

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



### March 2011 Calendar:

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

19 Saturday – Mahoney Breakfast  
9:00 AM off Highway 66 just west  
of I-80

25 Friday – Fish 6:30 PM at  
Colon, Ne.

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

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

**PRESIDENT'S MESSAGE:** Well March is here, and finally there is a glimmer of hope that Spring is coming upon us. Last weekend was a nice one and I even saw a couple of British cars out. Brave British car owners cruising around town, one of which had his top down. We can all hope we will be doing that soon.

If you didn't have the opportunity to attend the 2011 holiday banquet, it really was a good one. Thanks to all involved who made this event possible. We had a beautiful winter day for the banquet with over 100 members in attendance, and we were fortunate because the next 3 days would have made it difficult to have. Special thanks to Steve Meyers and Randy Anderson for driving over that morning to give us a special presentation on the history of Greenwood Roadway, a now defunct road race facility near Indianola, Iowa. A number of our club members have ensured that there are a good variety of upcoming events for 2011, something for everyone.

If you have any ideas, please feel free to let one of your board members know as we continue throughout the year.

Happy Motoring!  
Brad

**IN MEMORIUM: DONALD L. PETRICK**

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## Flatwater Austin-Healey Club

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

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## MISCELLANEOUS SPATTERINGS

**By John Rued**

Technology is supposed to make our lives easier. It doesn't.

Five days ago I was sitting in the Milwaukee airport typing out the best column I will have ever written. It was a race against time. And technology.

My flight was going to board in seventeen minutes. My laptop battery was going to die in eighteen.

I tapped away furiously, wondering why there was no way I could lean the mixture on the laptop to extend its range—er, duration.

I kept typing--explaining how I came to be sitting in a location that was colder than Omaha. And how my semi-monthly trips between DC and Omaha would soon come to an end because the Secretary of Defense killed my organization. And how I was strangely okay with the idea of being without a DC job. Because I wouldn't have to find myself sitting in a Milwaukee airport. And that, though my wife would mind, I really wouldn't because I could return to Nebraska and not deal with twelve-hour days and nasty commutes.

In the meantime, my battery timer kept counting down. And fellow passengers began to move toward the gangway.

But I kept going. Like you do late at night on US 50 between Ely and Elko when your gas gauge hovers on "E".

And you run out of gas. Or your laptop battery dies. Both taking your noble efforts into an anguished silence.

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

## **FUMES—2011 VINTAGE RACING AND FLATWATER COMPETITION DRIVING SCHEDULE (AND MORE!)**

**BY TERRY DAVIS**

The snow has melted, spring is just around the corner, and soon we'll all be pulling our LBCs out of mothballs to get them ready for the driving season. That means that the vintage racing season and our Flatwater competition driving events are also just around the corner and it's time to start planning now to attend some of our club's and area events.

So what's available if you fancy yourself the long-lost cousin of Sir Stirling Moss? First, our Flatwater events, where you can experience the thrill of driving your MG, Triumph, or other LBC as it was meant to be driven – fast through some corners, but in a safe, controlled environment.

We start the year off with our Scribner Airport run. This is a timed event where cars run one at a time down a quarter-mile straight, then do a 180 degree turn and hustle back through a series of traffic cone esses. Each driver typically gets at least 5 runs through the course. Cars are divided into classes according to size, power, and modifications so that everyone has a chance to “place” in their class. Spridget or Tiger, you'll have a good time.

Next, we'll have at least two autocrosses. An autocross is also a timed event where, again, cars run one at a time on a closed traffic cone course in a large open parking lot. There are left and right hand turns, esses, slaloms, and usually a fairly long sweeping turn or two. For the last few years we've been holding our autocrosses at Lincoln Southwest High School and the location has worked out very well. Our course designer Gerry Conant does a great job setting up fun and challenging courses. Typically you will make two laps of the course during each run, with each driver getting at least 5 runs of 1 to 1 ½ minutes each. Cars are also divided into classes for these events.

