

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

*Events for
June 2013*

6/13/13 Thursday, 6:30 pm
Pub Night
The Brazen Head Pub
319 N 78th St
Omaha, NE
(article page 6)

6/15/2013 Saturday, 9:00 am
Breakfast
D&K Restaurant
20596 Hwy 370
Gretna, NE

6/19/13 Wednesday, 12 pm,
Lincoln Lunch
The Eatery
2548 South 48 St
Lincoln, NE

6/23/13 Sunday
Driving Skills Event
Set Up 9:00 am
Racing starts 11:00 ish
Lincoln Northstar High School
5801 N 33rd St
Lincoln, NE
(article page 4)

6/28/2013, Friday, 6:30 pm,
Fish
Cedar Creek Inn
104 East B St
Cedar Creek, NE

Save the date
FAHC Fall Drive
October 13, 2013



Terry on the track again for Rocky Mountain Vintage Racing at High Plains Raceway.
Read Terry's *Fumes* column this month along with Joe's article on page 1 for details of the race and the road-trip.

This Month's Features

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A Note from our President, Michael Gregg

Jane Stone and Pam Brunke have been in charge of membership for some years. During, this time, due to their hard work, it has been very well organized. This required both dedication and a lot of unseen thankless work. They have both are resigning for personal reasons. They wished to do this before the membership rush starts in September. I would like to thank them both personally and on behalf of the club for their service. They both are and have been a major part of this club and hopefully will be able to continue to be so.

Greg Lemon has graciously agreed to head up membership and he will be assisted as needed by John Ulrich.

I have not been as active in the club activities as I would like, following Achilles tendon surgery. Hopefully in the next month I will be back to normal.

Flatwater Austin-Healey Club

A chapter of the Austin-Healey Club of America

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Vintage Saab Museum Tour June 29

By Greg Lemon

1952 Saab 92



1956 Saab Sonett I

If you have been itching to tour in your LBC, but aren't quite up to a 500 mile a day there and 500 back adventure, or you want a trial run before you try Elkhart Lake, have I got a deal for you. Tom Donney is the proprietor of the Vintage Saab Museum in Ft. Dodge Iowa. His collection includes a Series I Sonnet sport racer, (one of six made in the fifties, they never saw production), as well as newer Sonnets, 92s, 93s, 95s, 96s, etc., I believe about 25 cars in all.

As you may know Saabs ran on two stroke triples until the late sixties, then a European Ford V-4, and after that the OHC four cylinder developed by Triumph and later used in the TR7. They also pioneered the use of turbos and front wheel drive in modern cars.

Tom, who I have yet to meet face to face, offered to put a pork tenderloin on the smoker and mix up some potato salad for a lunch there, I offered sides and drinks from our end, he also said he operates a 30,000 sq. ft. tranny shop as his paying job and if we need a lift for some on the road repairs he could set us up there too. He sounded genuinely excited to have us, I like the guy already.

MapQuest says 4 hours from Lincoln, and 3 from Omaha, I have set up a lunch followed by a tour on the 29th, if you want to caravan plan on a Lincoln departure of about 8:00, Omaha about 9:15, lunch in Ft. Dodge at 1:00 followed by the tour. The museum is located at 3525 5th Ave South, Business Highway 20 East, Fort Dodge, IA.

Please RSVP to me, Greg Lemon, glemon@neb.rr.com, 402-310-5950, as soon as possible, and no later than June 16th with questions or to let me know you want to go, as we will need a headcount for various purposes, and I will need to coordinate caravanning information.

I plan on returning that evening, but have reserved a block of rooms at the Super 8 close to the museum if people want to make it a two day trip. Call them and say you are with the Austin Healey Club to get access to the block and the special rate, space is limited, so do this as soon as possible, Ft. Dodge Super 8, 515-576-8788.

FAHC AUTOCROSS #1
SUNDAY, JUNE 23
LINCOLN NORTH STAR HIGH

By John Ulrich

We made it through the Scribner Airport Speed Shoot Out. To my knowledge, no one broke, no egos were crushed, and no live animals were harmed during the running of the event. Now it's autocross time where the virtues of most of our LBCs really shine. Twists and turns become the great equalizer, and Newton's Second Law of Motion is the sheriff.

