



AUSTIN HEALEY CLUB

# Flatwater News

April  
2013

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

## Events for April 2013

**4/11/13 Thursday, 6:30 pm**

Pub Night

Sean O'Casey's Pub

10730 Q St

Omaha, NE

**4/12/13 MAM Track Day**

(See article on page 4)

**4/17/13 Wednesday, 12 pm,**

Lincoln Lunch

The Eatery

2548 South 48 St

Lincoln, NE

**4/20/13 Saturday, 9:00 am**

Breakfast

D&K Restaurant

20596 Hwy 370

Gretna, NE

**4/21/13 Sunday**

Spring Car Show

Shadow Lake Town Centre

72<sup>nd</sup> Street and Highway 370

Papillion, NE

(See article on page 4)

**4/26/13, Friday, 6:30 pm,**

Fish

Bulldog's

301 Nebraska St

Murdock

**4/28/13, Sunday**

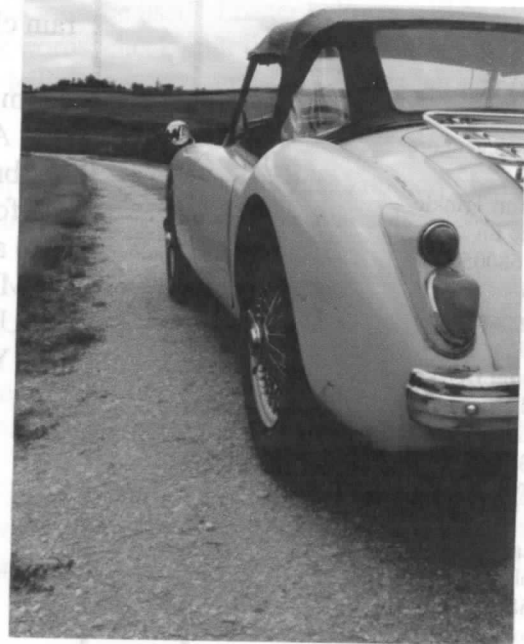
Airport Run

Scribner Air Base

10:00 am setup & inspection

11:00 racing begins

(See article on page 3)



An Ol' Friend Looking for a New Home  
(See article page 5 and For Sale ad page 14)

## This Month's Features

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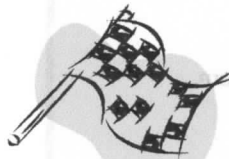
From The Editor...

Chrissy Conant



It is officially driving season! Events are in full swing this month starting with the second annual Flatwater Spring Car Show on the 21<sup>st</sup>. We are hoping for lots of cars and fewer rain clouds than last year.

Team Flatwater is off and racing for the season with the Mid America Motorplex Track Day and highly anticipated Scribner Airport Run! Do not hesitate to attend the airport run for lack of skills or car technology. The guys in the club are ALWAYS WILLING TO LEND A HAND, GIVE SOME ADVICE, OR EVEN RIDE ALONG TO GIVE YOU POINTERS. It is fun and a great learning experience too. You will easily become hooked.



### Flatwater Austin-Healey Club

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

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## SCRIBNER AIRPORT PERFORMANCE RUNS

Join us Sunday April 28<sup>th</sup> for fast driving or to watch the fun as we invade the airfield.

Once again, we will have one runway of the old Scribner Air Base to play on for most of the day. We'll have a challenging course set up by about 11:00 a.m. and timed runs will start at Noon. Plan to arrive at 10 a.m. to help set up the course and get your vehicle inspected. It's not a problem if you can't arrive until later, just show up when you can. The event usually ends around 4 or 5 p.m.

Participants must be members for insurance purposes. Membership applications will be available for anyone wanting to join the club and the fun. Helmets and seat belts must be used. Loaner helmets will be available. Your car should be SAFE to drive at high speed – in other words, check your tires, brakes, battery hold-downs, etc. and make sure they are up to the task. We don't like telling someone they can't drive their car, but we've had to do it before.

The runs will start as soon as setup is complete. There will be 6 "official" timed runs. You don't have to do all of them if you need to leave early or have simply had enough. "Fun Runs" will be available after the timed runs are completed.

We set up out on the runway and there are no trees nearby for shade. We hope for good weather, but will run even if there has been a rain in the morning. We probably won't run if rains are constant. I guess this year we should say we won't run in the snow. (Are we officially renaming March to "Marchuary" now?) Call my cell phone number (below) if you have any doubts. We recommend you bring sun screen, food and water.

