

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

June 2011 Calendar:

5th, Sunday-Driving Skills Event
10:00 AM at Lincoln Southwest
HighSchool, 17001 South 14th
Street, Lincoln, NE

9th, Thursday-Pub Night 6:30 PM
at Sean O'Casey's Pub, 10730 Q
Street. Omaha, NE

11th, Saturday-Spring Drive Meet
at 9:30 AM at the Sonic Drive In,
Fremont, NE

18th, Saturday-Mahoney
Breakfast at 9:00 AM, Mahoney
Park, Off Highway 66 (just off of
I-80 between Omaha and Lincoln)

24th, Friday-Fish 6:30 PM at Joe
Tess Fish Market, s 24th St, South
Omaha, NE

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

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



On April 8 thru 10, Corinthian Vintage Auto Racing held the 4th Annual Mike Stephens Classic Vintage Race at the Hallett Motor Racing Circuit, halfway between Tulsa and Stillwater, Oklahoma. Hallett is a 1.8 mile long, very hilly track with 10 turns and over 80 feet of elevation change – like I said, very hilly! It is a rather short track with only two moderate straightaways, one of which includes a blind crest before a sharp, decreasing radius turn when run counterclockwise, the “normal” way it is usually run.

READ MORE ON PAGE 3

SCRIBNER

PAGE 5

COBRA

PAGE 7

MID-IOWA CAR CLASSIC

PAGE 8

JOSLYN CAR CLASSIC WEEKEND

PAGE 9

Flatwater Austin-Healey Club

A chapter of the Austin-Healey Club of America

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MISCELLANEOUS SPUTTERINGS



By John Rued

Well, I trust the Heartland Regional MG show went well.

I looked to see how well the club had promoted the event—it is a perennial favorite, you know—and it looks like we didn't. Not in the newsletter, anyway.

My bad.

I get a ton of e-mails pertaining to all sorts of interests. Well not a ton, exactly. More like 2,214. All needing to be read, catalogued, or deleted. I can hardly keep up. E-mail is supposed to make life easier. For me, it doesn't. It stresses me out.

But back to the car show. I just checked out the show website and it is very professional in appearance. I trust the show is of comparable quality. I have never been to the Heartland. I would like to, though. I do know that Flatwater usually cleans up from an awards standpoint. Not that that is what a show is all about. It's not. But it is good testimony to the caliber of Nebraska's British car population

We in the mid-west are blessed in having persistent and quality events. Same weekends. Same locations. So don't wait for event notification to appear here; it may not.

And in an attempt to mea culpa my way back into your hearts, check this show out; there still may be time to get in: <http://www.joslyncastlecarclassic.com/events/>

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

FUMES—PART 1

THE MIKE STEPHENS CLASSIC: THE HALLETT RACE REPORT

BY TERRY DAVIS

On April 8 thru 10, Corinthian Vintage Auto Racing held the 4th Annual Mike Stephens Classic Vintage Race at the Hallett Motor Racing Circuit, halfway between Tulsa and Stillwater, Oklahoma. Hallett is a 1.8 mile long, very hilly track with 10 turns and over 80 feet of elevation change – like I said, very hilly! It is a rather short track with only two moderate straightaways, one of which includes a blind crest before a sharp, decreasing radius turn when run counterclockwise, the “normal” way it is usually run.

Which brings us to the most interesting part of the race – this time it was run clockwise. So while I had been at Hallett once before for a Driver's Ed weekend a few years ago, this was entirely different and it was essentially a new track. Seven members of our Age & Treachery Racing group descended on Hallett to give it a try – 3 Bugeyes, a Mini Cooper, 2 Formula Fords, and a Ford Mustang.

Friday was a practice day, but since Terry Worick and I had gone to Mid-America Motorplex Friday morning to check out the Sprite, I didn't get to Oklahoma until Friday night. After a hurried registration and tech inspection Saturday morning, I headed onto the track with Group 2 for practice and qualifying. Since we had just rebuilt the Sprite's engine, as well as installing a new transmission and clutch, my plan for the weekend was to just take it easy, break in the new drivetrain, and have fun with my racing buddies.

