

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

Events for November 2012

11/8/12 Thursday, 6:30 pm
Pub Night
Sean O'Casey's Pub
10730 Q St
Omaha, NE

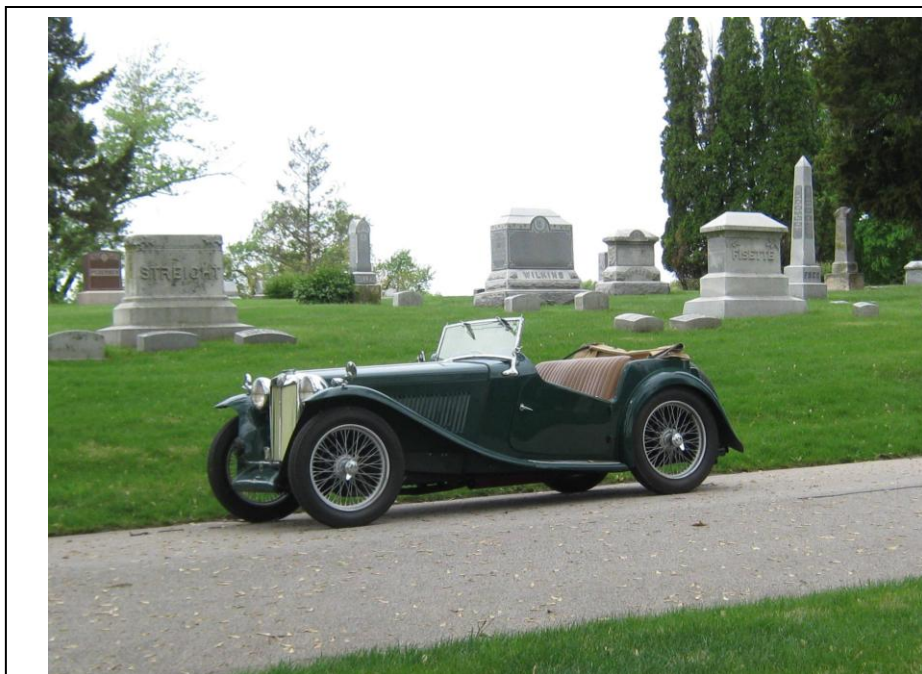
11/14/12, Wednesday 6:30 pm
Officer's Meeting
Honey Creek Restaurant
Waverly, NE

10/20/12, Breakfast, 9:00 am
D&K Restaurant
20596 Hwy 370
Gretna, NE

11/21/12, Wednesday, 12 pm,
Lincoln Lunch
The Steakhouse
3441 Adams St
Lincoln, NE

12/2/12, Sunday
Election & Annual Meeting
Eisley Branch Library
1530 Superior St
Lincoln, NE

12/7/12, Fish, 6:30 pm
Trackside Bar & Grill
Waverly, NE



[Bill Norman's MG TC, read Bill's article on page 4](#)

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A Note From the President Brad Swiggart

It seems like just yesterday it was 80 degrees and summer.

While Gail and I were unable to attend, I understand everyone had a wonderful time on the Sunday Afternoon at the Winery drive which was arranged by Chrissy Conant. Thanks to her for making this event possible. Also, just concluded was the annual fall car show which was held at the Park One building in Lincoln, on Sunday, October 7th. Over 70 cars were there for the enjoyment of our guests and a great BBQ luncheon was enjoyed by all. Thanks to Tim Clark for his superb pork presentation (as usual) and to everyone who helped make this day a total success. Except for a little wind we could not have ordered a better afternoon in Nebraska.

Also, we just finished our last Auto Cross for the year. Hope everybody had a good time.

Speaking of good time, about 50 cars participated in the Annual Loess Hills Drive. What a great day for that event.

Plans are underway for our annual Holiday Party. Again this year we will have the event on a "sunny" January Sunday afternoon. Stay tuned for details.

We have our upcoming election, be sure to send your ballots in. We will have our annual meeting to be held in Lincoln, December 2nd at Loren Corey Eiseley Branch Library, 1530 Superior Street, Lincoln, Nebraska at 2:00pm

Flatwater Austin-Healey Club

A chapter of the Austin-Healey Club of America

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Membership Reminder

The Flatwater Austin Healey Club membership runs from October 1st to September 30th.

Supporting Flatwater through membership dues of \$15.00 per year allows the club to have activities such as the annual car show with a lunch provided the last couple of years, reduced rates for the Holiday Party, provides postage for mailings and supplies for the driving skills events.

