

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

## Events for August 2012

**August 8**, Wednesday 6:30 pm  
Officer's Meeting  
Honey Creek Restaurant  
Waverly, NE

**August 9**, Thursday, 6:30 pm  
Pub Night  
Sean O'Casey's Pub  
10730 Q St  
Omaha, NE

**August 11**, Saturday, 8:00 am  
British Invasion of the  
HyVee Car Show  
156<sup>th</sup> & Maple, Omaha

**August 12**, Sunday  
Driving Skills Event (Autocross)  
Southwest High School  
7001 South 14 St, Lincoln  
Set-up 9:00 am  
Event Begins 11:00 am

**August 15**, Wednesday, 12 pm,  
Lincoln Lunch  
The Steakhouse  
3441 Adams St  
Lincoln, NE

**August 18**, Breakfast, 9:00 am  
D&K Restaurant  
104 E Glenmore St  
Gretna, NE

**August 31**, Fish, 6:30 pm  
Ponderosa Saloon  
305 Elm St  
Weston, NE



**Terry Davis racing at Road America 2012**

### This Month's Features

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## Fall Events From your editor... Chrissy Conant

August brings us back-to-school and a sense of normalcy settles in after the hectic summer routine. But then you look at the upcoming Flatwater events and realize we are going to have a fun & busy fall!

Save the date for the Fall Drive on October 21. Phil & Tracy Brauer always have a beautiful route planned with lots of great stops. The rain date will be October 28.

September 16 will be a winery drive, details are further back in the newsletter. I am very excited about this event. The owner of Sugar Clay has been super helpful with getting this figured out.

The Fall Car Show is scheduled for October 7. Pioneers' Park is not available this year so the new location is in the parking lot of Plaza Mall South located at 2900 S 70th St in Lincoln. We will have a barbecue following the show similar to last year.



### Flatwater Austin-Healey Club

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

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## Sunday Afternoon at the Winery

Chrissy Conant



Join us on Sunday September 16 for a drive through lovely southwest Iowa. Our destination is Sugar Clay Winery for their Sangria Sunday Music Series. We will depart Council Bluffs at 1:00 pm on a scenic route to rural Thurman, Iowa. Our meeting place will be Iowa West Foundation Wabash Trailhead Park .6 miles south on Highway 275 from South Omaha Bridge Road/Hwy 92 in Council Bluffs.

The \$5 cover includes live music featuring folk artist Mare Wakefield, <http://www.marewakefield.com/>, 1 glass of sangria with all the chips & salsa you can eat. At 3:00 pm the winery will provide the Flatwater group with burgers and brats with all the fixin's, pasta salad, chips, and dessert. There is a \$6.50 charge for the meal.

Please RSVP by Monday September 10 so I can provide the winery with the head count for the meal.

Visit the winery website for more information about Sugar Clay <http://www.sugarclaywinery.com/>

Chrissy  
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They say that familiarity breeds contempt. Not in the case of racing at Road America. Familiarity breeds a little more comfort and a little more confidence. This was my second year of racing at this iconic racetrack, known to most simply as “Elkhart Lake.” What a beautiful place. What a great crowd. And what a privilege to be able to say that I’ve raced there. Okay, it wasn’t all lollipops and roses. In fact, it was hot as hell and humid to boot, but I’m starting to think that may be normal for Wisconsin in July – at least at Elkhart Lake.

Enough carping. Seriously, it was a great time. Days racing and in the pits with my Age & Treachery Racing buddies and evening dinners with good friends from Flatwater, what could be better? John Ulrich and Scott Kahler did a great job (as usual) organizing and coordinating everything. Terry Worick and Brant Greenwade had given the Sprite a thorough going-over in the days before the race and it ran good all weekend.

Back to the “comfort” thing. I have to admit that last year I was a bit intimidated by the track and the number of cars that were racing. There were 75 cars in our run group then and we had a large group again this year. There were 72 cars registered for our Group 2, and a total of somewhere between 450 and 500 cars in 10 run groups overall. This is a **BIG** race!

