

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

Events for October 2012

10/7/12, Sunday

10:00 am-3:00 pm

Flatwater Fall Car Show

Plaza Mall South

2900 S 70th St

Lincoln, NE

10/10/12, Wednesday 6:30 pm

Officer's Meeting

Honey Creek Restaurant

Waverly, NE

10/11/12 Thursday, 6:30 pm

Pub Night

Sean O'Casey's Pub

10730 Q St

Omaha, NE

10/17/12, Wednesday, 12 pm,

Lincoln Lunch

The Steakhouse

3441 Adams St

Lincoln, NE

10/20/12, Breakfast, 9:00 am

D&K Restaurant

104 E Glenmore St

Gretna, NE

10/26/12, Fish, 6:30 pm

Bulldog's

Murdock, NE



Congratulations to Flatwater's very own Joanne Thietje! Her beautiful 1962 MGA MKII, "Leo's Dream", won Best in Class MGA in People's Choice voting at the 2012 Kansas City All British Car and Cycle Show on Labor Day weekend. This was a thrill for Joanne and her many Flatwater friends that teamed together to restore the car.

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A Note From The Editor...

Chrissy Conant

Sorry for the delay this month. My in-laws have a little plaque on the wall that says, "I'm not sure if life is trying to pass me by or run me over!" It was one of those weeks here and from what I have heard lots of others were in the same boat.

The car show is Sunday! This is the big event of the year. I really encourage everyone to go, see all the cars, and all the club members.

Thanks to everyone that went on the Winery Drive. I had a very relaxing and fun time, I hope you all did too!

See you at the Fall Drive!

Lost but Found

To the male Flatwater member who left his Flatwater baseball cap at Cedar Creek last Friday, September 28th.

It is not lost, but residing under the careful supervision of Jane Stone.

To claim your hat call 402-397-2385
or email her at janes_54@msn.com

Flatwater Austin-Healey Club

A chapter of the Austin-Healey Club of America

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The Fall “FAHC Loess Hills Run”

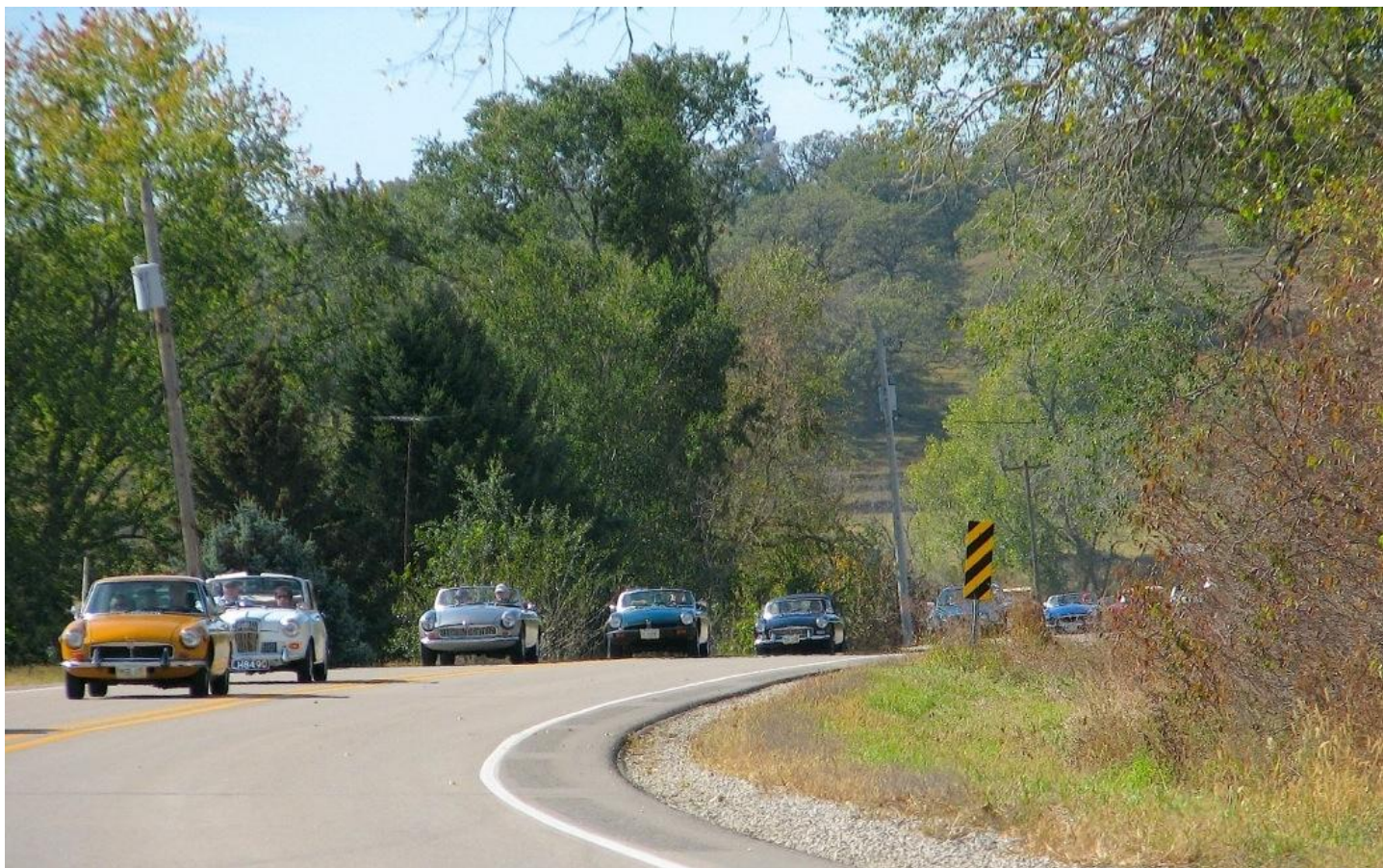
The 2012 Fall Loess Hills Run, the “unofficial” end-of-the-season FAHC driving event, will be held Sunday October 21st (with a rain/snow date of October 28th) and organized by Tracy and Phil Brauer (our 5th running of the event—wow!).