To get to Scribner from the South, follow Hwy 77/275/91 north out of Fremont and stay with Hwy 275/91 as it turns west through Hooper and proceeds through and out of Scribner a few miles. Watch for the left turn to the airport. It is marked with an official green sign, and I'll have some Union Jack flags to draw attention. The last two miles are gravel.

Call or Email Joe Guinan if you have any questions. (402) 720-4374 / [joeg@neb.rr.com](mailto:joeg@neb.rr.com)



## TRACK DAY REMINDER

By Terry Davis

**When: Friday, April 12**

**Where: Mid-America Motorplex**

**Pacific Junction, Iowa**

**(Just off I-29 between Exits 32 & 35)**

This is a reminder that our first Flatwater Track Day of the year will be Friday, April 12, at MAM. Please see the March newsletter for full details. If you're interested or have any questions, please contact me at 402-637-0101 or [tadavis50@gmail.com](mailto:tadavis50@gmail.com). Also, please let me know if you are coming, particularly if you are a first time driver, no later than Wednesday, April 10. I need to know the following: 1. Driver's name. 2. Telephone number (preferably cell). 3. Year and make of car. Thanks and I hope to see you at (and on) the track.

## 2<sup>nd</sup> Annual Flatwater Austin Healey Club Spring Car Show



**April 21, 2013**

**12:00-4:00 pm**

**Set-up starts at 10:00**

**Shadow Lake Town Centre  
72<sup>nd</sup> Street and Highway 370  
Papillion, NE**

**The show will be held in the Dick's Sporting Goods parking lot.  
The store address is 7403 Town Centre Pkwy.**

**Any questions:  
Contact Ken Trinkel  
402-733-3185  
[Ktrinkel2@cox.net](mailto:Ktrinkel2@cox.net)**

## Ol' Blue For Sale

Brian Goldsmith

1961 Iris Blue MGA 1600 Roadster with wire wheels, black vinyl seats, black vinyl top and dealer installed style luggage rack. Engine changed to an early 1800 MGB. Stock transmission and rear end. Price \$6000. Call or email Brian Goldsmith at 402-350-9861 or [bgold@futuretk.com](mailto:bgold@futuretk.com).

As a restoration project, Ol' Blue needs everything. The engine is weak, the transmission makes noise and the body has some rust. Ol' Blue is a basket case without the baskets. I would not classify Ol' Blue as a driver; it is more of a beater. I autocrossed the car in the Flatwater events last year and went on short Sunday drives. I have owned Ol' Blue since 1978. Bob Shaw remarked that we have known each other since Ol' Blue was just "Blue". Not sure when the name changed, but it's pretty obvious why. Many times I have been asked "When are you going to restore Ol' Blue?" The answer has always been "Never". The answer is still "Never". Many times I have been asked if I would sell Ol' Blue? For 35 years I said "No". Well, I am ready to let Ol' Blue go.

I bought Blue in Marion Iowa in 1978. It would barely run. It back-fired a lot so I thought it was carburetors. I paid \$1100 for the car and tried to drive it to my parent's farm. Didn't get there, not enough power to get down the road. So I had my brother drag me with a chain for 15 miles on gravel roads to the farm. I drove it into the cattle shed for the winter (no cattle, just raccoons).





In the spring I towed the car from the farm to Council Bluffs. A compression check showed no compression in one of the cylinders. I pulled the head and found a burnt valve. It would have been simple to have Shorty rebuild the cylinder head, but during the winter I bought a 63 MGB at the Omaha Police Auction for \$160. I decided to use this 1800 MGB engine, since it was already paid for, instead of a valve job. I tuned the engine up and installed it in Ol' Blue. The 1800 engine is still in Ol' Blue today. For two years it was my "go to work car". Had some great times getting to and from work in the snow and rain. What made it more fun was I car pooled. Can you believe someone else would trust an MG to get them to work every other day. I don't remember a single time when Blue let me down for those two years. Could be selective memory but the car was only 19 years old then.

When I first started restoring MGA's Ol' Blue was my textbook. Blue came to me in original condition. I could always look under the hood, under the dash, in the trunk, or under the chassis to see how things should go back together. However, over the years, much of Ol' Blue has been repaired or upgraded with the finest of used parts. The seats and side-curtain bag came out of Ken Grant's car. Wire wheels from a TR6. When repairs were necessary, the parts were usually found in a dirty cardboard box in my loft. I made a trailer hitch for it once. Pulled a trailer for a while before I discovered pickups. I have tried different radios in the car. I have tried different mufflers on the car. I have tried different steering wheels on the car. I have tried different tires on the car. The original top got replaced with a cheap vinyl so I could take Ol' Blue to the Indianapolis Motor Speedway in 1996. (Yes, Ol' Blue has been around the Speedway.)