We thank those that have paid their dues and remind those that have not yet returned their membership. Paid members will be receiving ballots in the mail soon for the election of officers for 2013.

For membership questions contact:

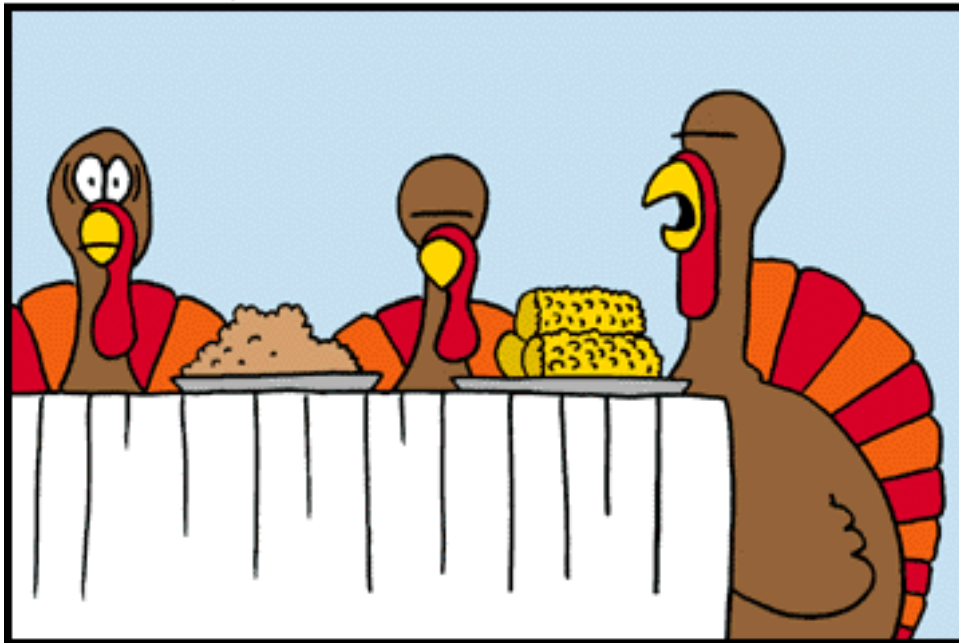
Jane Stone, 402 397-2385, email address: janestone603@gmail.com or

Pam Brunke, 402 438-3330, email address: p_brunke@yahoo.com

Annual Meeting

The FAHC annual meeting will be held December 2 at the Eislely Branch Library at 1530 Superior St in Lincoln. Please bring your event ideas for 2013 or email them to our club Vice President, Tony Koester at tk510@cox.net.

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11-27-1997

WE GIVE THANKS FOR ALL THE BOUNTY THAT
FARMER BOB HAS BLESSED US ALL WITH THESE
PAST FEW MONTHS

A Thousand Miles

by Bill Norman

I remember the first time I saw an MG T-type, the year was 1968 and I was twelve years old. I went on to play with a few Sprites and Midgets in my youth but it took forty years to get my hands on a T-type. TC5066 to be precise. It was an eBay purchase and we all know how that goes. It was an older restoration is what the seller said. So it had brakes that leaked and pulled, steering that was way too loose, and fuel leaks from the tank and carburetors. Then it sat for a few years, TC's seem to be very good at that.

This year with the Mayan calendar thing, national debt spiraling out of control, massive inflation, civil unrest, asteroid sightings or pick any other doomsday scenario, I had to get it drivable. I read on the internet about the local British car club that was having a contest. A thousand miles in a British car and this sounded sporting. It was the last part of February when I started the project. Brakes and steering seemed like a good place to start.

The First Drives----One hundred thirty miles-----May 12, 2012



It's had about ten drives and has been reliable and always gotten me home. The longest trip has been 27 miles. The worst problem was a fuel leak from rear carb float bowl mount that happened about trip five. I did have more than a few worries considering the minimal preparation I had performed for this endeavor. The top speed driven has been 48 mph. Some vibration about 42, smooths by 46, run out of nerve about 48. Would seem like a balance problem but when doing the front brakes I noticed considerable lateral runout in the wheels.

