

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

Events for June 2012

June 1 & 2

Heartland MG Regional
Independence, MO

June 10, Sunday, 9:00 am

Driving Skills Event (autocross)
Northstar High School
Lincoln, NE

June 14, Thursday, 6:30 pm

Pub Night
Sean O'Casey's Pub
10730 Q Street
Omaha, NE

June 16, Saturday, 9:00 am

Breakfast
D&K Gretna Cafe
104 E Glenmore St
Gretna, NE

June 17-22

Austin Healey Club of American
Conclave (AHCA)
Louisville, KY

June 20, Wednesday, 12 pm,

Lincoln Lunch
The Steakhouse
3441 Adams St
Lincoln, NE

June 29, Friday, 6:30 pm

Fish
Lil' Burro
12510 S 29th Ave
Bellevue, NE



"Miles Worick, getting ready for Track Day in 2026."

This Month's Features

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Classifieds Page 5

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From your editor...

Chrissy Conant

It's another FAHC racing month. The Driving Skills Event at Lincoln Northstar High School will be a fun-filled day for those of you lucky enough to go. Gerry will be there early, about 7:00 am, to begin setup. I just looked at him like he's stark raving mad to be anywhere that early and was informed that it takes a lot of work to set up an autocross course. These are fun events to watch and there are plenty of jobs to do throughout the day. Stop by even if you don't plan to drive for the fun of watching or the fun of riding along! The drivers are always willing to have a passenger.

Terry is working to set up another track racing day too. Contact him if you want to live your dreams of racing on a real track. His article on page 3 has more details of the upcoming plans.

Keep enjoying this beautiful driving season!

Flatwater Austin-Healey Club

A chapter of the Austin-Healey Club of America

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Track Daze

By Terry Davis

Have you always wanted to take your British (or other) sports car out on a race track to see how it (and you) perform? Join the nearly two dozen Flatwater members who have taken the plunge and come to one of our Flatwater track days. Track driving is great fun and will help you improve your driving skills, both on and off the street. If you've never done one of our track days before all you need is a reliable car, a helmet, and less than \$200.00 for one of those "bucket list" experiences you've always promised yourself you would do.

We have a couple of options – So far we "Dirty Two Dozen" have only driven at Mid-America Motorplex (MAM) near Glenwood, Iowa. We could go there again on either Friday, July 6, or Friday, August 3. There is a Full Throttle School those days, so new drivers are welcome and can take the school at that time. Another option, for something different, would be Motorsports Park Hastings on Saturday, August 4. Your Full Throttle "license" lets you drive at Hastings and on August 4 there will also be a Full Throttle School, so new drivers are welcome there as well.



The only difference in safety requirements between MAM and Hastings is that at Hastings you must have a roll bar if you drive an open car. Factory roll hoops in newer sports cars, such as MINIs, Boxsters, Audi TTs, etc., are acceptable. For our old British cars 2-point lap belts should be okay, but as stated, an open car must have a roll bar.

So for you veteran drivers and you potential new drivers, what sounds better? A Friday or a Saturday? July 6, August 3, or August 4? MAM or Hastings? If you're interested or have any questions send me an email at tadavis50@gmail.com or call me at 402-637-0101 and we'll see if we can put together another track day.



Heartland Vintage Racing (HVR) put on its first race of the year, May Daze, at Heartland Park Topeka on the weekend of May 4-6 as part of an SCCA race and autocross weekend. Then it was off to Byers, Colorado, for the Rocky Mountain Vintage Racing (RMVR) Spring Race at High Plains Raceway on May 12-13. Whew!!! Back to back race weekends have left me a little breathless and thinking about the nice, relaxed atmosphere of the Heartland MG Regional car show rather than a race weekend at Pueblo on June 2-3.

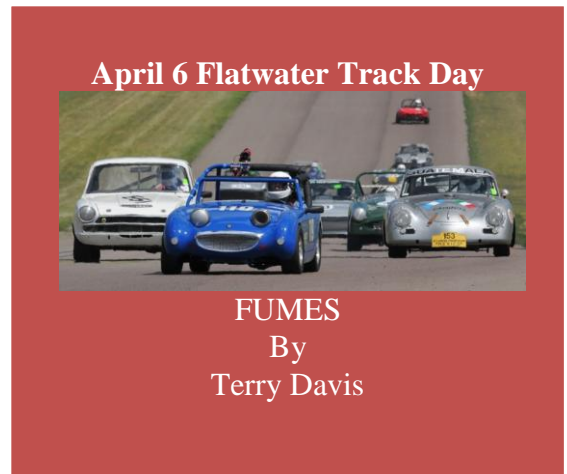
Our HVR race was to include two vintage run groups, open wheel and closed wheel, as part of the SCCA road races, but there was only one open wheel car – a Formula Vee – so he raced with us in the closed wheel group. There were a total of 14 cars in our vintage run group, so us little guys (4 Sprites) were running with the big dogs. By big dogs I mean both cars and drivers. There were 3 Mustangs, a Porsche 911, an Elva Courier, and a Ginetta G4. Top dogs among the drivers were 7-time National Champion Kent Prather driving his MGA and his son, 3-time National Champion Jesse Prather, driving the Elva.