I wish everyone would run an autocross. You can be as competitive as you wish, or simply enjoy carving pretty arcs around the cones at whatever speed is in your comfort zone. Many times members have come to "Just Watch" and decided to take an easy run for grins and giggles. That single run often turns into multiple runs, each getting faster without actually going faster. (Smooth is fast, fast is smooth)

Here's the scoop: Several of us show up 8:30 or 9:00ish and rough out the course that our ace designer Gerry Conant has drawn up. In a while more people show up to help finish setting cones and "Chalking" them. Half of us make our first three runs while the others work flags, chase cones, help time, and eat snacks. We then reverse roles. Typically, everyone gets six official runs, and as many fun runs as time permits. Of course there is no cost to members. All we ask is that if you run, you help with set up, tear down, or both.

Bring a helmet, or borrow one. Self-tech your car for safety. We believe no one knows your car better than you do. Coolers of soda or water are encouraged, and we should have a port-a-potty on site.

I hope we have a great turnout. This is the perfect time to learn the handling characteristics and capabilities of your car without irritating your spouse or getting arrested.



Greg Lemon running the course.

VARIETY IS THE SPICE OF LIFE

By Joe Kueper

This British car hobby has offered me a tremendous variety of ways to have fun and over this past weekend I think the list has grown exponentially. Let me offer you some more opportunities to consider. I have bought, sold, owned, tinkered with, overhauled, restored, written about, rallied, auto-crossed, funkhana driven, car showed and sat at endless fish Fridays discussing our beloved old British cars. Want something different you say? Is there anything left you ask? Yes I respond. Try vintage racing.

Joe it's too expensive or I can't drive like that you say. Well then how about a ride in a fancy car, free motel room and supper I ask? But I'm a married man!! you reply. Then bring your wife along I say and now you are really confused and think I'm kinky but let me explain further about my weekend experience at Great Plains Raceway with the Rocky Mountain Vintage Racing Organization

The corner workers and Grid workers at the High Plains Raceway are all volunteers and they get the best seats in the house up close to all the driving action. For their efforts they get free motel lodgings and meals. They also get track rides from the racers and they enjoy parties with adult beverages. Yes there are husband and wife teams. They collect patches like boy scouts earn merit badges and some have photo albums with pictures of every car they have ever ridden in. They have a blast.

Want more time to yourself? Be a spectator enjoy the excitement



Line Up For The Race



and thunderous roar of screaming

engines at turn one as the green flag drops and 30 cars are all trying to pass the guy in front of them. Or watch the action at several other turns. Roam the paddock and poke your head under the hood of the race car version of your concourse show piece or daily driver. See and hear what they do to make it a fast race car. Be amazed at how basic and stock many of the systems remain. Learn about easy modifications that you can do to your car to improve your performance. Ask questions and engage the drivers and mechanics. Yes, these owners and racers love to talk about their cars and their experiences. Remember there are no big purses to be won. These guys race for fun and bragging rights. They love an audience.

Be a pit crew groupie for Terry or Joe Guinan. It is a lot fun to listen to Terry debriefs his race as he is unstrapping himself and exiting his car while his adrenalin is still pumping hard and the excitement punctuates every word. I'm looking forward to hearing Joe's impressions as a newbie to this racing game. Depending on your ability and a drivers needs you might serve more of a mechanic role. Terry let me fix a minor problem with his car. I was flattered and enjoyed being useful. One man I met built the car and performed all maintenance etc. while his wife drove the bejesus out of it.

As for me, I'm not sure that I can remain a spectator much longer. The cost of owning a race car is coming into focus. While the more expensive hybrids ran at the front of the pack, I could not distinguish a difference in their s#@t eating grins and those of the low buck race car drivers as they exited the track after a race. I can see a way to enter on the budget level so I'm preoccupied with passing the guy in front of me and not how much this is costing me per lap.

Everyone had fun and you can too in a dozen different ways. Try vintage racing.



Pub Night

By Sheryl Pedersen

Pub Night will be Thursday June 13th at the Brazen Head Pub, 319 N 78th St. This is on 78th St, in the block just north of Dodge. We will be meeting in the Emmet Room again, which is off to the right as soon as you enter the front door. Dinner starts about 6pm, but don't worry if you're late!



