

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

Events for August 2013

8/17/13 Saturday, 9:00 am
Breakfast
D&K Restaurant
20596 Hwy 370
Gretna, NE

8/21/13 Wednesday, 12 pm,
Lincoln Lunch
The Eatery
2548 South 48 St
Lincoln, NE

8/30/2013, Friday, 6:30 pm,
Fish

Sadly the Ponderosa in Weston is out of business. After a trip out there to check out 3 locations we moved FISH on 30 Aug to Parkers Smokehouse on Highway 6 outside of Ashland. We will be in the banquet room. Contact me if you need a map or directions as I would be happy to help. This is an easy venue to get to but is also a nice drive!

Please put this on your calendar and email me at Bartman0@cox.net or call 402-592-5228 letting me know that you will be there. **Please contact me if you are coming so that I can give the restaurant an accurate count.** The restaurant needs a count by 28 Aug.

Save the date
FAHC Fall Drive
October 13, 2013

Holiday Party
January 19, 2014, 12:30 pm



Hot Music & Cool Cars

By John Ulrich
(more details on last page)

This Month's Features

SAAB Museum	3
Autocross #1	5
Road America	6
British V8's	8
Joe's Garage	9
Fumes	10

FAHC CLUB OFFICERS 2013

President: Michael Gregg
2808 Woodsdale Blvd
Lincoln, NE 68502
402-423-3236
tobarcooran@aol.com

Vice-President: Tony Koester
105 Wesgaye Street
Gretna, NE 68028
402-326-0867
tk510@cox.net

Secretary: Mike Tiesi
17134 S St
Omaha, NE 68135
402-689-5225
michael.tiesi@alegent.org

Treasurer: Ann Trinkle
1403 Lawrence Ln
Bellevue, NE 68005
402-733-3185
Ktrinkle2@cox.net

AHCA National Delegate: Jim Danielson
1310 Idylwild Dr
Lincoln, NE 68503
402-464-3733
Jdanielson2003@yahoo.com

Officer At-Large: Dave Ciaccio
65405 Capitol Plz
Omaha, NE 68132
Ciaccio1@cox.net

Officer At-Large: Vince Ryan
5256 W Redberry Ln
Lincoln, NE 68528
308-379-8632
Ryanvince_2002@yahoo.com

Driving Events Chair: Gerry Conant
410 South 1st St
Council Bluffs, IA 51503
712-326-8968
trseven@cox.net

Membership: Greg Lemon
3030 Williamsburg Dr
Lincoln, NE 68516
402-310-5950
glemon@nebrr.com

Newsletter Editor: Chrissy Conant
410 South 1st St
Council Bluffs, IA 51503
712-322-5821
cigi@cox.net

Flatwater Austin-Healey Club

A chapter of the Austin-Healey Club of America

C/o Newsletter Editor:

Chrissy Conant
410 South 1st St
Council Bluffs, IA 51503
712-322-5821
cigi@cox.net

WEB SITE: www.flatwater.org

Facebook

<https://www.facebook.com/groups/LittleBritishCar/?fref=ts>

Vintage SAAB Museum Tour

by Greg Lemon

Ten adventurous Flatwater members and friends took a day trip on a near perfect end of June tour to Tom Donney's Vintage Saab Museum in Ft. Dodge, Iowa.



Britain Invades Sweden (member cars outside the SAAB Museum)

The late June weather was all we could ask for, a bit breezy, and a couple brief showers rolled through, but for the most part warm in the sun, and cool in the shade for the half day's drive to Ft. Dodge, Iowa. I think both the collection and hospitality exceeded our expectations by a good margin. I knew there would be some neat cars, but the group of rare, historic, limited production, and low miles SAABs truly had to be seen to be appreciated.

First of all I want to give a big thanks to Tom Donney, who put this together for us after a few brief email exchanges on the internet. We had a gathering of local SAAB faithful join us from North Central Iowa and Southern Minnesota, and Tom, his employees, and his family were there to show us around and feed us lunch, some truly excellent smoked pork, provided gratis.



1950 SAAB 92, oldest Saab in North America

The collection of cars was truly amazing, for those with a limited knowledge of SAABs, the Swedish make pioneered front wheel drive in modern cars powered by quirky two stroke twins and triples, followed by a Ford

V-4, followed by a fairly conventional 1.8 liter four designed Triumph, and then a 2 liter of their own design, again pioneering automotive technology with their use of Turbos in the late 70s. The later Chapters with the GM takeover and eventual end of the company are not so happy, but the SAAB story (you knew it was coming) doesn't end there. Tom and crew went to the Bonneville Salt Flats and set land speed records for cars under 750cc in 2011 and 2012 with a SAAB Sonett II, three cylinder two stroke, eventually making 115 MPH.