Runout or balance, I think both. The steering repair on the sector shaft seems to be holding, developing a little play, nothing excessive like it was. The oil leak from rear main seal seems to have gotten a little better, it's only dropped about ½ quart in the total miles. I finally found the dip stick for the transmission. The transmission only had a pint of 140 weight in it. Two pints low, narrowly averted disaster there. Saw the tach top 4000 once, seems to enjoy that rpm, very perky. I try to keep the rpm with about 3000 for a shift point, theory being plugs are easier to change than bearings. Trip eight was 22 miles and with the windscreen folded flat, it is the essence of motoring. On the two lane blacktop it handles like nothing I've ever driven, its fun. The wife and copilot does not fully appreciate the gravel roads or me trying for that perfect four wheel drift. What can I do? The car does attract attention and in this midwestern town of SUV's and pickup trucks that is not always a good thing. We plan a hundred mile trip around Lake Manawa and surrounding areas tomorrow. Wish me luck!

The First Breakdown----Three Hundred Miles----June 16, 2012

On May 13 we had our drive to the Olive Garden at Lake Manawa to meet the extended family, Always drive to impress is what I say. On the trip there it cut out and died on about 16th & Dodge and a couple of times thereafter in downtown Omaha. Just when I was thinking how wonderful this was it ran flawlessly the rest of the trip. After dinner and a brief discussion of vegan diets we headed up to Crescent by way of the scenic Council Bluffs and then back around Lake Manawa, across the South Omaha bridge and through the old market. Then we got serious on the gravel north of Fort Calhoun. I love the gravel roads in the TC. Wound up by Lake Cunningham and then home. Even with the obligatory

drive through downtown Benson we were only at 98 miles, had to drive around a little more to make it an even 100. The car ran great with the exception of the cut outs about 5 miles into the trip, thinking electrical, maybe I should have checked those points. Easing the shift points up to 4000, top speed attained 52 mph, vibration seems to have gone away, maybe it was just tires.

Consumed or leaked about 1/3 quart oil, I believe most of it leaked, rear main seal still. Ran wonderfully, brakes are seating in, steering still tight. Cooling on an 80 degree day ran 80C, 85C in traffic. Life is good. Next trip about a week later exploring the gravel by Fort Calhoun was 55 miles, no problems. Next trip around 35 miles, no problems. Then the problem, fourth trip. The tach stops working, drops to zero, it's always been a little odd. When I got the car the cable was broken, replaced that and the tach seems to jump in 100 rpm increments, thinking sticky gauge since I had lubricated the cable, thought it might become more fluid if put in use for awhile, no such luck.

Next symptom, cooling sitting at 105C and only 75 degrees outside. The wise person would have looked at the ampmeter. I didn't. We went to McDonalds. Had one of those delicious Big Macs and waited for the car to cool. Noticed something dragging from the right front leaf spring, thought it was a rope or something. I'm thinking that thermostat must be sticking. So we drive home. Imagine my surprise when the fan belt was broken, I think it passed the test, it got me home. Solution, consult the Moss catalogue, they say that there is some discussion as to the proper length and cross section of the belt. They say 19mm x 925 is to short and 17mm x 990mm is to long, I translate this into a B36 cogged belt and head for Baum Iron. This fits just right, seats in the pulleys well and is in the middle of its adjustment. The aftermath of the overheat was the water pump leaked, it has a grease fitting and I packed it with wheel bearing grease, seemed to have stopped the leak although I think permanent damage could have been done to the seals, this could turn into another Moss Motors nightmare. Had the TC out again a few days ago, 92 degrees outside, cooling runs about 80C, 87C at long stops. I seem to remember that these MG's are not all that pleasant in the heat. I've driven the TC 313.9 miles now and pulled the distributor this morning, time to give those points some attention. An ounce of prevention you know.

The Car Show---- Four hundred and Fifty miles----July 31, 2012



The first car show and what a day of excitement. The hustle to get the TC waxed, the two hours I had allotted for the chore. But anyway, back to those contact points and the sixteenth of June. The weather was lovely but those contact points were badly pitted. Of course I decided to file them. There was still lots of meat left. Static timed at zero with thumb adjustment centered. Started engine, found best running around six degrees advanced. There's a fairly long grade on the river road north, good for loading the engine to check advance. I was thrilled with the results, good torque and zings past four thousand. Saw the speedo hit sixty-two and the tach at four thousand for about a mile. It's supposed to be sixteen mph per thousand rpm. How fast was I really going? It seemed awfully fast for those tires, at least that's what the copilot was saying, and I reluctantly agreed. I truly believe that it could hit seventy five. Just not that day. Then it got hot, too hot to drive the car I'd enjoyed so much all spring. But this was car show day and the heat wave had finally broke, It was only ninety-five. I'd taken it to the show and shine event at Quaker State Lube in Council Bluffs in May and got a good response, But this was a real car show, with trophies and all. And I cleaned and waxed till my fingers