Q: What car company was originally known as Swallow Sidecars (aka SS)?



A: Jaguar, which was an SS model first in 1935, and ultimately the whole company by 1945.

Rocky Mountain Vintage Racing held its first race of the year on May 18-19 at High Plains Raceway near Byers, Colorado. High Plains continues to be my favorite race track and I wanted to show three of our Flatwater members – Joe Guinan, Joe Kueper, and Phil Brauer – why. We were also joined by Joe K’s son Ben from Fort Collins. I wanted them to join me for the weekend for a couple of reasons. First and foremost, they are interested in vintage racing and I wanted them to see what a “regular” vintage race weekend is like. Going to an extravaganza like the July races at Road America in Elkhart Lake is fantastic, but it is quite different from the smaller, more intimate weekends that most of us spend when vintage racing.

At Elkhart there may be 500 cars in 10 runs groups spread out over a 3 day period. You may only get in 5 races or track sessions from Friday thru Sunday. In contrast, at High Plains we had 105 cars registered in 4 run groups – and did we get the track time! Optional lapping was all day Friday (for an extra charge) if you wanted. Practice and a Qualifying race on Saturday morning. A Fun Race and Race 1 on Saturday afternoon. Warm-up and Race 2 on Sunday morning. And Races 3 and 4 on Sunday afternoon. That’s 8(!) track sessions in 2 days – that can’t be beat! The entry fee is also less than half that of Elkhart. Don’t get me wrong, Elkhart is great, but for bang for your buck, you can’t beat a smaller club race weekend like RMVR.

I also wanted Joe, Joe, and Phil to see how friendly all of the racers are and how close you can get to the action. At a big race you can walk through the pits, but frankly, some of the high-dollar-car racers can probably be a bit standoffish. You generally won’t find that at a local club race. Most of the people are happy to talk about their cars, let you take pictures, and will even tell you details of how their cars are set up. I’ve learned a lot about racing and race cars from my fellow racers – from tire pressures to passing strategies. We are all out to have a good time and the better the competition, the more we all get out of it and the more fun we have. Big egos need not apply. Best of all, while there is the occasional Lola or McLaren to ogle and drool over, most of the racers run cars that are similar to what you drive on the street – MGBs, Sprites and Midgets, Spitfires, and TRs.

Getting even more of the “vintage race experience,” the guys got drafted to help work the grid and a couple of the corners. Talk about being put right into the action! I’m also quite glad they were along because they helped me fix an electrical problem on Saturday which helped save the weekend. More on that in a minute.

High Plains is a 2.5 mile track with 15 turns and over 70 feet of elevation change. The more I race there the more I like it. I was able to get Joe, Joe, Phil, and Ben out for a few laps at noontime of Saturday and Sunday and I think some of my enthusiasm for the track and for vintage racing in general rubbed off on them. They’re writing about that in their articles. There is simply nothing like powering through the downhill esses or entering a decreasing radius turn after a blind hillcrest. Man, I love that track!



Now, about the racing. We had 32 cars registered in our Small Bore group. British cars included 2 MGBs, 2 MGAs, 8 Sprites, 2 Spitfires, 3 TR4s, a Turner, an Elva Courier, and a Lotus 7. Other cars included some

FUMES
By Terry Davis



The RMVR Spring Race:
The High Plains Race
Report

Porsche 912s and 914s, an NSU, and an Alfa Romeo. This was the first RMVR race of the year and the first race weekend for the new students since their driver's school at Pike's Peak in April, so most of the drivers were blowing some cobwebs out of their cars and themselves during the first couple of sessions.



31 cars started the Qualifying race on Saturday morning and I finished about mid-pack – 4th of 10 in class and 17th of 31 overall – with a best lap time of 2:23.831. 33 cars started Race 1 on Saturday afternoon, but I DNF'd (did not finish), the car having died near the end of the first lap. Bummer! As I came out of the uphill Turn 12 the car started sputtering, died, and I coasted off-track at the entry to Turn 13, the Prairie Corkscrew. The car was totally dead and would not start.