Having raced last year and knowing what to expect, I felt much more comfortable this time. Knowing the layout of the track, the basic racing line, and that I would be racing with a lot of more powerful cars and faster drivers allowed me to concentrate more on my driving rather than worrying about getting run over by a 356.

I decided to skip the optional Thursday Test & Tune sessions this year and got to the track and registered Thursday afternoon. Friday morning was Practice and we started with 65 cars. I took it easy to re-familiarize myself with the track and make sure the car was running well. I finished 8<sup>th</sup> of 10 in class and 52<sup>nd</sup> of 65 overall with a best lap time of 3:20.635. No sense in stressing the car too much in Practice.

In the first Qualifying session on Friday afternoon we started with 60 cars and I finished 7<sup>th</sup> of 9 in class and 45<sup>th</sup> of 60 overall. I was getting a little more serious and my best lap time dropped to 3:12.914. In the second Qualifying session on Saturday morning the starting grid had increased to 61 cars and other people were getting a bit more serious as I dropped to 9<sup>th</sup> of 10 in class and 51<sup>st</sup> of 61 overall with a little slower best lap of 3:13.506.

Okay, now it’s Saturday afternoon – time for the Qualifying Race. Our numbers increased to 67 cars and we were gridded by our best lap time from the previous 3 sessions, meaning that I started in 56<sup>th</sup> place, behind a Sebring Sprite, a Mini Cooper S, a Healey 100/4, and a Midget, and ahead of two more Midgets. Now **EVERYONE** is serious. This is the race that will determine the starting grid for Sunday’s Feature Race.

Road America has some great spots that provide a good view of the track, but nothing can compare with actually being on the track to see and experience all of the action. When you’re in the stands and see two cars coming into one of the turns, you only see what happens there. Often there has been much more action that unfortunately was out of sight. Here’s my account of the dogfight that I had with 3 other Spridgets, as well as a couple of other cars, during the race.

I got a good start and passed the 100/4 in Turn 1 and held him off for the first lap until he passed me on the uphill front straight at the start of the second lap. He went 4-off going into the Carousel on lap 2, I passed him, and I never saw him again. Back on lap 1, going into Turn 5 a red Mini came storming up from behind and

## The Road America Race Report: “The Hawk” 2012



FUMES  
By  
Terry Davis

passed me in the turn on 3 wheels (it looks great on video!). I chased the Sebring Sprite and a brown Midget on lap 2 while a blue Midget stayed on my tail, also passing me on the uphill front straight at the start of lap 3.



I spent lap 3 chasing the blue Midget while we both closed in on the Sebring Sprite and the brown Midget who were passing each other back and forth. As we entered the Carousel on lap 3 it was the Sebring Sprite, the brown Midget, the blue Midget, and me, all racing tightly and evenly in a nice little line. We ran that way for the rest of lap 3 until the blue Midget did his uphill passing thing on the brown Midget on the front straight at the start of lap 4. As we entered Turn 1 the brown Midget had to slow for the braking blue Midget and I was able to pass the brown car on the inside of Turn 1.

I was able to pick up and maintain some good speed between Turns 3 and 5, going into Turn 5 at about 105 mph and then out-braking the blue Midget, passing him on the inside. I stayed ahead of him despite going off onto the rough rumble strip exiting Turn 8 and going into the Carousel. Entering the Kink at 85-90 mph I was right behind the Sebring Sprite with the two Midgets close behind me.

I caught and passed the Sebring Sprite going into Turn 14, right before the front straight, but he passed me back at the top of the steep hill past the Caterpillar Bridge at the start of lap 5 – I seem to have trouble with that hill! I continued to chase the Sebring Sprite while the two Midgets pressed us from behind.

Coming out of Turn 8 at the entrance to the Carousel the Sebring Sprite went wide, going onto the rumble strip, allowing me to pass him on the inside. It was fast into the Kink at 90 mph and into Canada Corner at 95 mph and I was able to put a little distance between me and the 3 trailing Spridgets.

