time. I had to cool my heels for an hour and a half until the track opened for the afternoon session at 2:00. Still, it is always enjoyable. Getting that first reconnaissance lap in is always a rush. The anticipation makes the time go much slower. Then I am waived onto the track and it is straight to redline in each gear until I hit the normal 110 MPH at the braking spot. Things are going great! Hit the brakes and the car gets a little light, turn in for the tight third gear turn one, back on the gas and suddenly I became a passenger. I gathered up the vehicle, got it under control

(or almost under control) and got back on the gas. At that point I became a permanent passenger while the car went on its own merry way until it achieved enough traction to stop. In

the middle of the track. With people passing me on each side. Finally one person stopped and I got moving again. A bit more judiciously. Well, there was a lot more sliding and backend kickouts but all under control. It didn't take too much thought to realize that I tried to corner at last year's speeds when it was warm and my tires were hot with cooler temps and tires that were cold. NO GRIP!! But it was still fun. Easy to call it fun when you stay on track and don't take any agricultural detours. Great lessons to apply to every day driving when something unexpected happens. Acting from education and not ignorance.

BY SUSANNE HINKLEY: RACING SCHOOL – EXPERIENCES WITH TIGER STRIPES



When Terry Davis announced that there would be a 'Full Throttle School' at the Mid-America Motorplex racetrack it was essentially impossible to resist. I found it particularly attractive that there

was going to be a one-on-one instruction with an expert driver riding in the car and so on May 6th, the Sunbeam Tiger was loaded onto the trailer and out I went to MAM. Fortunately, I met Terry right away to show me where to go and register. Tech inspection was conducted by the experts while we 'students' were in the classroom. Teaching material was mostly about safety rules, common sense behavior, and, most of all, communication between track personnel and racers using flags. Very little was about actual driving.

When time came to actually go on the track and drive we were to line up and go to the 'pits' where students were paired with one of the four instructors for the first session where the instructor was to drive the car. My driver, Steve, had asked specifically if he could drive the Tiger; he said he had always wanted to drive one. He is an amazing driver, so professional and smooth! He explained all the lines through the corners as he was driving them and I tried very hard to assimilate and remember everything he said. For a novice, though, it was just too much information to take in! The next session was the best: I was to drive with the instructor in the passenger seat and an intercom for actual one-on-one instruction. This was really the most enjoyable time; the instructor actually told me exactly where to go and why and going around the track several times helped me to remember even though I have to admit that I was not able to remember the right line for each corner ahead of time. After the first lap my instructor told me I had 'gotten a flag'; the one that tells you to let somebody else pass. It was embarrassing

that I hadn't noticed it myself but I guess it takes some time to eventually be able to concentrate on driving AND the environment. Then, just as the last lap was flagged (I had started to pay attention), the Tiger's engine started knocking. After a heroic attempt to figure out what was going on (pictures attached) I decided to not keep driving the Tiger. Bart Hamilton very generously offered to let me drive his Miata so I could get my second instruction session in and get 'licensed'.

Trying to get back to the pits was not as easy as I thought it should be and I fumbled terribly. Finally I got there but all instructors were somehow gone or were driving themselves. Since (Terry and) I had spent quite a bit of time on the parking lot with the ailing Tiger all other students had already received their second instruction session and were 'licensed' to drive themselves for the afternoon. I was surprised. I guess I had expected that instruction for the students would be very organized such that every student had the same amount of instruction yet I seemed to be somewhat lost. If I hadn't run into my instructor from the first session, who interrupted his own driving and went with me, I am not sure I could have gotten my license that day. It all turned out ok, though. I really enjoyed driving Bart's Miata and received my license with some very nice comments from the instructor. All in all, I had a great time, was glad I had decided to trailer instead of drive, and was profoundly thankful for Terry who was so very helpful and provided a lot of guidance! It was a good day and if I have a chance to do this again I will – and be better prepared.



DID YOU KNOW ?

TEXT AND PHOTO BY JOHN H. SHEALLY II

Did you know that Bruce McLaren like Colin Chapman was obsessed with weight on his racers to the point that he went to Reynolds aluminium in Richmond, Virginia to see if their facilities could get rid of the steel liners in the Chevrolet alloy big blocks that weighed a pound apiece. You see, Bruce was bothered with that extra eight pounds.

Reynolds was able to solve the problem; the eight pounds were gone. The blocks could be bored, and pistons and rings could be used without the steel inserts. The engines were built in Richmond, shipped to Connecticut, installed in the McLaren racers--which were built in the United Kingdom--and then shipped to Connecticut.