The day’s event will start with an optional Sunday brunch at Tussey's Casual Grill (9229 Mormon Bridge Rd) at 10:00 AM. We will then leave at approximately 11:00 AM for the run. For those not interested in brunch but want to fuel up with coffee and assorted snacks, there is a Scooters Coffee House and a Cubby's gas station/convenience store next door.

This year, we will take a familiar route for those that have been on this outing before but with a few new stretches. The plans include a Loess Hills Trivia Contest and our usual stops at Small's Orchard in Mondamin, Willow State Park (prize drawings), and the Loess Hills Winery in Crescent (a drawing for a bottle of wine compliments of the winery).

After the run, we thought we would have dinner at Valentino’s Restaurant (10190 Maple Street—just east of I-680) as they have a very nice buffet and a separate seating area large enough for our group. Hopefully, the weather will cooperate this year as it has the past few years. To see the proposed route, go to this Google map (<http://goo.gl/maps/L7zpx>).

Please let us know if you are planning to go and if you are interested in brunch and/or dinner. That way, we can get a head count and let the businesses know ahead of time. We can also notify you of any last minute changes. Our email address is: brauers@q.com and our home phone number is 402-571-7578 (Phil’s cell phone number is 402-514-7816).



2012 Kansas City All British Car and Cycle Show

Story by Jim Danielson; Photos by John Ulrich and Jim Danielson

For many British car fans, Labor Day weekend means the annual Kansas City British Car and Cycle show. A regular events for some Flatwater members for more than twenty years.



As usual the Flatwater club had a great time at the show. The show is in its 31st year and is recognized as the granddaddy of British car events in our area.

John Ulrich or maybe the Lemon brothers have been attending the longest. The show has had several formats over the years but has evolved into a Saturday evening and Sunday event.

This year about 100 cars attended. Cars are assigned to one of about 25 classes depending on the registrations.

After several years of exhibiting at the Airport Marriott Hotel, the host hotel and the show moved down the road a few miles.

The Marriott Courtyard Hotel proved to be very accommodating, especially for the Friday night after-dinner get together attended by locals and out-of-towners.



The show was held at the Zona Rosa shopping center which proved to be somewhat less satisfactory. The inside of the parking garage where the show was held, was noisy and dark. As Brian Goldsmith noted, his beautiful dove grey MGA looked like it was in undercoat, (It still won an award.)



In fact, Flatwater scored quite well in the awards. Winners included:, Keith Bouwens, Skip Charette, Jim Danielson, Brian Goldsmith, Joanne Thietje, and John Ulrich.