If you want to take your driving to the next level, come to one of our track days at Mid-America Motorplex (MAM) near Glenwood, Iowa. Track days are not official Flatwater events, but are scheduled for the first Friday of the month, a couple of times a year. Each Friday at MAM is an open track day called “Fast Fridays” and on the first Friday of each month they offer the Full Throttle Orientation driving school for new drivers with one-on-one instruction with a trained instructor. You will learn some basic techniques of how to drive on a road racing course with other sports cars. While it may sound a bit intimidating, you will be driving with your instructor and other students during the morning and only with other “licensed” drivers in the afternoon once you get signed off by your instructor. Passing is restricted to 3 or 4 of the straights on the course and it is really quite safe. I've never seen an on-track “incident” (i.e., contact) during the numerous track days I've spent at MAM. The dozen or so Flatwater members who have done our track days have had a great time.

So what do you need to get in on the action? Just a car that is in good, safe condition and possibly a helmet, depending on the event. Cars get a brief tech inspection before each event to make sure that all loose items are removed, throttle returns and brakes work, and the cars look safe overall. For a track day the requirements are a bit stricter – working brake lights, seat belts, and proper attire (long sleeved cotton shirt, cotton pants or jeans, closed leather shoes, and cotton socks). Concerning helmets, for the Scribner run and our autocrosses you must wear a helmet, but if you don't have one we have some loaners and you can always borrow a helmet from someone. For a track day you must have a Snell approved SA2000 or newer helmet, no motorcycle helmets allowed.

One thing to remember is that although the Scribner run and our autocrosses are timed events, it's all for fun and you are mainly competing against yourself and the clock, trying to improve your run times. We often wind up driving each other's cars in the afternoons just for fun. Track days are not timed events, although transponders are available for rent if you want to see how quickly you can get around the road course. Track days are strictly about fun, learning how to drive your car at speed around a race track, and improving your car control skills.

Don't feel like driving? How about being a spectator or helping to work one of our events? Everyone is welcome and we can always use an extra corner worker or two. For a real spectator experience, make this the year that you come to one of the vintage races in the area. Most everyone knows about Elkhart Lake and the Kohler International Challenge races in July. It is a great event, but there are also vintage race weekends within a day's drive of Omaha and Lincoln at least once a month.



I've only been to Elkhart Lake once (so far) and that was as a spectator, but that was one of the main things that pushed me to make the leap from weekend track driving to vintage racing. The people you meet in vintage racing are the greatest and being able to watch these wonderful cars from the past race around the track, then see them and meet the drivers up close and personal in the pits, is something every vintage car fan should experience.

Have I got you interested? Here is a list of our Flatwater driving events as well as a schedule of vintage races in the area. Come on out and get in on the fun, but just a note of caution – you **will** find this addicting!

<u>Dates</u>	<u>Event</u>	<u>Location</u>
April 1 (Fri) – tentative (Alternate date – May 6)	Fast Friday track day	Mid-America Motorplex, Pacific Junction, IA
April 8-10 (Fri-Sun)	CVAR Mike Stephens Classic	Hallett Motor Racing Circuit, Tulsa, OK
April 17 (Sun)	Flatwater Scribner run	Scribner Airport
May 13-15 (Fri-Sun)	RMVR Spring Race and Drivers' School	High Plains Raceway, Byers, CO
May 20-22 (Fri-Sun)	CVAR Marvelous May Races	Eagles Canyon, Slidell, TX , (Dallas/Fort Worth)
June 5 (Sun)	Flatwater Autocross	Lincoln Southwest H.S.
June 11-12 (Sat-Sun)	RMVR Trans-Am Invitational	Pueblo Motorsports Park, Pueblo, CO
July 1 (Fri) (Tentative)	Fast Friday track day	Mid-America Motorplex, Pacific Junction, IA
July 14-17 (Thurs-Sun)	Kohler International Challenge	Road America Elkhart Lake, WI
August 6-7 (Sat-Sun)	RMVR Summer Race	High Plains Raceway, Byers, CO
August 14 (Sun)	Flatwater autocross	Lincoln Southwest H.S.
September 2-4 (Fri-Sun)	RMVR Showboat Grand Prix	Motorsports Park Hastings, NE
September 9-11 (Fri-Sun)	VSCDA Fall Festival	Road America, Elkhart Lake, WI
October 7-9 (Fri-Sun)	CVAR Thunder on the Cimarron	Hallett Motor Racing Circuit, Tulsa, OK

See you in the paddock – and at the Flatwater Scribner run and autocrosses!