It was something racing with Kent and Jesse. Okay.....maybe I wasn't actually racing **WITH** Kent and Jesse, but we were on the track at the same time and they both lapped me in every race. In one of the races Jesse passed me on the back straight going into the last set of turns and I thought: "Great! Now I'll be able to follow his line and see how to really drive these corners." Of course he was gone and out of sight after the next 2 turns. So much for going to school on him!

We did have a bit of excitement in the first race on Saturday when fellow ATR racer Tony Shores, who started 3rd in his 1970 Boss 302 Mustang, blew his transmission on the front straight right after the start. I was far enough back that all I saw was a large cloud of smoke and cars scattering left and right into the grass. As I slowed and approached the scene, there was Tony's Mustang sitting dead still crosswise in the middle of the track. Yikes! Major pucker moment! Most of all for Tony. Fortunately there was no contact between any of the cars and as I went around Tony I was actually able to pass several of the cars that were either off the track or that had slowed in the ensuing confusion. Hey, I waited until after I passed the "incident," so the passes were legal! Anyway, the faster guys soon passed me, but at least I had a (very) brief moment of glory.



Throughout the weekend I had some good racing with both the Formula Vee, who was fast in the corners but underpowered on the straights, and the Bugeye of ATR racer Wayne Miles. We weren't really broken up into classes since there were only 14 cars and I qualified 12th of 14, then finished 12th of 14 in Race 1, 11th of 13 in Race 2, and 10th of 14 (2nd of the 4 Sprites) in the Sunday afternoon Feature Race.



One final note about the Feature Race, it was 15 laps as opposed to the earlier races which were 10 and 12 laps each. That's 37.5 miles and nearly 30 minutes at full speed – man, was I beat! I don't know how professional drivers, or anyone else, can race for 500 miles and several hours at a time. Of course, they are a bit younger and in better shape. Anyway, it was great to be back in the driver's seat, it was a good weekend overall, and it was a nice warm-up for the following weekend at High Plains.



High Plains Raceway (HPR) continues to be one of my favorite race tracks. With 15 turns over 2.55 miles, 70 feet of elevation change, blind hillcrests going into two of the turns, and (my favorite) the Prairie Corkscrew, it is an absolutely great track to drive. One of the things that I love about road racing is that the track always stays the same – Turn 1 is always Turn 1 – and you have the opportunity to continually learn and are constantly challenged to improve your driving skills.

It can take many races, sometimes over the course of a couple of years if not longer, to learn the best way for you to drive your car around that particular track. An example – HPR opened in 2009 and RMVR has been racing there at least twice a year since then. During a typical weekend we will have at least 4 or 5 races plus practice/qualifying races of between 6 and 12 laps each. Figure maybe 40 laps or a little over 100 miles in an average weekend. May 12-13 we had 5 races and one qualifying race totaling 36 laps or 90+ miles. That means that each race weekend you drive through each turn 35 to 40 times – that's 35 to 40 chances to practice, try a little different line, or try a little more speed until you get it right.

Having raced at HPR for more than 3 years now I feel like I know several of the turns fairly well, but I'm still learning. Turn 7 is a fast, sweeping, right-hand uphill turn that is taken (by me) at about 70 miles per hour. It has a blind crest that leads to a very short straight and then a decreasing radius left-hand turn, one of the slowest on the course. I have usually taken Turn 7 okay, but have never been quite sure of (or consistent with) my exact turn-in point and apex. Last weekend I think I finally got it right!!! By making a later than usual turn-in and a very late apex I can use the camber of the track to increase my speed (at least subjectively) while maintaining the stability of the car. I've got to look at my GPS data and video to see if I've actually increased my exit speed. In any event, I certainly felt faster and a lot smoother going through that turn.