After I was towed into the pits I was able to quickly diagnose the problem. I had had some alternator problems at Hallett a month earlier and since the engine would not turn over, I figured something similar had happened and the battery had run down. Sure enough, a quick check with my voltmeter showed the battery only putting out about 11 volts. In looking at the alternator we found that the wire to an external diode had sheared off, probably due to engine vibration. The diode stops the engine from running when the main power switch is turned off, so we had to both fix the wiring and charge the battery. I made a quick call to Terry Worick and he told me to find a Radio Shack and get a 6 amp diode.

While Joe, Joe, and Phil took out the battery and stripped some of the wiring I searched on my smartphone for the nearest Radio Shack – fortunately only 22 miles away in Strasburg. It was 5:00, but again fortunately, they were open till 6:00. The guys held down the fort while I made the run to Strasburg. Unfortunately, the Radio Shack had no 6 amp diodes. However, remembering what (very) little I know about electrical stuff, I figured I could use two 3 amp diodes, which they had, in parallel in place of one 6 amp. A diode is, after all, basically a “gate” and I figured two 3 amp gates would equal one 6 amp gate. I bought a soldering iron, some connectors, and other stuff Joe K suggested and hustled back to the track.

After dinner in Fort Morgan that night Joe K demonstrated his considerable “MacGyvering” skills and soldered together the two diodes, some wires, and some connectors for me to install in the car Sunday morning. The best part is that we figured we needed to “stabilize” the new wiring and diode by fixing it to something rigid. After looking in vain for a Popsicle stick or something similar, we found a plastic knife in the motel kitchen and wrapped it and the wiring in electrical tape. With a quick trip to Wal-Mart late Saturday night I got a charger for the battery and we were ready to go.

Sunday morning I installed the battery, plugged in all the wires, zip-tied the plastic knife and wires to the wiring harness, and took off for practice. It worked perfectly! Many, many thanks to Joe K, Joe G, and Phil. Without their help the weekend may well have been lost.



So how did the rest of the weekend go? Since I DNF'd in Race 1, I had to start at the back of the pack for Sunday morning's Race 2 – 27th of 31 cars. Ever the optimist, I just figured that would give me that many more cars to pass. I've really been trying to work on my starting skills and got a good jump just as the green flag dropped, passing 5 cars on the start, and moved up quickly, passing 6 more on the first lap. I finished 3rd of 10 in class and 11th of 31 overall – what a race! I shaved nearly 3 ½ seconds off my best lap time from Qualifying with a 2:20.431.

In Race 3 on Sunday afternoon my goal was just to hold my class position since some of the much faster Sprites were still running. I was able to do it and finished 3rd of 9 in class and 10th of 29 overall. The end of the race was quite close as a black TR4 closed in on me in the last lap. I was able to stay ahead of him through the downhill “Bobsled” esses and up through Turn 12. I knew that if I could stay ahead of him into the Corkscrew, the last turns before the final straight, we would have a drag race to the finish. Sure enough, we had a “photo finish” and neither of us knew who was ahead until we got our time sheets – I beat him by 0.021 second in the nearly 17 minute race – THAT was a close finish! I cut 0.035 second off my best lap time for a 2:20.396, my best of the weekend. Dang, I couldn't break 2:20! That's my goal for next time. For comparison, the really fast Sprites run in the 2:13 range.

For Race 4 I decided to drive a little more conservatively, again, just to hold my position and to save the car. There were two always very fast Sprites still in the race – Russ Noblett and Mark Hansen – and I knew I could never catch them. I did get passed early on Lap 2 by the yellow Sprite of Arne McDaniel, but on the next lap he went into Turn 4 too hot, went 4-off, and had to pit, leaving me to take an easy 3rd of 7 in class and 10th of 25 overall. Hurray! A podium finish in class, and after having had the electrical problem on Saturday. What a great weekend! It was made even better by having three Flatwater friends along to share the weekend with. Thanks again Joe, Joe, and Phil.

Next up? Probably Road America in July. Terry Worick and the Absolute Skunk Works are putting together a new engine, so we'll need to do a track day at MAM for a shakedown sometime before then. See you in the paddock!



Here are links to 3 videos from the weekend that I posted on YouTube. Race 2 has lots of passing and in Race 4 there is a fairly dramatic “4-off” by a silver 914 at about the 2:55 mark.

Race 2 – www.youtube.com/watch?v=uREYGav5iaw

Race 3 – www.youtube.com/watch?v=TnDGoJ2HUns

Race 4 – www.youtube.com/watch?v=2HpV6lKAtfo – that’s an “l” (ell) as in luck between the 6 and the K.