**P.S.** If you aren't fired up for racing season yet, you might try watching some racing videos. At the risk of being charged with shameless self-promotion, I've posted racing videos on YouTube from all 6 of the HVR Topeka races in August and my one RMVR Hastings race in September.

I've got a new video editing program, Power Director 9, and once I spent some time learning how to use it, it is easy to use and works great! It has multiple video and audio tracks, picture-in-picture, and lots of transition effects, etc. Best of all, video quality is far better than the programs I've used before and it will do HD and Blu-Ray video.

Here are links for the videos I've recently posted:

Topeka race 1 – [www.youtube.com/watch?v=T5kmiWcuJZM](http://www.youtube.com/watch?v=T5kmiWcuJZM)

Topeka race 2 – [www.youtube.com/watch?v=UYwCrs8-D6w](http://www.youtube.com/watch?v=UYwCrs8-D6w)

Topeka race 3 – [www.youtube.com/watch?v=yVVRU0v0Gbo](http://www.youtube.com/watch?v=yVVRU0v0Gbo)

Topeka race 4 – [www.youtube.com/watch?v=a\\_sgUnzFdMk](http://www.youtube.com/watch?v=a_sgUnzFdMk)

Topeka race 5 – [www.youtube.com/watch?v=U6YZN7-48K4](http://www.youtube.com/watch?v=U6YZN7-48K4)

Topeka race 6 – [www.youtube.com/watch?v=i4RmngFHjk0](http://www.youtube.com/watch?v=i4RmngFHjk0)

Hastings – [www.youtube.com/watch?v=Ck-ApmlkST4](http://www.youtube.com/watch?v=Ck-ApmlkST4)

BY TERRY DAVIS

If you think you want to start vintage racing in **2012** or even **2013** – I **strongly** suggest that you start making plans **NOW**. It takes several months, if not longer, to get everything in place to get on the track. In 2006 I decided that I wanted to start vintage racing. I had been doing track weekends with a couple of Porsches and my Miata since 2000 and decided that I wanted to go to the next level, actual wheel-to-wheel racing. I got tired of only being able to pass people on the straights when they decided to let me by. I checked around and found that Rocky Mountain Vintage Racing (RMVR) was the closest group to Nebraska and they even raced at Hastings! After reading some magazine and website articles about how to get started I decided to take the plunge.



If you have the January 2004 issue of Classic Motorsports, dig it out and read their great article “Becoming Walter Mitty,” which outlines 9 steps to get you into the action. That served as my guide and I’ll give you a brief history of my experiences.

Step 1 is to find a vintage racing organization, which I had already done – RMVR. With the founding of Heartland Vintage Racing (HVR) based in the Kansas City area you have an additional option and at HVR we should start a driving school within the next year or so, meaning you’ll have a closer option than Colorado.

Step 2 is to check out the club. Start going to some vintage race weekends if you haven’t already been and meet some of the people. I think you’ll find, as I have, that they are some of the nicest car people you will meet – just like our Flatwater club members! They will be happy to talk with you about racing, the club, and their cars. You can get a good idea of what kind of cars race with the club and who you’ll be racing with. Talk with a couple of the club officers to find out about the club’s policies on driving, student instruction, etc.

Step 3 is to join the club. In addition to completing the membership application and paying the club dues (\$60.00 for RMVR or \$50.00 to \$65.00 for HVR depending on membership type), you will need to get a physical exam if you want to start racing. For RMVR you must get a physical every 5 years if you are age 18 to 35 and every 2 years if you are age 36 or older. Membership forms, physical forms, car specs, car eligibility forms, and other info is available on the club's website – [www.rmvr.com](http://www.rmvr.com) or [www.heartlandvintageracing.com](http://www.heartlandvintageracing.com).