<http://www.tomdonneymotors.com/2012-record-run/>

I don't even know where to start with the cars, I never thought I would see a SAAB Sonett I, which never saw production after the factory built six of them and then the racing class they were intended to compete in changed their rules drastically and the cars reason d'être went away. I could go on, but for the rest I will let the pictures and their captions do the talking.



SAAB Sonett I, One of Six Made



Completely Original SAAB Sonett III, under 1000 Miles

Flatwater members Bart & Terri Hamilton, John Martin, Doug Taylor, Kurt Appley, Skip Charette and Jeff Lemon all participated as well as some family and guests of the Flatwater members. Additional fun was had

when Tom invited us to drive the red SAAB two stroke sedan (3 cylinders, 3 on the tree) that they keep around “for people to drive”. What a hoot, putt putt, putt, zing zing zing, vroom vroom vroom.....



SAABs, SAABs, and still more SAABs

FAHC AUTOCROSS #1

By
John Ulrich

Those who looked out the window, saw the rain, shut of the alarm clock and went back to sleep missed one of the best days of autocross racing in years. The light overcast and gentle breeze made the temperature as comfy as your living room. Something we seldom see in the summer. Gerry Conant had designed a delightful course in a clockwise fashion, perhaps to show that our LBC can turn in two directions. Making full use of the parking lot, the runs hovered in the “give or take “ two-minute range.

A nice variety of cars were on hand even though we knew some of the “Regulars” had conflicts or were out of town. I am however puzzled at the lack of Spitfires. Back in the day, there were some great Sprite-Spit battles, followed by good-natured trash talk. It was great to see Jay Fluehr zing his Lotus Elan around the course. Jay said he could hardly remember when he last autocrossed but shaved about nine seconds off his time as the day progressed.

Dennis Stone got the hard luck award. (If we gave awards) Despite his MGB-GT V8 not running too well, he was knocking off big chunks of time until his left rear wheel and tire parted company. As his car stopped, and the tire kept going, we all thought it best to leave the Kenny Rogers song parody unsung. Gerry Conant was his usual fast self still on old tires and wheels. Rumor has it that a hot wheel-tire set up is in his future. Maybe Chrissy will decide to redecorate the house, postponing the inevitable. Greg Lemon proved he indeed built an “All rounder” TR 250 by running deep into the sub two-minute group. Terry Davis on new Toyos was the second fastest British car with a smooth and precise 1:15.40, and the fastest non-British time went to Mike Hansen in his Miata. (1:14.20) (Editor’s note... or God Forbid we save that tire fund for when those pesky kids start college in 10 years, JOHN!)

Ride sharing is common at FAHC events, as are “Fun runs” at the end of the official timing. I turned my Bugeye over to Tony Koester so he could drive in the other run group and post official times. Holy Cow!! All seven of his runs were faster than the previous FTD, and at the end, he cranked out a BLAZING 1:10.64. Yikes! He drives that car in a way that obviously escapes me. I went home and told my wife, “My car had the

fastest time of the day”. Her usual answer of “That’s great dear” was followed by the confession that unfortunately I wasn’t driving it at the time. No matter, it is better to have your rear kicked by Tony than spend a day in the office.

Thanks to all who helped set and pick up cones. (Remember the Little Red Hen) We appreciate the Brunke’s help with the cones, and Gerry’s course design and timing equipment. If there’s anyone else who should be acknowledged, please forgive me. I’ve been real busy lately licking my wounds.

Links to Terry’s autocross videos from today follow his column on page 12.

Road America 2013 **The Spectator’s Point of View**

By
John Ulrich

Just when you think the Historic Races at Elkhart Lake’s Road America can’t get much better they throw you a curve. This year’s big deals included some of the nicest air conditioned porta-pottys I’ve ever seen, weather cool enough to send us looking for jackets or sweatshirts, and a podium finish for our very own Terry Davis. These bonus features were in addition to the usual great friends, great food and great racing we take for granted.

This year marked the 60th anniversary of the Corvette, so it was only fitting that there was a feature race to celebrate the occasion. Normally we wouldn’t get too shook up over a Vette, but this race had everything from 1954 to modern purpose built race cars. We all knew how things would turn out, but it was great fun watching the generations run together.



The other feature race was the mighty Can-Am cars. These fifteen hundred pound bullies with as much as 900 horsepower absolutely shake the earth as they run laps *faster* than the Formula One cars of the same era. You just have to see/hear it to believe it.



When the 356 Porsche guys got Kent Prather moved up a class because they couldn't catch him in his MGA, they thought it was smooth sailing to the top of the podium. They didn't count on the new sheriff in town being a Lotus 7, and his deputy being an Alfa Spider. Justice was served! The lone MGB-GT V8 in a higher race group did a masterful job of running well in class and overall. Some Mustangs and Porsche 911s may still be on the course trying to catch him.