My laid back attitude showed in my qualifying lap times, as I turned a rather pathetic best lap of 1:54.416, but still good for 13th place of the 15 cars starting in the F-Production class. Hey, at least I wasn't last! A total of 29 cars started the qualifying race and all finished. Unfortunately fellow Age & Treachery racer Dave Williams' Bugeye blew a transmission seal during practice on Friday, so he was out for the weekend.



Race 1 started with 26 cars as 3 cars failed to make the start. Although the Sprite was a little down on power and the clutch started acting up I was able to finish 9th of 14 in class and 21st of 26 overall. I also shaved nearly 2 seconds off my best lap time with a 1:52.548. Unfortunately two more Group 2 Age & Treachery racers, Mark Cory in his Bugeye and Dave Patton in his Mini, suffered serious engine problems (lots of little metal pieces in their oil pans) and were out after race 1. That left me as the sole ATR standard-bearer in Group 2 for the next race.

Race 2 started with 23 cars and I had some great dicing with a Triumph Spitfire. He had more power on the straights, but I was faster through the turns and was able to stay ahead of him for most of the race. The clutch continued to act up and it became quite difficult to shift. Rather than risk doing any damage, and in an attempt to make sure that I would finish the race, I decided to leave the car in 3rd gear and try to run the whole track without shifting. That worked okay – for a while. I was able to stay ahead of the Spitfire for a couple of more laps, but going into Turn 2, the sharp, decreasing radius turn mentioned above, I learned that you really can't take that turn in 3rd gear...I did a "4-off" into the grass but maintained control and was able to get back onto the track after the Spitfire, who was right on my tail, passed me. Since I had gone 4 wheels off I had to pit, but at least I was able to finish the race.

The good news is that, again, at least I didn't finish last! I wound up 10th of 11 in class and 20th of 23 overall. Also, I was getting more comfortable with running the track clockwise and, with the Spitfire pushing me, was able to shave nearly 6 more seconds off my best lap time with a 1:46.775. That was still WAAAAY slow, but at least I was getting faster.

That finished the racing for Saturday and with the clutch acting up, I decided to pack it in rather than possibly doing some damage by trying to race on Sunday. Besides, I had done what I set out to do – break in the car, get some seat time, and spend time with some friends – that's what it's all about, having fun.

Terry W. thinks he's got the clutch gremlins figured out, so after a couple of test and tune days at MAM it will be off to High Plains for the Spring Race on May 13-15. See you in the paddock!



**VENI, VIDI, VELOCITI 2011 !
WE CAME. WE SAW. WE DROVE REALLY FAST! (AGAIN...)**

BY JOE GUINAN

The early calendar date didn't work out too well for this event, as Church activities and damp, cold weather combined to reduce our turnout for the Airport Speed Runs at Scribner Air Field on April 17th. We ended up with only 13 different cars. We'll have to look at arranging for a slightly later date next year, but will also attempt to arrange another similar event later this year.

The course was similar to what we have run before – straight out for four-tenths of a mile, a roundabout at the far end, and then slaloms and gates on the way back. The course Gerry laid out was easy to “read” and felt very fast. A couple of our drivers reported being able to break the 100 mph mark, truly an impressive achievement. We were unable to accurately measure the Quarter Mile point because of technical difficulties with a GPS unit, but our timing equipment worked flawlessly and we were able to record data and click off new runs pretty quickly.

“Fast Time of the Day” was set by Terry Worrick in his Porsche 911 with an aggressive best run of 57.16 seconds. Scott Kahler surprised me in running under one minute on every run with his BMW 330 Xi – coming in second to Terry by only 43 hundredths of a second. Jeff Lemon also brought a Porsche 911, making the third “Sub-Minute Car” of the event with a best of 59.34.