Step 4 is to start some track driving and take a race driving course. This actually could be Step 1 if you're not sure whether or not you want to actually start vintage racing. Since I had been doing track weekends for several years, I knew that it was something that I wanted to do. A perfect way to get started for minimal cost is to do one of our Flatwater track days at MAM. All you need is a car, a helmet, and about \$150.00 to \$175.00. It's a great way to get an idea of what it's like to drive a car at speed on a race track with other cars under controlled conditions. Like I've said several times before, it's the most fun you can have with your clothes on – and you don't need any little blue pills to get started!

Actual vintage racing competition drivers' schools are usually held only once a year, in the spring. The RMVR school is held in conjunction with their first race, on May 13-15 this year. The cost is \$350.00 and the target date for registration is April 15, with a deadline of April 28 – hence the need to start planning early. You don't need a vintage race car to do the RMVR Competition Drivers' School, but you do need a full set of safety gear, including a helmet, driving suit, racing gloves and shoes, and a roll bar for an open car.

A more affordable option is the RMVR Precision Drivers' School which will be offered again this year, also on May 13-15. The cost is only \$250.00 for the 3 day school. You can use any street car and you don't need all the safety gear, just a helmet and clothes like you wear for a track day – long sleeved cotton shirt, jeans, etc. You get exactly the same instruction as the students in the Competition Drivers' School, you just don't get to race on Sunday. Also, if you decide that you want to get a competition license and become a racer, you don't have to repeat the school, you just have to start racing as a student (see Step 9 below). Check out the RMVR website for more information on the Precision Drivers' School or tell me if you're interested.

Step 5 is to decide what kind of vintage car you want to race – something British, of course! Most clubs limit eligible cars to 1973 and earlier, with some (RMVR included) allowing cars up to 1981 in their own class. Your choice of vintage race car really just depends on what's eligible, what you like, and what you want to race. Your first choice is open wheel vs. closed wheel. In open wheel you can race either Formula Ford or Formula Vee / Super Vee. In closed wheel there are more choices – production sports cars, sedans, and sports racers – everything from ground-pounding big bore Vettes, Camaros, and Mustangs to small bore cars like Spridgets, Spitfires, MGBs, TR3s, and others.

Steps 6 and 7 are buying and prepping a vintage race car. This is the other area that requires LOTS of advance planning. I found the Sprite race car on ebay in March of 2007. It had been an SCCA race car in Connecticut and reportedly was vintage legal. I had some questions about



its eligibility, however, because of its fender flares and some other “issues.” I hauled it out to the RMVR Hastings race in the fall of 2007 to have one of the RMVR eligibility guys check it over. He said that the flares would have to come off and there were questions about the height of the roll bar. Some work needed to be done. Terry Worick spent the winter and early spring of 2007-2008 prepping the car, including cutting off the flares, putting on a couple of new fenders, raising the roll bar, painting the car, and putting in a new fuel cell and fire suppression system. We also had to “fit” the car to me, i.e., install a new seat, mirrors, steering wheel, and safety harness. Then there was the mechanical work...like I said, LOTS of advance planning and preparation before you’re ready to race.

To back up a little, when I got the car it did run and was marginally “track-worthy.” I did 3 track weekends during 2007 before Terry W. started prepping the car so I could get the feel of it and get comfortable with it behind the wheel and on the track. I think that kind of experience was very helpful when I did my drivers’ school in April of 2008. We had also done a “shakedown” at MAM in early April to work out any bugs. That was invaluable as it helped ensure that I had a working car for the school weekend – remember, it’s only offered once a year.

Step 8 is to complete and submit an Application for Car Eligibility to your vintage racing organization. You must declare the car’s specifications and modifications, request a car number, and submit photographs of the car. If approved you will be issued a log book that will be checked before every race and that documents the car’s race history.

Step 9 – Start racing and having fun!!! If you haven’t already done your drivers’ school, it’s best to do it in your race car. In the RMVR school you will have 3 days of classroom and on-track instruction. Students run in their own group with instructors until Sunday afternoon, when you run with your regular run group with licensed racers. After successful completion of the school you will be given a provisional or student license, allowing you to race with a big “X” on the back of your car – serving both as a warning to other drivers that you’re a student and also marking you as an easy target for passing ☺! Once you’ve completed a couple of additional race weekends (without any “incidents”), you lose the “X” and are officially a vintage racer!