After discovering autocross, Ol' Blue got NEW brakes, tires, and a sway-bar (doubled the value of the car). For most of Blue's life with me it has been a back-up vehicle. If I had something nicer to drive, Blue would just sit. It has been lovingly stored in some of the worst conditions. It has never sat outside- 6 months in a cattle shed, 2 years in a carport, several winters in a rented garage, a few years back on the farm in the machine shed, and finally a shed of my own large enough to store all my projects.

To bring you up to date. Ol' Blue today has a battery charger attached to it. I need to go smack the fuel pump with a hammer, add some oil, add some antifreeze, add some brake fluid and I am sure it will start right up. Before a farewell drive I need to unload all the junk that gets stored in the car for the winter- helmets, lawn chairs, golf shoes, kites, a tonneau cover project, empty oil bottles, full oil bottles. The new buyer will get free technical advice (10 am-6 pm) and a discount on used parts from "The Loft". I guarantee if you keep this car for 35 years it will appreciate in value.



### **HIGH mileage driver question**

Take a kid for a ride and rack up some miles toward your Grand Total.

I took my TR-3 out of storage on Good Friday and my grandson Keynne wanted to go for a drive to some place special at 7:30 PM. Where did we go?

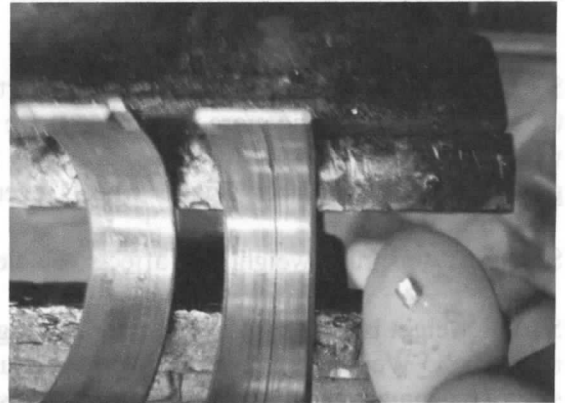
E-mail your starting 2013 mileage to Joe Kueper [Joesbcgarage@msn.com](mailto:Joesbcgarage@msn.com) and check for the answer on page 15.

## Joe's Garage

by Joe Kueper

Despite a short winter one major project was accomplished in Joe's Garage. The retrofit of an overdrive transmission into John Martin's MG Midget was a fun and rather straight forward procedure. The project required the removal of the engine so we took advantage of the situation to check the condition of the engine bearings. John's Midget only showed 40,000 miles which is generally considered to be a low amount but John had noticed that his oil pressure dropped significantly to almost zero at idle. A quick tap on the accelerator would bring the pressure up and it would stay up around 20 pounds when driving after warm up with 20 -50 weight oil.

We removed the rear main bearing cap for the crankshaft and inspected the bearing shell. The inside of the shell was smooth with no groves but, it had a bright copper color that immediately told us the bearings needed replacement. In a sense these bearings are color coated because they are made with three layers of metal starting with a dark gray, then a light gray and finally a copper color. Take a look at the attached pictures to see the differences. We checked all the bearings, mains and rods and found some that showed little wear and



one that was scored by a loose bit of metal that was lodged in an oil hole in the crankshaft. How it got into the oil system is anybody's guess.



Fortunately there was no scoring on the crankshaft so all we had to do is install a new set of bearings. The main bearings can be carefully pushed out with the crank in place and new ones slid in. The rods can be moved up and down easily when the spark plugs are out and the compression released making their replacement easy. Don't forget to replace the thrust washers as well. And finally you check the oil pump for wear. it is cheap and easy to replace the oil pump. You might consider installing a high volume pump. Finally, it is worth mentioning that if you can drop the oil pan, you can replace all the bearings and oil pump without pulling the engine.

It is unusual for an engine to have such low mileage bearing wear under normal use and maintenance. I suspect the car was run on dirty oil for extended periods. While the low mileage was an attractive feature when buying the car it also meant the car sat a lot and in this case oil changes may have been a forgotten item. Lesson learned, change your oil frequently and keep track of the time and mileage between changes.