September Autocross Results (courtesy of John Ulrich)

Driver	Car	Class	Best time	"Darn it Time"
Scott Embry	1984 VW GTI	Competition	113.044	
John Pecoraro	1994 Miata	Modified	119.124	118.534 + 1 cone
Terry Davis	1959 Bugeye	Modified	120.121	
John Ulrich	1959 Bugeye	Modified	120.262	119.089 + 1 cone
Gerry Conant	1980 TR7	Modified	120.483	
Adam Jerman	2007 VW Rabbit	Stock	120.561	120.247 + 1 cone
Jay King	1957 MGA	Modified	120.826	
Bob Shaw	1957 MGA	Modified	121.122	
Bob Schiermeyer	1991 Miata	Modified	121.667	
Greg Lemon	1968 TR250	Modified	121.699	
Terry Worick	1973 Porsche 911	Modified	123.544	
Dennis Stone	1959 MGA	Modified	127.176	
Ryan Reis	1959 Hillman Husky	Modified	128.433	
Skip Charette	1977 MGB	Stock	129.640	
Michael Gregg	1966 MGB	Stock	132.173	
Vince Ryan	1961 Bugeye	Stock	132.500	
Daryl Hoffman	1977 Corvette	Stock	133.071	
Bob Weddington	1963 Spitfire	Stock	140.675	

A beautiful fall day at Sugar Clay Winery



This year's vintage racing at Hastings was different than in years past – not better or worse, just different. Ever since 2008, when I started vintage racing, Labor Day weekend has meant the Rocky Mountain Vintage Racing Showboat Grand Prix at Motorsports Park Hastings (MPH). RMVR, in an effort to increase race entries, decided to hold a race closer to home this year, at Pueblo Motorsports Park in Colorado. You can't really blame them; it's a lot closer for most of the Colorado racers – the vast majority of RMVR's membership.

The Labor Day weekend races have been a big deal in Hastings, for the community and for the local economy, so George Anderson (the head guy at MPH), the National Auto Sport Association (NASA), and Heartland Vintage Racing (HVR) joined forces to put on the Showboat Showdown on the weekend of September 1 and 2.

First, a little about NASA for those who might not be familiar with it. According to their website (www.nasaproracing.com), NASA “was formed in 1991 to deliver high quality motorsports events to enthusiasts at major racing venues throughout the nation. NASA has created programs that allow owners of both racecars and high-performance street-driven vehicles to enjoy the full performance capabilities of their cars in a safe and controlled environment. NASA offers many different programs that will allow you to enjoy motorsports on a number of different levels, including our High Performance Driving Events (HPDE), Rally Sport, Time Trial, NASA-X and Competition Racing programs.”



The NASA HPDE program is really pretty neat. It has 4 levels or groups and is similar to some of the single marque programs, like Porsche Driver's Education. HPDE 1 is a Beginner group with assigned instructors and passing only on the track straights. In the HPDE 2 or Novice group instructors are optional and again, there is passing only on the straights. HPDE 3 is an Intermediate group with more liberal passing rules. In the HPDE 4 or Advanced group passing is allowed anywhere on the track. None of these groups are timed. Above the HPDE groups is a Time Trial group, where drivers compete for their fastest lap times, but it is not really wheel-to-wheel racing.

NASA also has a number of racing series or racing classes, including 944 Spec, American Iron, Camaro/Mustang Challenge, Factory Five Challenge, German Touring Series, Honda Challenge, Spec 986/Spec

The Hastings Race Report: The HVR / NASA Showboat Showdown



FUMES
By
Terry Davis

Boxster, and probably the closest thing to our British cars – Spec Miata. These are regular road racing groups and the racing can be quite competitive.

For Labor Day weekend there were 4 run groups – The HPDE groups ran together as one with their various level rules in force. There was a NASA race group with 944 Spec, Spec Miata, etc. Heartland Vintage Racing filled the remaining two run groups with an open wheel group and a closed wheel group. We had 8 cars in our closed wheel group and a similar number in the open wheel group.

Since this was HVR's first race with NASA, and with RMVR running on the same weekend at Pueblo, I was a little concerned about how many vintage racers we would have and also a little worried that I might not have anyone to race with. Frankly, it's not a whole lot of fun if you're the only car in your class or power range and are basically cruising around the track with no one to run with.

I shouldn't have worried. There were a number of RMVR racers at Hastings, those who particularly like the track and many of whom I'd raced with before. There were even two other Sprites, the Bugeye of Jimmy Aretakis and the box Sprite of Roger Hively. I've had some good races with both of them in the past, so it was shaping up to be a good weekend. Steve Myers, who spoke at our Christmas banquet about the Greenwood Raceway, was also there with a (new to him) vintage Mini Cooper. Steve races some of his other cars with NASA, but this was his first weekend running in a vintage race and his first time racing the Mini Cooper – he learns fast!