hurt. I'd researched these events on the internet and chose an event that didn't cost any money to enter. The event had ten classes, one of which was "Best Import". The car that won that class last year was a 74 Mini Cooper with big fog lamps. The event was sponsored by the local Camaro club and I figured that competition would be sparse. Every entrant received one vote for each class and there were one hundred forty entrants. How could that lovely TC lose. The only other imports were a late sixties Bug, then a new style Bug, and a 911 Porsche. The Porsche was a carrera and the Bugs were nice, but that TC is cool. Unfortunately, cool does not involve headlights and I don't have any because somebody butchered the wiring long ago. They started counting the ballots at eight pm and that was about the time we left. There were a lot of nice cars, a fifty Merc, chopped, low ride, flames. An old forty Chevy truck, still had the blue flame in it. But once again, that TC is cool. I've heard "nice car" so many times driving around town. Perhaps the Camaro club was not the proper venue. Maybe they thought I was a bit snobbish for leaving early. Anyway, when the votes were counted, I was sure the trophy would be mine. It isn't important how many votes the TC received that day. The fun is in driving the TC, no more car shows.

The Road Rally---- Seven hundred and Forty Five miles----September 23, 2012



I thought it was a good idea. Haven't been on a road rally in years. I needed to put some miles on the TC as the goal was to drive a 1000 miles this summer. Better yet, with that newfangled thing called google earth I could design the course myself. I would write the instructions. I would be the only entrant. I would control the check points. How could I lose? I would be sure to win a trophy this time. The course was about 110 miles and we were in the car for three and three quarter hours straight. It wasn't uncomfortable, in fact it was downright cozy. The outdoor air was about sixty eight degrees and the engine was running between 70C and 80C, I still think the thermostat is a little sticky. Just can't get that thought out of my head. The rear main seal still leaks, it leaves a large puddle when I get home and park it in the garage. Yet total consumption for the 112 mile trip was four tenths of a quart. I finally got around to doing a compression test about a month ago, all around 150, very solid, virtually no variance. I wonder if I could get away with just replacing the rear main seal and the main and rod bearings. No, that would lead to a valve job. Then you might as well replace that cam and lifters. Might as well bore it and install one of those steel cranks to get it ready to accept that supercharger. I think I'll add a half quart of oil and ponder this. The master cylinder weeps a little bit, I have the rebuild kit, figured I would install it after the brakes failed. That steering sector shaft is another story. The new shaft is .018" larger in diameter and the installation would require some machine work. The splines for the drop arm are also larger and I'm skeptical of spreading the drop arm, these things do break. I could get a new drop arm but I'm not sure if it would be the right size. The repair I made by pressing the peg in brass into the sector shaft is still tight. I know this repair is a little unorthodox but it has worked, so far. Adding or removing shims to adjust the box to zero lash seems perfectly normal to me.

The steering has minimal play and drives very nicely. Fuel consumption is somewhat hard to gauge as I never fill the tank. My best estimate is upper twenties mpg. The copilot and I were discussing the safety aspect of having the fuel tank strapped to the back of the car when she chirped "I just can't trust this car to be absolutely safe". I responded with a nervous chuckle. Did I mention that the front shocks are disconnected. I thought I did a really good job on this course, lots of gravel, sharp turns, hills, two lane blacktop and some city streets. The car can go kind of squirrely on those gravel washboards and steep down hills on deep gravel will get your heart pumping. Maybe it's just my age. The average speed on the course was 29.3 mph. I attained speeds of 50 mph and would consider it driving in a sporting fashion. Didn't do

any sixty two mph speed runs this trip, still thinking about those tires. On the two lane blacktop it is a joy to drive. My instructions worked perfectly about three fourths of the way through the course. Imagine my surprise when we wound up lost east of Council Bluffs and in dead last place, I don't think I can award myself a trophy for that.

The Rock Quarry and Finish----One Thousand Eighty Three Miles----October 13, 2012”



The rock quarry, the ultimate destination hot spot. At some point on this trip the copilot comments on a noise. The drive to the quarry is thirty miles of very scary city driving. The prevalence of large SUV's barreling down on you from behind as you observe them texting make city driving an unpleasant experience. Only two ways across the Platte river, add eighteen wheelers to the mix and it could be a worse experience. The sixty miles of very straight and level gravel allowed the wind no breaks. There was a very strong wind on the plains that day and the drive was mostly uncomfortable. South is a tough way to go. I just can't place where that noise is coming from. The next few drives were north on the blacktop and were very pleasant. The TC has been reliable and I feel comfortable driving it. It still has the oil leaks and I still worry about a few other things but I'm so close to a thousand miles. It took about a hundred fifty miles to discover where that noise was from. The noise is from the speedometer and this could be disastrous. It would never show the thousand miles.