John Martin is grinning ear to ear these days. His engine now pumps oil at the same consistently high pressure whether he is sitting at a stop light or cruising down the interstate at 75 miles per hour plus his new overdrive ensures that he now rarely sees 4000 RPM. This adds up to a longer engine life and more hours of driving enjoyment.

See you on the road and not beside it.

You, no doubt, have heard the terms sprung and unsprung weight, but may have wondered exactly what they mean and why they are important. What they are is fairly simple – Unsprung weight is anything that is not supported by the car's suspension. Sprung weight is anything that is supported by the car's suspension. So unsprung weight includes the wheels, tires, hubs, bearings, axles, brakes, and a portion of the weight of the driveshaft, springs, shock absorbers, and suspension components. Sprung weight is everything else. Said another way, unsprung weight moves when the wheel moves and sprung weight moves when the chassis moves.

## FUMES



By Terry Davis

## Weight Watchers

So why are sprung and unsprung weight important? In a street car the higher the unsprung weight the more road impacts are transmitted into the cabin and the rougher the ride of the car. So while those 20" rims and low-profile tires may look cool, your car may ride like an oxcart because larger wheels generally weigh more than smaller wheels, even with the same overall tire diameter.

Sprung vs. unsprung weight also affects vehicle dynamics and handling.

Sprung weight is available for "transfer" during acceleration, braking, and cornering, while unsprung weight really isn't. Weight transfer is important because it helps increase or decrease the load on a tire, affecting the size of its contact patch and therefore that tire's acceleration, braking, and cornering ability. Remember from past articles that what controls your car's ability to accelerate, brake, and turn are the 4 contact patches of your tires and the forces acting on those contact patches.

Too much weight transfer too quickly can overload or underload a tire, decreasing grip. Balanced weight transfer will increase the tire's grip so that maximum acceleration, braking, or cornering is achieved.

Greater unsprung weight increases the stress on suspension and brake components and increases steering effort. It also decreases vehicle responsiveness. So what's the bottom line? Reduce unsprung weight as much as possible – leave the 20" rims for the poseurs.



Another aspect of weight that significantly affects vehicle dynamics and handling is weight distribution, i.e., what percentage of the vehicle's weight is on the front tires and what percentage is on the rear tires. A 50/50 weight distribution is ideal, but can be hard to achieve. A car's drivetrain configuration and its polar moment of inertia help determine its weight distribution and its handling characteristics.

So what is a polar moment of inertia? Sorry, but it's time for a little more physics and some geometry. Basically, it's related to where the weight is concentrated in the car and where the car's rotational "pivot point" is. Imagine a vertical line running through the top of your car and out the floor, perpendicular to the road. If that line passes through the center of gravity (really, the center of mass) of the car, i.e., the single point where all of the weight is balanced, then that line defines the pivot point or yaw axis of the vehicle. Yaw is rotational movement around that axis. Said simply, yaw is movement that changes the direction the vehicle is facing.



Drivetrain configuration and weight distribution significantly affect the location of a car's pivot point and its handling characteristics. Here are some examples:

Almost all of our LBCs, unless you drive a Mini, are front-engine/front-transmission, rear-wheel-drive cars. In such a car the center of mass and the pivot point are about 1/3 of the way back from the front of the car. In other words, it's a little "nose-heavy." The basic handling trait for such a car is to understeer a bit.

With a Mini, or any other front-engine/front-transmission, front-wheel-drive car, even more of the weight is concentrated over the front wheels and it is even more nose-heavy. The pivot point is roughly somewhere between the front wheels, aft of the center of the wheels. This type of car tends to understeer even more.

For the average driver, an understeering car is generally safer than one that oversteers. Why? Let's say you're coming into a corner too fast. The natural tendency is to lift off the throttle, which transfers some additional weight to the front tires, increasing grip and steering ability.

But let's say you also slam on the brakes, transferring too much weight to the front tires, overloading them, and exceeding the 100% rule for adhesion (see *Fumes*, December 2008). Your car will understeer and slide off the road in a nice, generally straight line, rather than oversteering and spinning backwards out of control.

What about other vehicle powertrain configurations? With a front-engine, rear-transaxle/rear-wheel-drive car (think Porsche 924, 944, etc.) the center of mass is near the center of the vehicle and so is the pivot point, making for a nearly ideal 50/50 weight distribution. Such a layout means generally neutral handling.