Our closed wheel run group basically broke up into three subgroups when we were on the track. There was Roger, Jimmy, and me in our Sprites, along with Steve in his Mini. Then there was a Lotus 7, an Elva, and a Porsche 911 that were all faster than us 4 little guys. Then there was fellow Age & Treachery Racing driver Tony Shores in his VERY fast Mustang, who was waaaaay ahead of everybody.

Since we were officially just one group, we were not divided up into classes on the timing sheets. In our Qualifying session on Saturday morning I finished 6th of 8 overall with a best lap of 1:53.086, behind Roger Hively's Sprite, but ahead of Jimmy Aretakis' Sprite and Steve Myers' Mini. For comparison, Tony Shores ran a best lap of 1:46.786 in his Mustang, more than 3 seconds faster than the next fastest car, the 911.

In the Saturday morning race Jimmy and I got a good start, quickly passed Roger's Sprite, and stayed ahead of him. I was actually able to run with the big dogs – the 911, the Lotus, and the Elva – right on their heels for the first lap, with Jimmy trailing close behind me. We would all spread out through the first half of the track, with the more powerful cars leaving Jimmy and me on the long straights, but then we would catch right back up with them on the second half in the twisty bits. The Elva, being driven by fellow ATR racer Mark Bracewell, was

having brake problems all weekend and left the track at the end of the 7th lap, leaving me to finish in 4th place, just 3/10 of a second ahead of Jimmy's Bugeye in the 8 lap, 15 minute race – Whew! That was close. My best lap time dropped to 1:50.724, my best of the weekend and less than a second slower than the 3rd place Lotus. For comparison, my best lap time last year was 1:47.444, more than 3 seconds faster, but I was running fairly new Hoosier tires last year rather than the several year old Yokohama A048s that I've had laying around for a while.

Race 2 on Saturday afternoon started much the same as Race 1. Jimmy and I stayed with the faster Porsche and Lotus for the first couple of laps, but then they were able to leave us behind while Tony's Mustang left them behind as well. I was able to put a little distance between Jimmy's Sprite and me, but the Elva, who had started last, came storming up and passed me early on Lap 6 to bump me down to 5th of 8 overall.

In Sunday morning's Race 3 Tony was late to the grid and had to start last, so it was the 911, the Lotus, the Elva, and me going into Turn 1 with Jimmy's and Roger's Sprites and Steve's Mini following literally right on my tail. By midway through Lap 2 Tony's Mustang had caught and passed all of us little guys, but he eventually pulled into the pits to give someone else (the 911) a chance to win. I had a great battle with Jimmy and his Sprite. We raced side-by-side through several of the turns in the early laps and then he passed me going into Turn 3 on Lap 4. I was able to pass him back in Turn 12 of that same lap and then fortunately was able to put a little distance between us because my engine started missing. As the race progressed it continued to get worse and worse but I was fast enough, particularly through the fast, sweeping Turn 3, that I was able to stay ahead of Jimmy. Going into the final turn of the last lap the engine was sputtering badly and I limped across the finish line just over a second ahead of Jimmy in the 10 lap, 18 minute race, taking 3rd place of 8 overall. Man, I was sweating bullets as I chugged around that last turn and saw Jimmy's Sprite closing in from behind!



Back in the pits I checked all my ignition wire connections and everything was tight. I had replaced the plugs, plug wires, rotor, and distributor cap the week before, so I figured it couldn't be any of those things. Was it the coil? Something in the distributor? The MSD box? Maybe the carbs? I couldn't tell and it ran fine in the pits. I figured that whatever it was, I was not going to be able to diagnose and fix it before the final race so I decided just to go out and see what happened.

For the Feature Race Sunday afternoon the grid dropped to 6 cars. The differential in Roger Hively's Sprite had broken in Race 3 and the winning 911 decided to hit the road home to Colorado early, so the Lotus 7 started on the pole and I started next to him. Behind me were Jimmy's Sprite, Steve's Mini, the Elva, and Tony's Mustang. I was able to hang with the Lotus for the first lap, but the car began to sputter badly again and he pulled away from me and I was passed by the Elva at the end of Lap 1. Tony's Mustang passed me early on Lap 2, but I was still able to run pretty well at times and stayed fairly close to them for the rest of that lap.