A couple other interesting cars made appearances at the event – led by Greg Lemon's beautiful Triumph TR 250. Greg has done quite a nice job of bringing this car up to a very high standard of finish and it was good to see the results of his efforts. Jim Danielson arrived behind the wheel of a Triumph Stag - a seemingly rare “Survivor” car in pretty fine shape and with the best sounding exhaust note of the event. We haven't had a Stag in our competition events before, so it was interesting to see what the car could do and its times were respectable.

Highlights of the day were the friendly competitions that sprouted up between different drivers. Joe Kueper in his Spitfire and Terry Davis in his street Sprite kept nibbling at each other's times, with Terry recording a best time only 4 tenths better than Joe's best. Suzanne Hinkley and Marron Keady really went after each other – even taking a few extra runs in an effort to best the other. Suzanne's Sunbeam Tiger came out on top by about a half second. Marron would certainly have done better if the key to her locking lug nuts had made it to Scribner. Marron brought a small trailer with racing tires for her Miata, but was unable to mount them because of the missing key. I think a rematch is in order...

The best example of these battles was fought out between John and Chris Martin. John recently purchased an MG Midget and the father and son pair worked diligently to get the

car ready for this first speed event of the year. Their first runs were somewhat slow and careful – as they were testing the limits of an unfamiliar vehicle. It was great to see them enjoying the event and pushing the little Midget a little harder each run, finding smoother lines and later braking points in an attempt to beat the other. As the day went on, both drivers were able to trim over 10 seconds off their earlier times, trading positions in the driver's seat and on the score sheet. Phil Brauer had the only MGB at the event, and was able to best the Midget by a couple seconds. We missed the big V8 powered MGB-GT's that usually light up this event. It's unusual to see only one MGB at any of the Flatwater events, but Phil didn't let the marque down.

As always, we had a couple cars suffer mechanical problems at this event. Greg Lemon's TR-250 had a suspension bushing fail, making it a little tough to drive aggressively. I also noted Gerry's TR7 "marking its territory" with a small overflow of coolant. Gerry suffered a fuel pump failure on the way home, but was apparently able to replace the offending equipment and get the car home before dark. Thankfully, no coolers were harmed in any way at this event.

Complete results sheets were emailed to the attendees. I'd be happy to send those to anyone else, please email a request to joeg@neb.rr.com.