A mid-engine, rear-wheel-drive car (think Porsche 914 or Boxster, or Toyota MR2) also has the center of mass and the pivot point near the center of the vehicle, but the weight location or concentration is quite different.



In the mid-engine car the weight is concentrated toward the center of the vehicle, between the front and rear wheels. Such a car's handling can be very responsive, but also "nervous." That is because it has a low polar moment of inertia. Moment of inertia is a measurement of resistance to rotational acceleration or yaw. Having a "low" polar moment of inertia means that the weight is concentrated near the center of the vehicle, not near the ends or "poles." The low polar moment of inertia means that the car has a low resistance to rotational acceleration. In other words, such a car can be very responsive, but when it lets go, it lets go (rotates or spins) quickly. A

front-engine, rear-transaxle car has a "high" polar moment of inertia – the weight is concentrated near each end of the vehicle – making for greater overall stability and more predictable handling.

The last configuration to consider is the rear-engine car. Of course, that means the Porsche 911, the Corvair, and oh yes, the Sunbeam Imp (can't forget Brent Kasl!). A rear-engine car has the weight concentrated over or behind the rear axle, but the pivot point is between the front wheels. The center of mass is separated from the pivot point, creating essentially a 4-wheeled, 2000+ pound, oversteering pendulum.





Driving a rear-engine car near the limit can be quite challenging, particularly for the less-experienced driver. Because of the mass and weight distribution of the car, it builds momentum slowly and by the time the driver realizes that it is starting to oversteer, it may be too late to "catch" it. Again, the natural tendency in such a situation is to take your foot off the accelerator, unloading the rear tires, and inducing "lift-throttle oversteer." Then it's bye-bye, back asswards into the grass (or worse).

So what's the bottom line on vehicle powertrain configurations? Just know that different types of layouts

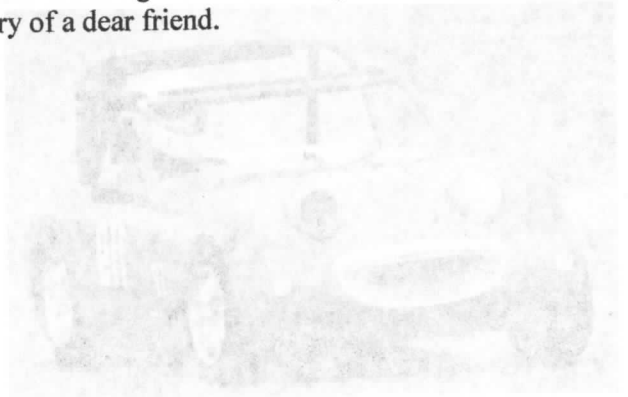
significantly affect how a vehicle will handle and each one has its advantages and disadvantages. Learn the basic handling characteristics of your particular car and how to drive it near the limit without exceeding it. Okay, sometimes you have to exceed the limit a little so you know where it is. Just do it in a safe environment, like on a racetrack or an autocross course, not the street.

And lastly, a final note about weight – something to remember from Colin Chapman that I quoted a few months ago: "Adding power makes you faster on the straights. Subtracting weight makes you faster everywhere." Time to hit the gym and skip the desserts. See you in the paddock!

### In Memorium



Memorial donations for Barbara Rixstine are still being accepted. If you wish please send your contribution to Jim Danielson 1310 Idylwild Drive, Lincoln, NE 68503. Jim will consolidate them with memorials received from the funeral. Please make checks out to the beneficiary, the Lincoln Library Foundation. Reading was Barbara's passion so a donation to the library is a fitting tribute to the memory of a dear friend.



## MG Midget 1500 Overdrive Conversion

By John Martin

It was early on a Saturday afternoon in January, 2011 as I drove across the Missouri River into Nebraska. It had been a good day, right from the moment when I carefully scraped frost from the plastic rear window. I had driven across the Mississippi River bridge with the pink hues of the sunrise reflecting off the snow which covered the river's ice and met no other drivers on the bridge-what solitude!



The little car was comfortable and hadn't missed a beat all day. A stripe on the side of my Midget 1500 read "Special". What was that all about? I noted during the drive across Iowa that the engine sounded a little busy and wondered whether overdrive was an option. After arriving home I learned that overdrive was never an option on the Midget, however the Triumph Spitfire which shares its 1500 engine was available with a Laycock type J overdrive. Articles on the internet documented the adaptation of this unit to the Midget. I mentioned the idea of a conversion to Joe Kueper and he agreed to help with the project.