In front of me were 3 Minis and another big Healey. I was able to close in on them by Turn 5 of lap 6 as they slowed for a car that had spun and was facing backwards at the apex of the turn. I chased them for the rest of lap 6 and on lap 7 until we got to Turn 5 again. Approaching the turn at a top speed of 109 mph I was able to out-brake one of the Minis and pass her as we entered the turn. I chased the big Healey and the other two Minis for the rest of lap 7 until we got the checker at the end of the lap. Man! What a race!!! I had a best lap of 3:06.131, my fastest of the weekend, good for 6<sup>th</sup> of 10 in class, 39<sup>th</sup> of 58 overall, and more than 2 ½ seconds faster than my best lap last year.

Sunday's Feature Race was also exciting, but for a different reason. We started with 47 cars and I was passed early on lap 1 by the blue Midget and several other faster cars. The Sebring Sprite passed me early on lap 2. As we approached Turn 5 on lap 2 we got double standing yellow flags, meaning a "full-course" yellow – something had happened on the track and there was no passing.



Coming out of the Kink we saw what it was – an orange Porsche 912 was resting nose first against the right-hand wall. Not only was the front smashed in, both rear corners were also smashed, meaning that he must have lost it in the Kink, hit one rear corner, spun and hit the other rear corner, and then spun again to hit the wall with the front of the car. Fortunately the driver was out of the car and I didn't see an ambulance, so he must not have been hurt. The car was, no doubt, a total loss.

We ran the rest of that lap under yellow and then on lap 3 the race was black-flagged, meaning that we all came into the hot pit to wait while they cleaned up the wreck and then restarted the race. The rest of the race was rather uneventful, but I was able to catch and pass a red Bobsy Sports Racer and hold off a Mini Cooper that was trying to catch me from behind. I finished 4<sup>th</sup> of 7 in class and 32<sup>nd</sup> of 47 overall – smack in the middle of my class, which I was quite happy with.

So once again, it was a great time at Road America and Elkhart Lake. Thanks again to John, Scott, Terry, and Brant for all your hard work. I'll be back again next year, and I hope to be even more comfortable – and faster!

If you want to watch a video of the Qualifying Race, go to <http://youtu.be/1Ans0kE1PR0> or search "bugeyesprite119" on YouTube. (Those are zeros in the URL.) There is a lot of good passing action and you can see what happened on the track that you couldn't see from the stands. There is also a video of the Friday Race Car Parade into Elkhart Lake at [http://youtu.be/nSwUPT\\_Zrbo](http://youtu.be/nSwUPT_Zrbo). (There is an underscore between the "T" and the "Z.") See you in the paddock!

## PERSPECTIVE

By Joe Kueper

Standing in front of Casey's Phil Brauer and I assessed the damage to our cars. The front of Phil's newly painted MGB was speckled with chips and one of his headlights, the expensive Lucas tri-bar kind, had a hole in it. My paint job also had a rash of new chips and the new windshield I had just installed on my B had a chip dead center in the middle of the driver's vision spot. To say we were upset would be an understatement.

It was late in the afternoon of the final day of our annual vacation trip. This year we went to the Black Hills. We had a great time driving the winding roads through Custer State Park, getting up close with the buffalo, panning for gold, and much more. But today a nice ride home turned ugly as we rounded a corner and quickly found ourselves in a road repair site. The road was receiving a chip and seal treatment where a layer of tar is covered with a layer of small size gravel with the expectation that the road traffic would press the two together. We spread out so as to not spray gravel up on our cars however, an impatient, van-driving, soccer mom screamed past us cutting back in close and spraying gravel all over us.

While we were fuming about the damage, my wife Linda came out of the store. "I know you are upset" she said "but you might want to put your problems into perspective with what I just heard" She then related how she overheard the cashier telling her boss that she was leaving immediately. She just received a call from the doctor who attributed her baby's illness to a genetic defect she had passed on and it would be fatal. That news sucked the air out of my lungs.



Linda & Tracy with the MG's in the Black Hills

Driving those final miles home I reflected back. I just shared another fun filled week with great friends. This was the fifth year we took our MGBs on long trips of up to 3,000 miles. Each trip was an enjoyable adventure. We always knew there was a risk of problems with our aging cars and possibly a breakdown. But that is why we carry parts, a gold AAA card and insurance. We know that the rewards are great. When stuff happens, we get it fixed because we can. This winter when I struggle with replacing my windshield I won't complain. My loss is nothing.