So what’s it like? I’ve never been a druggie, but the rush you feel when the green flag drops and you floor the throttle with 10 or 15 other cars racing toward the first turn, or you pull off a great pass to take the checker ahead of a car you’ve been chasing for several laps, has to be the best legal (or illegal) high you can get. To quote Road & Track’s Peter Egan (as I’ve done before), “Racing makes heroin addiction look like a vague longing for something salty.”

## JOE'S GARAGE—TOOLS

BY JOE KUEPER

**DRILL PRESS:** A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

**WIRE WHEEL:** Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light . Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh--!'

**SKIL SAW:** A portable cutting tool used to make studs too short.

**PLIERS:** Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

**BELT SANDER:** An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

**HACKSAW:** One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

**WISE-GRIPS:** Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

**OXYACETYLENE TORCH:** Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

**TABLE SAW:** A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

**HYDRAULIC FLOOR JACK:** Used for lowering an automobile to the ground after you have installed your new brake shoes , trapping the jack handle firmly under the bumper.

**BAND SAW:** A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

**TWO-TON ENGINE HOIST:** A tool for testing the maximum tensile strength of everything you forgot to disconnect.

**PHILLIPS SCREWDRIVER:** Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

**STRAIGHT SCREWDRIVER:** A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

**PRY BAR:** A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

**HOSE CUTTER:** A tool used to make hoses too short.

**HAMMER:** Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

**UTILITY KNIFE:** Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

**SON-OF-A-BITCH TOOL:** (A personal favorite!) Any handy tool that you grab and throw across the garage while yelling 'Son of a **BITCH!**' at the top of your lungs. It is also, most often, the next tool that you will need.

Hope you found this informative.

It's coupled with a community service project I am working on.

There is no need to send me a thank you note.

**DONALD L. PETRICK**  
**JULY 8, 1950—JANUARY 20, 2011**

**BY JIM DANIELSON**

When the phone rang, it was Don and Carla's daughter-in-law on the other end of the line. My mind filled with happy possibilities. "Send Don to Elkhart Lake", or "Surprise Don with a car part", or even "Were there two extra seats at the Flatwater Winter Party?" And then, there was her second sentence. Don had suddenly and unexpectedly died sitting in the car in their driveway.

We often hear and say "Sorry for your loss". With Don, "Loss" carries the full weight of its meaning. Loving husband, father and grandfather. A U.S. Marine, amazing craftsman and respected businessman. A gentleman, generous and compassionate servant of humankind. And a dear friend and member of the Flatwater Austin-Healey Club.

When we think of Don, we think of Carla. Some things are just so right together. That was Don and Carla. Every time they would show up at an event, the event just got better. And they were starting to show up more often too. After their beautiful home burned to the ground several years ago, they had rebuilt, and were feeling more settled. Kids and grand kids were still first, but there was finally time for the black MGB, maroon Midget, and beautiful MGC-GT Sebring to come out and play. Don ran the MGC at the Scribner speed run, and brought the Midget to a club autocross. I still remember Don grinning from ear to ear after his first runs saying, "I didn't know going so slow could feel so fast!"

We offer Carla and her family our sympathy and support. Memories of the good times will make us smile. The MG "To do list" Carla talked about will get done. And last, we will be thankful for the all too short amount of time Don spent on this earth and the privilege of being his friend.



Don Petrick, Dennis Stone, and Jim Danielson



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



Guest speaker, Steve Meyer

**FLATWATER AUSTIN-HEALEY CLUB**  
**2011 EVENTS CALENDAR**

**JANUARY 2011**

- 5 Wednesday-Officers Meeting 6:30 PM at  
Honey Creek Restaurant, Waverly, Ne
- 13 Thursday-Pub Night 6:30 PM at  
Sean O'Casey's Pub 10730 Q Street, Omaha, Ne
- 15 Saturday – Mahoney Breakfast  
No Fish This Month too Close to Holiday Party
- 30 Sunday – FAHC Holiday Party