**ASME NEBRASKA SECTION
FIELD EVENT
FORMULA SAE NATIONAL COMPETITION
& Electric Vehicle Competition
WEDNESDAY JUNE 19 thru SATURDAY JUNE 22, 2013
West side of Airport, Lincoln, Nebraska**

8:00am to 5:30pm each day
Wednesday- Inspections
Thursday- Judging Events
Friday & Saturday- Speed Events

The Formula SAE Competition is a design and racing competition organized by the Society of Automotive Engineers. More than 250 universities across the world conceive, design and fabricate a Formula-style vehicle. Formula cars must compete head to head while withstanding the vigorous events such as acceleration, autocross, skid pad, endurance and fuel economy. Cars that have the most horsepower or handle the best are not the only keys to success during the competition. The creation of a Formula car also encompasses sales, manufacturability, cost analysis and safety. Technical presentations also play a part of the judging, with teams compiling and presenting comprehensive design and cost reports. This year they will introduce Electric Vehicle Competition to the event.

UNL, South Dakota State and South Dakota School of Mines & Technologies, Iowa & Iowa State, along with over 120 schools from around the country and international teams will be competing for the Championship for Four long Days.

For More Information

<http://students.sae.org/competitions/formulaseries/west/schedule.htm>
<http://www.engineering.unl.edu/academicunits/mechanical-materials/FormulaSAE/>
<http://www.huskermotorsports.com/>

Come out and support their activities and see for yourself some outstanding race cars & electric vehicles.

CLASSIFIED ADS

For Sale

1947 Crosley \$5,500 OBO

Call Joe Kueper 402-592-3132

I need my garage space for other projects.



For Sale

Very nice 1959 MGA Roadster for sale. Excellent paint, nice interior, like new top and tonneau cover. A new grill is included (if not installed by the time sold). Much work has been done on this car since I acquired it in May 2004, much of the work professionally done by The Healey Werks. New wide whitewall tires were installed a year ago from Diamond Black Tires. Chrome wire wheels (Dayton). Luggage rack. Side curtains including pouch. Tool kit (not all the tools) and original jack (new pouch). Head was rebuilt (by The Healey Werks) in 2007. All the gauges work (speedometer and oil/heat gauge were rebuilt right after purchase). See front page of the January FAHC newsletter for a current photo.....a lot more can be sent if requested. Contact: Howard Larson, 712-281-8812 (preferably evenings) or by email at beahusker@aol.com

Deciding to sell this dream is not easy but we have purchased a 1957 Thunderbird that once belonged to my wife's uncle and last owned by his son (her cousin). Keeping it in the family. Giving first chance to FAHC members. **Offers being accepted.**

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

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

Terry Davis at Rocky Mountain Vintage Racing, article on page 7.

AREA EVENTS

ROYAL AIR FORCE + LIVE MUSIC + DINNER + BRITISH CAR SHOW
ENGLISH HAT COMPETITION + SILENT ART AUCTION

THE QUEEN'S BIRTHDAY

YOUR ATTENDANCE IS REQUESTED AS A CHARITY GARDEN PARTY IN HONOR OF HM QUEEN ELIZABETH II IN SUPPORT OF THE KEARNEY OFFICE OF THE NEBRASKA AIDS PROJECT.

At the Museum of Nebraska Arts
June 15, 2013
2401 Central Ave.

PARTY ACROSS THE POND

JUNE 15 AT 4 PM
BEGINNING WITH AFTERNOON TEA

Tickets \$25
More Info:
Nebraska AIDS Project
11 W. Railroad Street
Kearney, NE 68845
308.338.0527

nqp
IRU CAFE COMMUNITY

OTHER FUN STUFF

A group from the So. Calif. Austin-Healey Assoc. are doing a driving tour of Scotland from May 22-June 10 in our Healeys. The ultimate goal is the European Healey Meet in Crieff, Scotland. If you wish to track this trip, I will be doing a daily blog of our adventures, which you can see at www.thescrogblog.wordpress.com. If you click on the "Follow" button on the lower right of the screen and enter your email address, you will be automatically notified of new postings.

Mike Scroggie
Editor, Healey Motor News