FLATWATER AUSTIN-HEALEY CLUB				AIRPORT SPEED RUN						04/17/11
RO #	DRIVER	CAR	CLASS	DIVISION	Time 1 (+?)	Time 2 (+?)	Time 3 (+?)	Time 1 (+?)	Time 5 (+?)	Best
Sorted By Best Time										
RUN #	DRIVER	CAR	CLASS	DIVISION	Time 1 (+?)	Time 2 (+?)	Time 3 (+?)	Time 1 (+?)	Time 5 (+?)	Best Time
13	Terry Worrick	Porsche 911	7	B - Modified	1.01.09	1.00.97	57.88	57.16		57.16
2	Scott Kahler	BMW 330 Xi	7	A - Stock	59.09	58.88	57.63	57.59	58.32	57.59
3	Jeff Lemon	Porsche 911	7	A - Stock	1.01.41	1.02.4	59.34	1.03.91	1.00.8	59.34
1	Gerry Conant	Triumph TR7	3	B - Modified	1.02.63	1.00.97 (+2)	1.00.97	1.01.81		1.00.97
8	Suzanne Hinkley	Sunbeam Tiger	4	B - Modified	1.03.63	1.03.47	1.02.65	1.01.47	1.00.97	1.00.97
9	Marron Keady	Mazda Miata	7	A - Stock	1.03.75	1.04.66	1.04.15	1.03.31	1.01.58	1.01.58
5	Jim Danielson	Triumph Stag	3	A - Stock	1.10.22	1.07.72	1.17.06	1.04.59	1.08.66	1.04.59
14	Suzanne Hinkley	Mazda Miata	7	A - Stock	1.04.59					1.04.59
4	Greg Lemon	Triumph TR250	3	B - Modified	1.04.72	1.13.31				1.04.72
10	Terry Davis	Austin-Healey Sprite	1	B - Modified	1.11.16	1.11.88	1.09.97	1.10.78	1.12.81	1.09.97
7	Joe Kueper	Triumph Spitfire	1	A - Stock	1.12.6	1.13.09	1.11.5	1.10.53	1.10.37	1.10.37
6	Phil Brauer	MG MGB	2	A - Stock	1.17.34	1.15.62	1.13.09			1.13.09
12	Chris Martin	MG Midget	1	A - Stock	1.25.53	1.22.47	1.20.28	1.15.97		1.15.97
11	John Martin	MG Midget	1	A - Stock	1.24.22	1.30.38	1.22.78	1.19.47	1.19.43	1.19.43
Sorted By Class / Best Time										
RUN #	DRIVER	CAR	CLASS	DIVISION	Time 1 (+?)	Time 2 (+?)	Time 3 (+?)	Time 1 (+?)	Time 5 (+?)	Best Time
7	Joe Kueper	Triumph Spitfire	1	A - Stock	1.12.6	1.13.09	1.11.5	1.10.53	1.10.37	1.10.37
12	Chris Martin	MG Midget	1	A - Stock	1.25.53	1.22.47	1.20.28	1.15.97		1.15.97
11	John Martin	MG Midget	1	A - Stock	1.24.22	1.30.38	1.22.78	1.19.47	1.19.43	1.19.43
10	Terry Davis	Austin-Healey Sprite	1	B - Modified	1.11.16	1.11.88	1.09.97	1.10.78	1.12.81	1.09.97
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1	Gerry Conant	Triumph TR7	3	B - Modified	1.02.63	1.00.97 (+2)	1.00.97	1.01.81		1.00.97
4	Greg Lemon	Triumph TR250	3	B - Modified	1.04.72	1.13.31				1.04.72
8	Suzanne Hinkley	Sunbeam Tiger	4	B - Modified	1.03.63	1.03.47	1.02.65	1.01.47	1.00.97	1.00.97
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14	Suzanne Hinkley	Mazda Miata	7	A - Stock	1.04.59					1.04.59
13	Terry Worrick	Porsche 911	7	B - Modified	1.01.09	1.00.97	57.88	57.16		57.16

COBRA

BY JOHN H. SHEALLY II



This is a short story ! I have enjoyed several Cobras over the years, from one real one to several replicas. The real one was real—and raw--while the replicas were more appointed and comfortable muchly away from the basics in the comfort department and vary greatly in their handling.

I enjoyed the small block ones best for better weight distribution and handling. The sweetest was the one I got to run for several recent years. It was a 289 but

we wanted to move it up a bit and went to all billet equipment, alloy heads, and was block stroked. When it came to cam time the excellent engine builder--and a good friend--wanted to put a big cam in it, but I said no to him. I wanted a nice, modest crower grind that wasn't "over the hill". So I supplied the cam set, lifters, retainers, and pushrods.



The builder went with the setup begrudgingly but, when it came to dyno time, he put the load on it. I said, "OK, Bill, I don't care about the horsepower figure--just tell me the the torque curve." He looked embarrassingly at the floor as he said, " Wide as the state of Texas !" I smiled and said that's what I wanted as competition is won off of the corners--as their are more corners on a road course than straights. The horse power--even with the "short cam"--was in excess of 500 which was more than enough to make the Cobra dance.



MID-IOWA CAR CLASSIC: JUNE 16-19

The 2011 Mid-Iowa Car Classic is rapidly approaching. This year's extravaganza will take place on saturday june 18th and promises to be bigger and better than ever. Registration for the 2011 Mid-Iowa car classic is now open at www.midiowacarclassic.com.

Don't miss the best car show in the midwest. The 2011 Mid-Iowa Car Classic is the premier event for all enthusiasts of fine British, European and American automobiles. Register early for this exciting show. All of the information is easily found on our website listed below. We are always adding new information so check back often.