**FEBRUARY 2011**

- 2 Wednesday-Officers Meeting 6:30 PM at  
Honey Creek Restaurant, Waverly, Ne.
- 10 Thursday-Pub Night 6:30 PM at  
Sean O'casey's Pub 10730 Q Street, Omaha, Ne
- 19 Saturday-Mahoney Breakfast 9:00 AM  
off Highway 66 just west of I-80
- 25 Friday-Fish 6:30 PM at Don's Bar  
Memphis, Ne

**MARCH 2011**

- 10 Thursday- Pub Night 6:30 PM at  
Sean O'Casey's Pub 10730 Q Street, Omaha, Ne
- 19 Saturday – Mahoney Breakfast 9:00 AM  
off Highway 66 just west of I-80
- 25 Friday – Fish 6:30 PM at Colon, Ne.

**APRIL 2011**

- 6 Wednesday-Officers Meeting 6:30 PM at  
Honey Creek Restaurant, Waverly, Ne
- 14 Thursday – Pub Night 6:30 PM at  
Sean O'Caseys's Pub 10730 Q Street, Omaha, Ne
- 16 Saturday- Mahoney Breakfast 9:00 AM  
off Highway 66 just west of I-80
- 17 Sunday – Driving Skills Event/Scribner Airport  
Scribner, Ne. 10:00 AM Rain or Shine
- 29 Friday – Fish 6:30 PM at Cedar Creek Inn Bar  
Cedar Creek, Ne.

**MAY 2011**

- 12 Thursday -Pub Night 6:30 PM at  
Sean O'Casey's Pub 10730 Q Street, Omaha, Ne
- 21 Saturday-Mahoney Breakfast 9:00 AM  
off Highway 66 just west of I-80
- 27 Friday-Fish 6:30 PM at Bull Dog, Murdock, Ne

**JUNE 2011**

- 1 Wednesday-Officers Meeting 6:30 PM  
Honey Creek Restaurant, Waverly, Ne
- 3 & 4 Fri-Sat Heartland MG Show< Overland Park Ks.
- 5 Sunday-Driving Skills Event 10:00 AM at Lincoln  
South West High School 17001 South 14<sup>th</sup>  
Street Lincoln, Ne.
- 9 Thursday-Pub Night 6:30 PM at  
Sean O'Casey's Pub 10730 Q Street , Omaha,Ne
- 18 Saturday-Mahoney Breakfast 9:00 AM  
off Highway 66 just west of I-80
- 24 Friday-Fish 6:30 PM at Joe Tess Fish Market  
South Omaha

**JULY 2011**

- 3-8 AHCA Conclave/Colorado Springs, Co
- 14 Thursday-Pub Night 6:30 PM at  
Sean O'Casey's Pub 107 Q Street, Omaha, Ne
- 14-17 Elkhart Lake Vintage Racing Viewing (Contact Scott  
Kahler for more information skahler@southeast.edu)
- 23 Saturday-Mahoney Breakfast 9:00 AM  
off Highway 66 just west of I-80
- 29 Friday-Fish 6:30 PM at Lee's Chicken, Lincoln, Ne

**AUGUST 2011**

- 3 Wednesday-Officers Meeting 6:30 PM at  
Honey Creek Restaurant, Waverly, Ne
- 11 Thursday –Pub Night 6:30 PM at  
Sean O'Casey's Pub 10730 Q Street, Omaha, Ne
- 14 Sunday-Driving Skills Event 10:00 AM at Lincoln  
South West High School 17001 South 14<sup>th</sup>  
Street Lincoln, Ne
- 20 Saturday\_Mahoney Breakfast 9:00 AM  
off Highway 66 just west of I-80
- 26 Friday-Fish 6:30 PM at Ponderosa Weston, Ne.

**SEPTEMBER 2011**

- 3-4 Sat-Sun-All British Show Kansas City  
at KCI Airport Marriott Hotel  
775 Brasilia Avenue, Kansas City, Mo
- 8 Thursday-Pub Night 6:30 PM at  
Sean O'Casey's Pub 10730 Q Street, Omaha, Ne
- 17 Saturday-Mahoney Breakfast 9:00 AM  
off hightway 66 just west of I-80
- 18 Sunday-Driving Skills Event 10:00 AM at  
Lincoln South West High School  
17001 South 14<sup>th</sup> Street, Lincoln, Ne.
- 30 Friday-Fish 6:30 PM at Nehawka, Ne.