From my perspective: Drive your ride. Enjoy the moment and don't sweat the small stuff. (*Small stuff: anything that can be fixed or replaced*)

### For Sale

1976 Triumph, 69,000 miles, New Mexico car, no rust, Maroon with tan top and interior, red line tires, very good driver, \$7000

1976 MGB, 104,000 miles , nice clean car , Tahiti Blue with black top and interior ,Weber carb , good driver-tired motor , \$2900

1970 MGB, 65,000 miles, complete parts car or complete rebuild, motor runs but smokes, Weber carb, wire wheels \$1000

Too many cars and too little space. Please contact Dennis Lines at 712-898-9169 for more info.

### Cars Wanted

Jaguar, XK-XKE ,MGT series, MGA Triumph TR-2 3-4-250, Mercedes 190,220,230,250,280SL, Porsche 356,911,914, Austin Healey, Riley, Alfa-Romeo, Singer, Mustang 1964-1967 Model T, A Also other interesting European and American made cars. Steve's British Connection 630-553-9023 email [sbinc@aol.com](mailto:sbinc@aol.com) Actively buying cars for over 17 years, any condition, fast payment and pick-up. Generous finder's fees.

### MGA Wire Wheels

For sale: Four 48 spoke wire wheels with Hercules radials from my MGA. Tires were new in 1996 and look almost like new; wheels are in pretty good shape -- run fairly true with vibration at some speeds. Time for 60 spoke wheels and new tires -- as soon as I find a home for these. \$125 for the set. Jay Fluehr, 402-334-0509, [fluehr1@yahoo.com](mailto:fluehr1@yahoo.com)

Free clutch pressure plate, disc, and release bearing from my 1960 MGA 1600. Worked fine when removed except for a bit of shudder upon engagement. Replaced as preventive maintenance while engine was out.

Jay Fluehr  
402-334-0509  
[fluehr1@yahoo.com](mailto:fluehr1@yahoo.com)

### Magazines

Dave Barnes has 10 years of the official Austin Healey club magazines, from 1997 through 2007. He would like to find a home for these magazines. Contact Dave at 402-680-4290 cell or [dwbarnes@sprintmail.com](mailto:dwbarnes@sprintmail.com)



## FAHC REGALIA

Pam Brunke has a limited quantity of Austin Healey Club hats available 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](mailto:P_brunke@yahoo.com)



Pam will bring your hat(s) to you at the next club event. Limited quantities remain, not all colors available.

Also available in limited quantities are blue polo shirts with the club logo in sizes M, L, XL, for \$30 and XXL for \$32.



Many of our members have requested the Flatwater logo be made available to be applied to their garments of choice. We have made arrangements with Art F/X in both their Lincoln and Omaha locations to embroider the Flatwater logo onto your articles for a fee of \$8.00.

Their locations and phone numbers are:

7400 Cross Lake Lane	4142 South 144 <sup>th</sup> St
Lincoln, NE 68516	Omaha, NE 68137
(402) 421-2611	(402) 330-4488

## ARTICLES PLEASE

The newsletter is an excellent way to share information with the club. Send me details of your event, current project, or other club related activities. Send pictures if you have them. Thank you very much for your participation![cigi@cox.net](mailto:cigi@cox.net)

## FRONT PAGE PHOTOS

Please send photos of yourself with your LBC. I would like to feature a different member and their car for the front page of each issue. [cigi@cox.net](mailto:cigi@cox.net)

## CLASSIFIED ADS

Find a home for that car, car part, or other car related merchandise. Classified ads are available at no charge to club members for club related items. Send your description and photos to your newsletter editor. [cigi@cox.net](mailto:cigi@cox.net)

## AREA EVENTS

Classic Car Night, every Tuesday starting May 1, The Twisted Tail , 2849 335<sup>th</sup> St, Beebeetown, IA