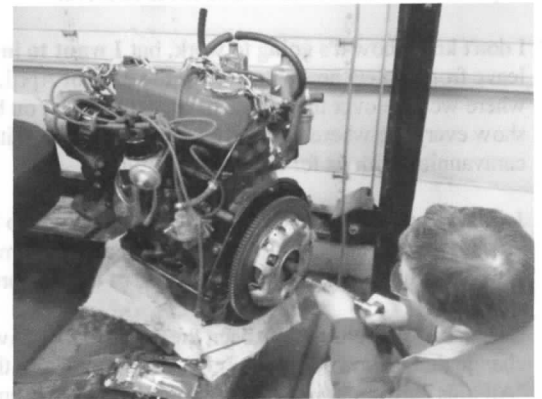
I found out that the majority of LBC's imported to the U.S. were not equipped with overdrive, and an internet search did not reveal any for sale. A check of Ebay's U.K. website did find one at a place called Spitfire Graveyard in Sheffield, England. The price of the unit seemed reasonable. Shipping is by weight and gets pricy; it cost about \$350 to ship the transmission, overdrive and propshaft. Imagine my surprise when my mail carrier asked for help unloading it from her little truck; I thought that I would have to pick it up somewhere.

The gearbox and overdrive were disassembled, cleaned and inspected as a precaution. The gearbox received a new layshaft with needle bearings, thrust washers and gaskets. The overdrive had its operating cylinders lightly honed and was reassembled with new seals and gaskets. The units were mated and operation of the solenoid and switches were checked.

The car was prepared for engine removal on a Friday night in February, 2013. The engine and standard gearbox came out first thing Saturday morning. A new crossmember had been fabricated. The existing crossmember was cut and the tunnel stretched to make room for the overdrive (no going back now!). There were other issues to be addressed while the engine was out, so completion was deferred until the following weekend.

Next Saturday the engine and gearbox were mated and back in the car by mid-day. The original propshaft fit and the existing wiring harness serviced the overdrive. An MGB overdrive speedometer cable was used. The engine was started that evening. On Sunday afternoon a quick test drive confirmed that everything was working, so the bonnet was replaced and I drove home.

I want to thank Joe Kueper for making his garage available. Joe fabricated and fit the crossmember and was always there during the project, sometimes working on my car even when I couldn't be there. Linda Kueper was generous with her hospitality. Bill McKay made the gearbox overhaul look easy, explaining his evaluation as he worked. Thanks also go to Alan Johnson for loaning me tools, and Larry Simodynes and Les Naser who took time to share their overdrive knowledge.



I enjoyed spending time with my fellow hobbyists. I learned more about how stuff works and some new tricks to use when things won't come apart or don't fit together. My wife Jan likes the Midget's newly relaxed cruising demeanor. My Midget has earned its "Special" stripe.

## Drive Away Cancer 2013

Dear British car club friends,

Many, if not all of you know the Drive Away Cancer story, or at least some of it. For those who need a refresher, here's a little synopsis of what I know: <http://www.mossmotoring.com/drive-away-cancer/>

Last year, as the employees of Moss got to know John and a sweet old Austin-Healey named Grace, the management stepped up and promised them parts they needed and paid for their gas. We had no idea they'd go over 90,000 miles, but we're sure proud they did. We're even more proud that Grace gave rides to more than 1,000 children—many who were critically ill.

Last year we wondered if the Drive Away Cancer story would be a year long. We now know the answer is no, that was just the first chapter.

Over the winter Grace has been in the hands of a group of skilled Iowans who have bolstered her frame and completely rebuilt her engine. She's not quite road ready yet, but close. One of Grace's first scheduled appearances this spring will be at the Laguna Seca race track in Monterey, California. If I'm not mistaken the date for that is April 27-28. Grace is going to be introduced to hundreds of Mazda Miata fanatics who will be there for the weekend.

Although Moss' specialty and heritage belongs to the British, we also support the Miata community with parts and have a couple Mazdas in our R&D fleet. We invited John to use one if ever he wanted or needed a back up.

This isn't John's first encounter with Miatas. Last year he met a young female racer named Dani Ferrara who asked to fly the Drive Away Cancer logo on her car. And this year well-known Miata and MGA racer Kent Prather is on board too.

Now here's the part of the story where I come in...