The 2011 Mid-Iowa Car Classic will be held in conjunction with the Johnston Green Days annual community celebration in Johnston, Iowa. Green Days is an annual celebration held in Johnston, Iowa. The 2011 festival will be held June 16th-19th. Green Days is organized by the Johnston chamber of commerce and includes activities like a parade, carnival, children's activities, entertainment, live bands, beer garden, rib cook-off contest, talent search, 5k walk and run, and much more.

For more information about the Johnston Green Days celebration, visit their website at: www.johnstongreendays.org. See the map on our website for directions to the 2011 Mid-Iowa Car Classic car show site and to learn more about this great classic car show.

Feel free to forward this information to all of your car club friends. We would love to see them and their classic car at the show. We look forward to seeing you on june 18th at the 2011 Mid-Iowa Car Classic.

www.midiowacarclassic.com

JOSLYN CASTLE CLASSIC WEEKEND

JUNE 17TH - 19TH, 2011
JOSLYN CASTLE AT 3902 DAVENPORT ST. OMAHA, NE

Events

Welcome to the annual Joslyn Castle Classic Weekend on Joslyn Castle's 5.5 acre historic grounds at 3902 Davenport St. in Omaha, Nebraska. The event has "something for everyone." Make plans now to attend.



The Fashion Classic – June 17th

11 a.m. – Fashion Show under the Tent

Noon – Luncheon inside the Castle

View outdoor modeling of new and vintage fashions followed by lunch in the Castle.

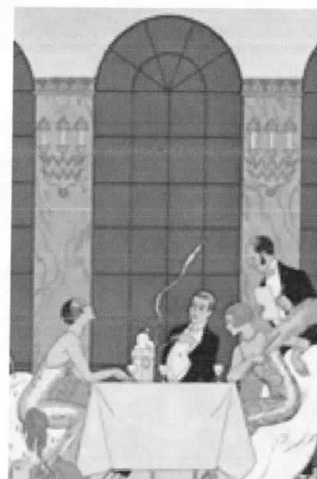
A 1920s Jazz and Gin Gala – June 17th

6:30 p.m. Cocktails

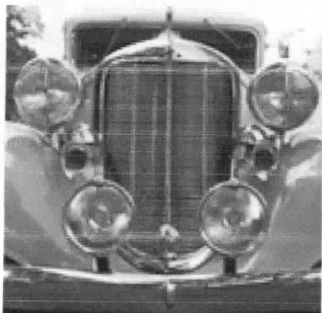
7:30 p.m. Dinner

Get out your flapper dresses and Zoot

Suits. A 1920s evening featuring Charleston lessons, gourmet food, classic cars and dancing under the stars.



Exhibitor Tour of Museum of American Speed – June 18th



Joslyn Castle Car Classic – June 19th

Sunday

10 to 4 p.m.

\$10 Advance/\$15 at the Door – 12 and under free

See hand-selected vintage cars and motorcycles displayed on Joslyn's beautiful grounds plus enjoy old-time games, live jazz, jugglers, face painting, a balloon man and food for the whole family.

Complimentary tours of the Castle.

<http://www.joslyncastlecarclassic.com/car-entry/>

'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

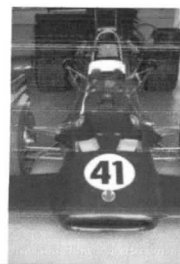


Located in Omaha. Call Mike Howard 402-991-0403



'70 SURTEES TS5/A

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.)

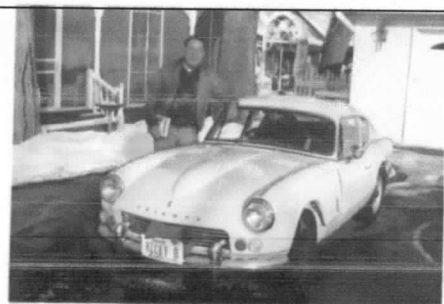


'68 TRIUMPH GT6

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



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



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