I'm going to leave some space for Terry Davis to tell us what it was really like out there. Needless to say, we were excited about his 3rd in Class finish, and looked forward to our evening suppers so we could get the straight scoop right from the racers mouth.



We also learned a thing or two about selecting a Long Island Duck.

I've said it every year, and I'll say it again. If you like historic racing cars and bratwurst, put Elkhart Lake on your bucket list.

British V8's

By Bill Redinger

This year's British V8 meet was held in Omaha from June 10 thru 12, 2013. The meet could have been called "Big Boys with British Toy's" or "American Hot Rodders with British Tendencies" or "How to stuff big motors into small cars and terrorize ourselves and those around us" or "Bordom of the 4 Banger Meet". Joe and Brian take note " Real Men put REALY BIG MOTORS in their cars, like Buick 455 CID or Corvette 350 CID Motors, not just wimpy little sixes!



Be A Spotter

By Joe Kueper

Can you see the British car in this picture? These cars are lurking everywhere. This one was spotted out of the corner of my eye as we drove down the street, about 45 miles per hour, in Brush Colorado. We knocked on the door and found Dan the owner. We ask if the car is for sale and can we see it? Yep. But you know I ain't going to give it away he says. We are escorted to the back of the property where an old MGBGT lies stuck in the mud under a pile of junk. Dan is right. This one he won't give away, he'll have to pay someone to haul it away.



Road racing “vs.” autocross – that’s probably something of a misnomer. This is not about which is better, if such a question could be answered, but rather a comparison of the two. Each has its virtues. Vices? None, of course! (At least none we’ll readily admit.) But how do they compare in terms of the driving experience, car preparation, time commitment, and cost?

First, the driving experience. To me, nothing can compare with the adrenaline rush of taking the green flag in a vintage race, making the dash toward turn one, hitting the perfect apex of a corner, executing a well-timed pass of another car, or taking the checkered flag and beating out a fellow racer by a few hundredths of a second. Likewise, in autocross, because of the lower speeds and safer environment, you’re able to test your car’s (and your own) limits with great enthusiasm without risking damage to life, limb, and fender. There’s really no better way to learn about understeer, oversteer, and your car’s handling traits.

FUMES *By Terry Davis*



Road Racing vs. Autocross



Both types of events require intense concentration. Sprint road races typically last 15 to 20 minutes. An autocross run, less than 1 ½ minutes. During those times you are totally focused on the task at hand, getting your car around the racetrack or autocross course as quickly as possible. You are thinking about nothing else and nothing else in the world exists. What a great escape! I think that’s where some of the adrenaline rush comes from – the intensity of focus.

In road racing this period of intensity lasts longer, but there are some brief moments when you can relax a little, like when you’re running down the straightaway with no other cars around. You can check your gauges and enjoy the ride. In autocross you don’t have time to let up for even a second. At our autocross last month one of the spectators asked me if I knew how fast I was going around the course. I told him no, I really didn’t have time to even glance at the speedometer.

The rapidity with which you have to process information is also different. In road racing you may have several seconds between turns, so there’s at least a little time to think about and adjust where you’re going to turn in, apex, and exit a corner. In autocross the turns come up so quickly that you may not have that luxury.

Probably the biggest difference in the driving experience is the fact that with road racing there are other cars on the track with you, all trying to go just as fast (or faster) than you are, while in autocross you’re driving the

course “solo.” Racing with other cars on the track adds a whole different factor to the driving equation and takes the intensity to a much higher level. You’re not only trying to drive your car at or near the limit, so are the other guys, and you hope that you all know what you’re doing.

While every effort is made to make vintage racing as safe as possible, it is still racing and is inherently dangerous. Frankly, autocross is safer and vintage racing is not for everybody. That’s not to say that racers have bigger cojones than autocrossers. Like many things in life it’s a balancing act – a cost-benefit analysis. For racers the benefits (the tracks, the competition, the speed, the development of driving skills, the camaraderie, etc.) outweigh the costs. Heck, maybe the autocrossers are smarter. They most likely have more in their bank accounts.

Another big difference is the stability or variability of the race course. Turn 5 at Road America will always be Turn 5. In a typical 15 or 20 minute race you will drive through that turn 6 to 8 times. During a 5 race weekend that will give you 30 to 40 opportunities to practice your turn-in, apex, and exit. When you come back the next time you will have already developed the skill set necessary to negotiate that corner. Driving the proper racing line around a track comes back pretty quickly once you’ve been there a couple of times.

I think one of the drawbacks of autocross is that once the day or weekend is over, the course is gone. It will never be exactly the same. Sometimes, just as you feel you’re learning the course, your driving day is over. On the plus side, the constant variation in autocross courses does mean that you need to be able to adapt and rapidly learn new layouts.