When John was offered the keys to a Miata of ours, he took almost no time to decide how he wanted to use it. He said, "What if Grace spends a few days at Moss. While she's here David and I will drive a Miata non-stop through all 48 states and finish in Monterey at the Miata event? You can drive Grace there and meet us. I pretty much have a route in mind. If David doesn't slow us down, I think we can do it in four days." I just about laughed when the eyes in the room turned toward me.

I met John at about this time two years ago. He's an unusual guy to say the least. He's also quite gifted—as a vintage racecar driver, certainly, but also as a conscientious human being. Though he rarely talks about it, John has had a serious run-in with cancer himself, but instead of killing him I can see that it has driven him to live more. Drive Away Cancer is his outlet because it's bigger and more important than him. And he also loves to drive.

I don't know how it's going to work, but **I want to invite the British clubs to be a part of the drive we are about to make.** We'll leave from Goleta probably around the 23rd of April. When John sends me the route he has in mind, I'll pass it along with estimates of where we'll be over the course of four (or five? You bet I'm skeptical!) days. We're looking into ways that the GPS on our phones can show everyone where we're at on a website. I think it would be wonderful (and helpful for our spirits, too) to see British cars caravanning with us for a number of miles.

John told me he drives for all the people who can no longer drive and feel the wind on their faces. He drives because to him he knows he's alive when he's at the wheel. These days he primarily drives in order to give kids a little break from all the crap that cancer brings. This 48-state drive is to me an example of doing more than I would normally think I'm capable.

British cars and clubs have been the soul of Drive Away Cancer from day one. Driving a Miata around the country isn't going to change that. John's a British enthusiast through and through, but he'll be the first to tell you it's not about the car. He said the other day, "All kids care about is that you showed up, gave them attention and had fun with them." It never hurts to have a fun car with which to show up.

Please join us on the road, and spread the word.

David Stuursma  
Moss Motoring magazine editor, and British Club Contact

P.S. I know I've included you, Canadian clubs; it was intentional! Even though this drive won't cross the border, John and Grace will be in Canada later this year!



## UNL SOCIETY OF AUTOMOTIVE ENGINEERS' BAJA AND FORMULA SAE TEAMS



invite our team members, sponsors and friends to an

### OPEN HOUSE

Noon - 5 p.m. on Sunday, April 14, 2013

1901 Y Street, Bldg. C - Lincoln, Nebraska

Join us for lunch as we say thanks and grill some burgers  
(while supplies last). Get ready for a great racing season!

Thanks to Bill Redinger for sharing this with the club. He commented that hey are two great UNL Racing Teams that are looking for support from the public.

### One Man Bleeder Bottle

**\*\*\*MANY ORDERED SINCE LAST NEWSLETTER\*\*\***

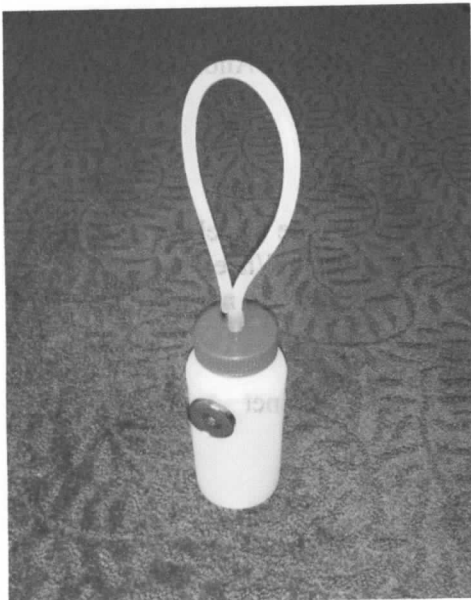
Bleeding brake and clutch hydraulics is usually a two person job.

Try the One Man bleeder bottle the next time you need to replace brake fluid or after brake work to expel all air bubbles in the closed system.

Attach the bottle with heavy duty magnet to your axle, frame or brake component. Take silicone line and attach to bleed screw, back off screw and make sure master cylinder stays full of brake fluid. Pump brakes and new fluid will fill system without back up due to built in check valve. Close bleed screw when finished, attach line back onto vent plug. No mess and easy! High quality components.

I am selling this popular unit for \$20, call me at [402-890-0051](tel:402-890-0051) or send an email [bpkasl@gmail.com](mailto:bpkasl@gmail.com) for your order.