**OCTOBER 2011**

- 2 Sunday\_FAHC All British Show  
Lincoln Public Schools District Office  
Parking Lot 59<sup>th</sup> and O Street, Lincoln, Ne
- 7 Wednesday-Officers Meeting 6:30 at  
Honey Creek Restaurant, Waverly, Ne.
- 13 Thursday\_Pub Night 6:30 PM at  
Sean O'Casey's Pub 107 30 Q Street, Omaha, Ne.
- 15 Saturday-Mahoney Breakfast 9:00 AM  
Off Highway 66 just west of I-80
- 16 Sunday-Autumn Tour more information to Come
- 23 Sunday-Fall Tour (Rain Date)
- 28 Friday-Fish 6:30 PM at Bull Dog, Murdock, Ne.

**NOVEMBER 2011**

- 10 Thursday-Pub Night 6:30 PM at  
Sean O'Casey's Pub 10730 Q Street Omaha, Ne.
- 19 Saturday\_Mahoney Breakfast 9:00 AM  
off Highway 66 just east of I-80
- NO FISH IN NOVEMBER

**DECEMBER 2011**

- 2 Friday-Fish 6:30 PM at  
Trackside Bar, 13800 Guildford Ste 7  
Waverly, Ne.
- 4 Sunday-Officers Meeting/Election at  
Loren Corey Eiseley Branch Library  
1530 Superior Street Lincoln, Ne
- 8 Thursday-Pub Night 6:30 at  
Sean O'Casey's Pub 10730 Q Street, Omaha, Ne
- 16 Saturday-Mahoney Breakfast 9:00 AM  
off Highway 66 just west of I-80

## FLATWATER CAR QUIZ

BY TERRY DAVIS

The company making this car was founded in 1957 by Bob van Niekerk and Willie Meissner. After learning how to work with fiberglass in England they turned to Rootes car designer Verster de Wit for help designing their first car. Producing only 2 models and fewer than 300 cars between 1958 and 1964, these cars nevertheless had great racing success at Brands Hatch, Goodwood, and Silverstone, even beating Lotus 7s to the reported amazement of Colin Chapman. Most were powered by Ford engines, but some used Coventry Climax and Peugeot motors.

Answer on page .





## MEMBERS' LETTER TO THE EDITOR

Thank you, John, I have enjoyed this issue as always and wish you an excellent 2011.

I have attached a shot of my 1983 Morgan Plus-8 that I have retired in December, 2010, from competition. After many years of Concours--with dozens of Best Of Shows and Class wins, and hundreds of Autocross competitions--with many Fastest Times of Day and 95% First Place finishes, I have returned it to non-competition street use.

I retired not quite two years ago and have cut back from some 40 to 50 events a year (for decades) to one event a month

I have built a recent Plus-8 lightweight full-race machine to replace it with in competition and it is doing well.

The retired 1983 is a sweet machine with alloy body and black leather interior.

I am enjoying the relaxation and spend my extra time producing books and working for seven different magazines in photojournalism "in retirement" !

This view was shot on my first "retirement" run in it after installing new rods and mains as well as a new clutch pack. The #47 and Half Jack stay on the Morgan because it "earned them".

Enjoy ,

John H. Sheally II



**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)



### 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, outer rockers, 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](mailto: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](mailto:johnrued@gmail.com)

### Answer to the Flatwater Car Quiz:

This is a 1963 GSM Dart. Van Niekerk, Meissner, and de Wit were all South Africans and the car was primarily manufactured there, although some were made in England. GSM (Glassport Motors) made two models, the open Dart and a closed Flamingo. Approximately 116 Darts and 128 Flamingos were made in South Africa, and another 60 or so Deltas (as the Dart was called in the U.K.) were made in England. This car has a 1630 cc engine and races with Rocky Mountain Vintage Racing.