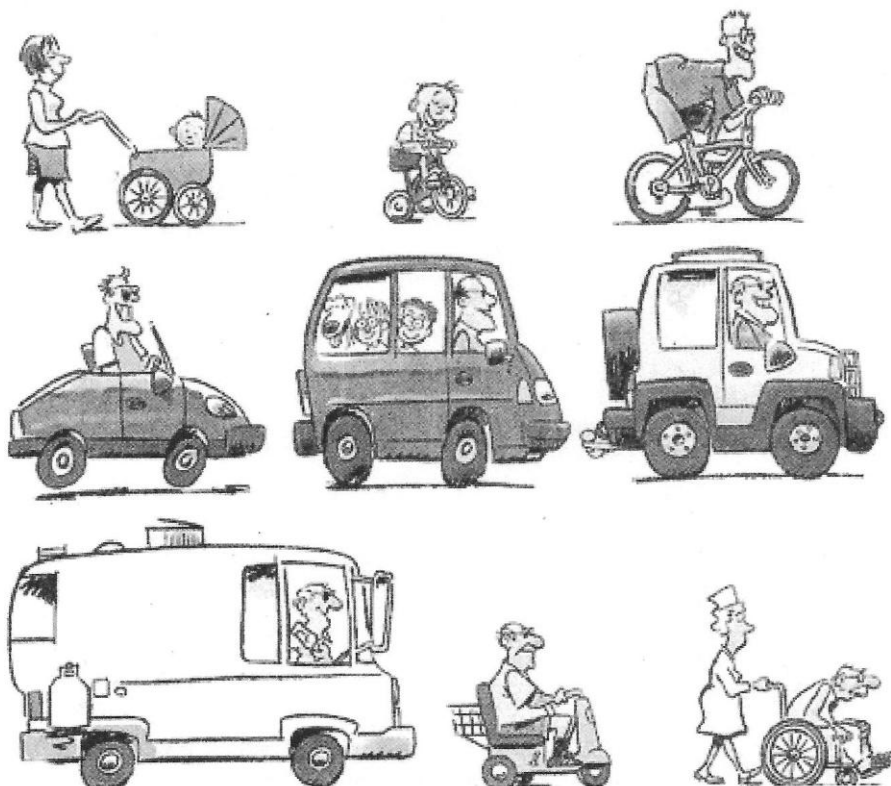
Jimmy, Steve, and I made a great race of the next several laps, despite my recurring engine miss. Jimmy passed me at the start of Lap 4 but I was able to outbrake him going into Turn 4 and re-pass him. I held him off for the rest of Lap 4, but he caught me at the start of Lap 5 and we raced closely until I outbraked him going into Turn 4 again and passed him once more. Meanwhile Steve and his Mini snuck up on us from behind and made a good pass on both of us also going into Turn 4.

I thought I was going to get Steve back in either Turn 8 or Turn 11, but I just couldn't get enough consistent power to overtake him. I did catch him on the front straight at the start of Lap 6 and we raced side-by-side through Turns 1 and 2, and then I was able to pass and stay ahead of him for the rest of that lap. However coming into Turn 13 at the end of Lap 6 my engine miss came back with a vengeance and Jimmy and Steve were both able to shoot past me on the front straight at the start of Lap 7.

I was able to summon enough power to catch up with them midway through Lap 7, but knew that I would not be strong enough to pass and hold them off. With my Sprite fading like Tennyson's Dying Swan, my goal became just to have the car finish the race under its own power. I was able to finish, limping through the rest of Lap 7 and the final Lap 8. Only a DNF by the Elva, who broke late in the race, saved me from the humiliation of a last place finish.

Okay, enough drama! All in all it was a good weekend, despite the less than stellar finish. I had some great dicing with the other Sprites and Steve's Mini, and I raced well enough to stay with the faster 911 and Lotus for a good amount of time. Most important of all, I was out on a beautiful weekend racing a 50 year old British car – what could be better? See you in the paddock!

The Wheels of Life



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.

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

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

Keystone Tavern Car Show
Sunday & Wednesday nights starting at 6.
7821 Military Ave, Omaha
402-571-9592

We'll Smoke You BBQ Cruze Night
Fourth Friday of the month through October
11773 Hwy 6, Gretna
402-932-0022

Friday Night Cruise-in
Second Friday of the month through October
Starts at 5 pm
9635 Ida St, Omaha
402-306-3756