Brent Kasl FAHC



## CLASSIFIED ADS

### For Sale

1961 MGA 1600 Roadster. Iris blue exterior, black vinyl seats, black vinyl top, wire wheels. 1800 early MGB engine with stock MGA transmission and rear end. Great driver, \$6000. Can email photos. [bgold@futuretk.com](mailto:bgold@futuretk.com). 402-350-9861 (see also cover photo, last page, and page 5)

### For Sale

I broke the crankshaft in the engine and the gears in the rear axle on my '72 MGB V8 because I stayed on the NOX too long – will not rebuild; building a Kit Cobra.

I have four good rust-free fenders – new stock gas tank, good 4-speed with Hurst linkage with aluminum flywheel and Charley Hayes Competition clutch, Bell housing, etc, etc, all gauges, wiring, etc, etc.

A local machine shop made four wheels into two rear wheels, rear rims now 9.5" wide mounted with street drag radials; tires have very low mileage; new fuel pump, etc, etc all at 40-60% off.

Call Mr Sports Car, Jim Forehead, 402-592-7559

### 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

### For Sale

For Sale: TR6 interior kit. This appears to be a complete kit with exception of the seat covers. Brand new. Biscuit color. Carpets, padding, post kit, speaker panels, door panels, wheel arch covers, seals. \$300 OBO



TR6 engine and transmission. Not sure of condition. \$150 OBO Contact

Tony Koester [tk510@cox.net](mailto:tk510@cox.net)

### Wanted

Looking for a front passenger fender for a 1969 - 1974 1/2 MGB roadster. Contact Andrew at [razmadazzle@msn.com](mailto:razmadazzle@msn.com)

### Free to a Good Home

5 TR-3A disc wheels. 4 chrome wheel covers and one tire mounted on the wheels. Wheels are located in my basement in Omaha. Freight not included.

Mike Howard  
402-677-8451, [acepilot59@cox.net](mailto:acepilot59@cox.net)

## FAHC REGALIA

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. Please allow 2 weeks for your item to be embroidered.

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

[www.rendezvous2013.com](http://www.rendezvous2013.com)



### Healey Rendezvous

South Lake Tahoe, CA  
June 24 – 28, 2013

The Golden Gate Austin Healey Club is pleased to host Healey Rendezvous 2013 at South Lake Tahoe. This is one of the finest locations in the United States for a car club event, known for magnificent scenery, fabulous roads for Healey driving, plus many indoor and outdoor activities. The GGAHC hosted the international Austin Healey event known as Open Roads here in 2002 at which over 700 Healeys were present.

Our host hotel is the Montbleu Resort, Casino & Spa, pictured at right. This luxury hotel is available to Rendezvous attendees at the concessional price of \$120/night, which is extraordinarily low for Lake Tahoe during the summer. The hotel web site is:  
<http://www.montbleuresort.com/>

**Event highlights**

- Reception on Monday, June 24th, with dinner and entertainment. Famous comedy hypnotist, Chris Cady, will be on hand to really add some dazzle to the evening.
- Car show at Heavenly Village—an easy walk from the Montbleu. The Village is an upscale area of shops and condos, plus the terminus of the gondola ride up to the ski trails of Heavenly Ski Resort with a magnificent view of Lake Tahoe.
- Dinner cruise on Lake Tahoe (Tuesday, June 25th) on the paddlewheel Dixie 2—the largest boat on Lake Tahoe. Wear your boogie shoes; we will have a fabulous live band by the name of Yeagur's Farm which plays favorites by the Eagles, Mamas & Papas, Crosby, Stills & Nash, and more. This is tie-dye night, so wear your wildest outfit.
- Technical sessions and not-so technical sessions on a variety of topics including photography, wine tasting, vintage racing, and even a Healey technical session for women only conducted by Steve Day.
- Driving tours in the sierras around the Lake.
- Funkhana—a driver and passenger skill competition set up in a parking lot with lots of fun activities.
- Remote control car races with a championship contest between the sexes.
- Photography and craft competition: bring your items for display.
- Awards dinner with fine food and fun.

For more information, prices and registration forms see the Rendezvous web site:  
[www.rendezvous2013.com](http://www.rendezvous2013.com)

The registration cutoff date to obtain promotional prices is April 30.

Golden Gate Austin Healey Club      Rendezvous 2013 Flyer #1



## 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)

## COVER PHOTO

Brian & Jane Goldsmith's Ol' Blue. Read story on page 5 and For Sale ad on page 14.



## HIGH MILEAGE ANSWER

Joe took Keyne to the Dairy Queen for the first ice cream cone run of the year.