My point is that it has taken me probably 250 times driving through Turn 7 to learn how best for me to drive my car through that turn. Of course, I'm also trying to remember how to drive through the other 14 turns during those same 250 laps and 600+ miles. I'm also starting to learn how to better drive through Turn 11 – another fast, sweeping, right-hand, uphill, blind crest turn (do you see a pattern here?), but that one goes all off-camber on you right in the middle of the track if you apex too early (guilty!).

Each weekend, each race, each lap, and each corner provide you with the opportunity to learn or try something new, and ideally, get better.

So how did the racing go at HPR? It went well. There were a total of 120 cars registered in 4 run groups, allowing us to have 5 races, a practice/qualifying race, and a fun race for each group. That is a lot of track time in 2 days! Group 1, Wings & Things and Sports Racers, had 31 cars; Group 3, Formula Vee, had 18 cars; and Group 4, Mid and Big Bore, had 29 cars.

Our Group 2 had a total of 42 cars, so we did a “split start” with 18 B, C, and D Production cars running in the first pack and 24 E and F Production cars running in the second pack. British cars in the first pack included 2 Lotus Cortinas, 3 Lotus 7s, an Elan, 3 TR-4s, and 2 Minis. In our EP and FP sub-group we had 7 MGBs, a TVR Vixen, 5 Porsche 914s, an MGA, a Turner, 2 Spitfires, and 6 Sprites.

In Qualifying on Saturday morning I chose to run with my Yokohama A048 tires, since it was quite cold (low 40s) and in case the track was a little damp. I qualified 4th of 9 in class and 12th of 20 overall with a best lap time of 2:34.301 – not that great. For Race 1 Saturday morning I switched to my Hoosier R6s and cut nearly 10 seconds off my best lap time for a 2:24.758 and a 2nd of 9 in class and 9th of 22 overall finish.

By Saturday afternoon’s Race 2 it had warmed up and I had what was probably the best race of the weekend with the silver 914 of Dennis Anhorn and the MGB of Jonathan Lane, both E Production cars (I’m F Production). I was able to pass and hold off both of them in some tight battles for a 3rd of 8 in class and 8th of 23 overall finish with my best lap time of the weekend, 2:21.828.

For Sunday morning’s Race 3 we started with 18 cars and one of the two Sprites that had beaten me on Saturday had broken, so I was able to finish 2nd of 6 in class and 9th of 18 overall. The green Turner that I typically have a close race with finished just under 3 seconds behind me in the 17 minute race. Race 4 also started with 18 cars, but 2 cars DNF’d, including the Turner. I held my position and finished 2nd of 6 in class and 9th of 18 overall.

The attrition rate was fairly high for Sunday’s Feature Race – 7 cars either didn’t start or left before the race, leaving us with a grid of 11 cars. The only FP car that had beaten me in the previous race, the always fast red Sprite of Mark Hansen, was to start in 3rd position, but as we rounded the turn from the entrance onto the track I saw that Mark was not there! Holy cr*p! I was starting at the front of my class! All I had to do was hold off the red Spitfire of Renee Vonroenn (a very good driver who needs a faster car), an MGA, and a student in an MGB and I would have a class win!



Well, of course the dreaded “red mist” began to cloud my judgment as I was racing with an MGB who had pitted next to me for the weekend and whom I had beaten in all of the earlier races. After he passed me I kept up with him as I was determined not to let him beat me in the final race. I tried an inside pass going into Turn 1 late in the race and ALMOST swapped a little paint with him – the operative word being “almost.” At that point a cooler head prevailed and I thought “Dumb*ss, don’t blow a class win trying to catch a faster car!” I didn’t, and wound up finishing 1st of 4 in class and 7th of 11 overall.

Like I said – Whew! What a weekend – LOTS of track time, learning some new lines through a couple of the corners, and podium finishes in class in all 5 races with a class win in the Feature Race. And the car went onto the trailer under its own power – always the sign of a successful weekend!

Next race will be at Blackhawk Farms in South Beloit, Illinois, on June 16-17. See you in the paddock!

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 sbcinc@aol.com Actively buying cars for over 17 years, any condition, fast payment and pick-up. Generous finder's fees.

Old Car Online

Dear Club members: You can Now Advertise your Collector Cars/Trucks FREE on OldCarOnline.com, North America's Leading online classifieds. No obligations. Simply go to www.oldcaronline.com, and click "Sell Your Car FREE."

Happy Selling!

Shawn Friesen, Managing Director, RVT.com

Magazines

Dave Banres 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

FAHC REGALIA

Pam Brunke has a nice selection of the official Flatwater 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



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 th 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

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

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

AREA EVENTS

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

Formula SAE competition, June 20-23 Lincoln Airpark, 3401 W Luke, Lincoln