How does car preparation differ? Probably the biggest difference is in the safety equipment that is required. I’m not going to talk about differences in chassis set up, tire selection, etc., as those types of topics could each be a full article and involve more of the finer points of racing. Safety equipment, however, is something that you need to consider before you even get on the track or autocross course. For vintage racing you need a roll bar (or better, a roll cage), a fire extinguisher or fire suppression system, a fuel cell, fluid catch bottles, a 5 or 6 point racing harness, an electrical system cutoff switch, and more. For autocross you need a car in good running condition with decent tires and preferably at least seat belts.

Personal safety equipment is also quite different. For vintage racing you need a helmet, at least a 2-layer Nomex driving suit, fire-resistant shoes, fire-resistant gloves, arm restraints or a window net, and several organizations now require a HANS device or something similar. For autocross you just need the helmet.

What about time commitment? Vintage racing obviously requires more. You have to prep your car to the club’s regulations and get it accepted. You have to get all of your safety equipment. You have to take a driving school and compete in a minimum number of races to get your license. Unless you live near a major metropolitan area, the chances are that you will have to travel some distance to attend a vintage race. A race car generally requires more maintenance than an autocross car. Autocrosses are often local and the chances are that you can find close by, do a safety check on your car, and show up with your helmet and drive.

Costs obviously also differ. There's a saying, never ask a racer about money, so I'll just briefly touch on this subject. In addition to the time commitment, those things listed above also require a monetary commitment. It's possible to race "economically" or at least on a budget, and I know people who do it, but I also know people who dump WAY more money into this hobby than I'll ever have. I've tried to find a middle ground – spend enough to have fun and be competitive, but not lay waste to the retirement account. Autocross is probably the cheapest way to get into racing. Again, some guys spend a lot of money on solo racing, mostly prepping their cars, but you don't have to do that to have fun. Buy a helmet, show up, and drive.



So what's the bottom line? Is road racing better than autocross or vice-versa? That's like asking which child you love more, or in our case, which car you like best – the Bugeye Sprite or the MGB-GT? Each has its advantages and limitations. The main thing is to get involved and drive your car at whatever level and in whatever activities you feel comfortable with and can afford. Whether it's driving to Fish on a Friday night, going on one of our area tours, running in an autocross, or taking the plunge into vintage racing, get out there and drive. To quote Jake, the mascot for Life Is Good apparel: "Do what you like. Like what you do."

P.S. To watch a couple of short videos from our June autocross, go to the following links:

www.youtube.com/watch?v=Ev24LXXPky0 and

www.youtube.com/watch?v=u9UHsOf1PAg.

See you in the paddock!

PINTERESTING

When I'm on Pinterest, I look up recipes, craft ideas, decorating, fashion etc. You know Anne Redinger is a true British Car Wife when she finds this...



CLASSIFIED ADS

For Sale

1947 Crosley \$5,500 OBO

Call Joe Kueper 402-592-3132

I need my garage space for other projects.



One Man Bleeder Bottle

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 for your order.

Brent Kasl FAHC

Mr Sport Car, Inc Repair – Sales – Restoration Since 1960

If you want to know anything about the mechanics of your older sports car, stop by; let's talk; free advice gladly given.

For 53 years we have been fighting this stuff and we still love it! With that kind of experience, I can probably help.

Jim or Mark
402-592-7559
719 W 6th St, Papillion

Exhaust System

I just finished putting a new exhaust system on my MGB and now have a good used system from the old style manifold back to, but not including the rear muffler (straight pipe instead of middle muffler). Now for sale - \$50.

Chuck Wise [402-547-1382](tel:402-547-1382) or
omahawise@gmail.com

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 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. Non-members may place an ad for \$30 or join the club for \$20 and place free ads. Send your description and photos to your newsletter editor. cigi@cox.net

COVER PHOTO



Perfect weather greeted over twenty British Cars as they sat on display before and after the Lincoln Municipal Band's July fourteen concert. Flatwater AHC and Her Majesty's Royal Nebraska Patrol members joined forces to let an appreciative audience look at, sit in, tell stories about, and maybe spark the dream of LBC ownership. As always we had the odd "British" Corvair, Model A Ford, and Muscle Car assortment, but we all played nice with the party crashers.

Wow, what nice MGAs we had, and two beautiful Big Healeys at the same event! (Better call AHCA) The Bryants get the good will ambassador award for bringing their Midget, and being willing to let potential owners, now just children, but someday..... sit in the car. Of course we had the requisite Bugeye, TD, MGB, TR6, MGC-GT etc. in attendance.

Bob Shaw and I want to thank all the participants for their time and support. It could very well be the event with the largest number of people not associated with the hobby viewing our cars.

Updated FISH Schedule



Parker's Smokehouse, Ashland, 30 Aug

Cedar Creek Inn, Cedar Creek, 27 Sep

One Eyed Dog Saloon, Eagle, 25 Oct

La Mesa, Bellevue, 06 Dec