I was in on this as one day, while working for the Progress Index newspaper in Petersburg, Virginia, I got a call from an inside friend at Reynolds who told me to get my butt up to the foundry on Broad Street, but wouldn't tell me why. I jumped into my Morgan and headed up the interstate to arrive and find Denny Hulme giving VIPs and I as a photojournalist blast around the vast parking lot in his Can-Am McLaren.

Most Can-Am fans probably won't remember but, as a result of this McLaren /Reynolds connection, if you go on line and look up shots of McLarens you will see "Reynolds aluminium" on the side plates of the rear wings.

This key chain is also what was given out as a memory of those great racing days.



SPRING DRIVE TOUR

BY JANE STONE

PHOTOS BY LEE AND SHERYL PEDERSEN

Good weather was ordered and it was delivered. The heat broke to provide lovely mid 70's for temperatures and the rain did not fall. Unfortunately, only a few members of Flatwater took advantage of Jerry Petet's drive tour. They were not disappointed.

The Pedersen's, Nichol's, Stone's, Cary Koch and a new member to Flatwater--Michael Berger- enjoyed this beautiful day. Michael rode along with Cary as he is still restoring his 1979 MGB. Michael is lucky enough to have found that original car he had once sold and is now in the process of getting it back on the road.



The Drive was beautiful with incredible vistas just around every corner. Plenty of stops were worked into the drive to allow us to visit with each other and the surrounding communities we drove through. Everywhere we stopped, people approached us and talked. All said they had heard about the pretty little cars driving through

the hills. I wonder what they would have said if we had come out in full force?

The drive commenced at Fremont with the first car off at 9:30. The drive took us east to Blair and then north toward Decatur. We then drove west and north toward Walthill and over to Pender. South and back across to Decatur for lunch. We ate at the Green Lantern Steakhouse in the center of town. The owner had opened especially for us and served a buffet of pulled pork and sliced pork sandwiches. There we had a chance to visit with Howard Larson, Jim Gunsolley and Kurt Appley who had driven down from Sioux City and South Dakota just to visit with us. Again many of the townspeople joined us for conversation and pork sandwiches. The cars created quite a sensation along Decatur's main street.

On the road again, Howard suggested we take a short detour up north to lookout over the Missouri River and view the flooding. It was a spectacular view. Jerry then took us south to County Road 30 toward Lyons. This road was considered by several to be the best road of the

drive. From there, north to Hwy 32 and back to Hwy 75. Then we were off South again to Tekamah and Herman and then west at the Community church toward Scribner on my favorite road of the drive. We came in the back door of Scribner, then back north and east again and then around in a circle to return to the end of the drive at Scribner. These three east-west routes were incredible. They run along the tops of the hills affording you an incredible view of the green hills of Northeast Nebraska.



They were all well paved with light traffic. On two of these roads, we were the only cars on the road. These roads don't appear on our Rand Mc Nally map. You will need a county map to show you where they are. They will be worth your effort to find.

The drive was over by 3:30 for those who did not miss a turn. We arrived at 4:00. Drinks and

laughter were convened at The Steakhouse in Scribner. Dennis Stone won the poker hand with just three "three's". The prize was a greatly appreciated portable air compressor. The Pedersen's won the prize for the closest time to Jerry's. They received a great small suitcase that stows on a plane and pulls on wheels. Second-place prizes of car cleaning supplies went to the Nichol's and Cary Koch. With the small turnout, all drivers were rewarded with prizes along with a lovely afternoon in an LBC. The Steakhouse restaurant has great décor and excellent food, and is situated along the main street in Scribner. It is well worth the drive unto itself. The Hamilton's joined us there for dinner.

Our Thanks to Jerry Petet and all his family who helped him put on this drive. His sisters, mother, and son all assisted in the planning and made for a great addition to our group. We also want to thank him for providing us with such a delightful day, all the great prizes, and not least, for introducing us to his northeast Nebraska and those three roads. All of us who drove that day and those that wanted to and couldn't have decided to go back for a rerun of this drive.

Club Hats - \$15.00 each

Pam Brunke has available a nice selection of the official Flatwater Austin Healey Club hats for members to purchase. Cost is \$15.00 each. For more information, or to request your favorite color, call Pam at (402) 438-3330, or by email at p_brunke@yahoo.com.

Pam will bring your hat(s) to you at the next club event.



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 \$400.**



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

'54 JAGUAR XK120

Manufactured March 12th, 1954. Engine, gearbox and body serial numbers all match--original as certified by Jaguar Daimler Heritage Trust certificate #22131. Extensive coach work completed in 2004. All new wiring and new red leather interior and carpet installed in 2005. New radial tires installed in 2007. Many new suspension and break parts have been installed. I have original disc wheels and rear wheel well covers are included. This car runs and drives beautifully. Asking \$62,000



Located in Omaha. Call Mike Howard 402-991-0403



'70 SURTEES TS5

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 6



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