The goal has been accomplished and drivable weather is almost gone. The nicest thing you can say about an antique car is that it never stranded you. It never came home on a tow truck. I can live with the oil leaks but the thought of a sixty four year old ruptured brake line or a steering failure frighten me. The amount of money it would take to replace all of these parts frightens me even more. I may have neglected to mention that I never put license plates on this car and this frightens me too. The TC performed far above expectations under less than favorable driving and maintenance conditions. More than that, it is fun to drive. I hope to take the TC out a few more times this fall, wish me luck!



1972 MG – MGB. Asking \$4,500 - willing to negotiate.



Many other photos available from tim.creger@yahoo.com (402) 466-3968.

Car is located in Lincoln, NE.

VIN # GHN 5UC258269 G - Manufacture date October, 1971.

Rebuilt 1800cc engine (done May, 2003) to 1950cc by Ivor Searle, Ltd. (north of Cambridge, England). Engine is a "Power Plus" range stage 2 rebuild, with parts installed to take unleaded gas. Rebuild included fast road cam, duplex timing chain, adjustable vernier timing gear, new clutch kit, new intake and exhaust valves and seats, new spark plugs and wires, reconditioned and lightened flywheel with new ring gear, cylinder head ported and polished, crankshaft nitride hardened, major moving components balanced, Weber DCOE electric choke downdraft carburetor and intake manifold, engine oil cooler. Has four-speed transmission with electric overdrive that was rebuilt at the same time as the engine and works well.

Spax shocks front and back, new leaf springs and bushings lowered to proper ride height, new bottom seat cushions and webbing, new trunk carpet kit, rebuilt distributor (by Advanced Distributors), new headlights.

Actual paint name is unknown, but is very close to carmine red. Car was repainted approximately 12 years ago, and has some scratches and minor bubbling at bottom of A and B pillars. It has an aluminum bonnet with strut supports and insulating liner (extra aluminum bonnet included). Plastic hardtop is in good shape, but has some wear marks from previous owner. Very good full tonneau cover, but original soft top is aged and needs to be replaced.

Bridgestone Potenza R185/65 radials on Minilite knockoff mag wheels. Wire spoke spare in trunk. Various manuals and books, as well as documents on engine rebuild.

This is a fun, very solid daily driver. Not in perfect shape, as it has worn carpeting in the footwells, a slightly aged dash cover, and 15 years on the paint job. But a very sharp looking car, and one that is well worth the asking price.

FOR SALE: 1960 MGA (BARN FIND) NO TITLE PARTS CAR

- THIS CAR WAS ABANDONED AT A STORAGE FACILITY NEAR MY HOUSE IN PAPILLION
- IT WOULD MAKE A GREAT CANDIDATE FOR RESTORATION OR USE AS A PARTS CAR
- CAR DOES NOT RUN
- CAR CURRENTLY HAS AN EARLY 1500 BUT I THINK IT SHOULD BE A 1600
- ENGINE WAS FROZEN AND WILL NEED BLOCK SLEEVED OR REPLACED
- MOST OF THE PARTS ARE THERE MINUS FRONT BUMPER AND VALANCE
- BODY HAS USUAL MGA RUST
- FRAME IS SOLID WITH ONLY SOME SMALL AREAS OF RUST NEAR THE FLOOR BOARDS
- IN DRIVER SIDE FOOTWELL
- I DO NOT HAVE A TITLE FOR THIS CAR
- ASKING \$2200.00 OR BEST OFFER OR TRADE

TODD FOKKEN 402-740-2827 OR todd.fokken@cox.net



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.

British Car Parts

For over 20 years I have been collecting British car parts and now it is time for them to go. There are hundreds of parts worth thousands of dollars. They are 90% Sprite/Midget and include practically everything that can be removed from the car...doors, fenders, hoods, windshields, heaters, top bows, seats, carbs, some running gear parts, motors (948 and 1100), etc.While I will continue to sell individual parts, I would like to find a home for the entire collection. **Jim Danielson, Lincoln, 402-464-3733.**

Seats to Trade

Mike Nelson of Omaha has a pair of Miata seats that he would like to trade for square tail Spitfire seats.

email is mikenelson1@cox.net
cell is 402-651-3621

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



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