



Flatwater News

March
2013

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

Events for March 2013

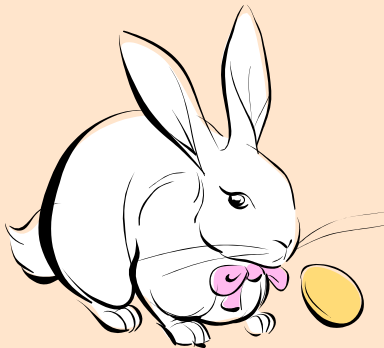
3/13/13 Wednesday, 6:30
Officer's Meeting
Honey Creek Restaurant
Waverly, NE

3/14/13 Thursday, 6:30 pm
Pub Night
Sean O'Casey's Pub
10730 Q St
Omaha, NE

3/16/13 Saturday, 9:00 am
Breakfast
D&K Restaurant
20596 Hwy 370
Gretna, NE

3/20/13, Wednesday, 12 pm,
Lincoln Lunch
The Eatery
2548 South 48 St
Lincoln, NE
(new location)

3/29/13, Friday, 6:30 pm,
Fish
Brewsky's
27th & Cornhusker
Lincoln



This Month's Features

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From The Editor... Chrissy Conant

I have been trying to put into words what Barbara meant to me since I heard about her death. It has proven to be a long rambling story that keeps changing as more memories pop into my head. I am very thankful that John was able to so eloquently depict Barbara in his tribute for the newsletter this month.

I would like to share this excerpt from Barbara's euology on Saturday. It was also shared on her Facebook page. Take the time to enjoy a good book and think of her while you do.

Barbara couldn't resist a last shot at pushing books. She wants you to read her favorite authors, Tom Robins, John McPhee and Rachel Simon. She also wanted me to pass along her next 4 reads. They come without endorsement, but were the next on the list. They are:

The Dude and The Zen Master by Jeff Bridges and Bernie Glassman

Prairie Silence: A Memoir by Melanie Hoffert

Thomas Nast: The Father of Modern Political Cartoons by Fiona Deans Halloran

Lady on the Hill: How Biltmore Estate Became an American Icon by Howard Covington, Jr

Flatwater Austin-Healey Club

A chapter of the Austin-Healey Club of America

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Barbara Rixstine
Wordmaster
By John Ulrich



About 22 years ago a man with a handlebar moustache, and a woman with a book came to my house to see if there were really two Bugeye Sprites and a TR6 in the garage. After confirming the extent of my British Car insanity, I piled in their car to chase a box sprite that was for sale. Of course, the man was Jim, the woman was Barbara, and the car in question eventually became the infamous MK I, II, IV round-square arch Sprite which Dr. Danielson owns to this very day.

It is most fitting that my first recollection of Barbara was “woman with book”, but as I got to know her, it became clear that books were only part of the equation. By now, most of you have read her obituary in the Lincoln Journal-Star so I’ll try not to be redundant; something that the “Editor Barbara” would not condone.

Barbara used words like a skilled mechanic uses a tool. Her quick wit seldom let a potential pun escape, a literary allusion pass by, or a zinger of social commentary left unsaid. Her professional writing and editing skills were well documented, but most of us best know and appreciate her service as the editor of The Flatwater News. Anyone who has taken on that task knows the ratio of “lots of work – amount of thanks” is more heavily weighted on the former than the latter.

Memories of Barbara would not be complete without the author Tom Robbins, (“Jitterbug Perfume” was her favorite) doing the New York Times crossword puzzle in ink, and her sitting in the cool lobby of the Airport Marriot with a cold drink and a good book while the rest of us stood in the one hundred plus degree heat looking at yet another S.U. carburetor. Barbara was also as quick to share her latest greatest discoveries in literature, film, as she was eager to hear recommendations of the Tango music of Piazzola, and CDs by Yo Yo Ma, and Dianna Krall.

Several years ago, after Barbara’s first cancer diagnosis, she fought the good fight, beat it, and enjoyed life to the fullest. Many miles were spent in one of Jim’s LBCs, taking as many trips as her job allowed. The recent return of that damnable disease was without mercy, yet Barbara still fought, and was able to attend British car meets in Carthage, Mo, and All-British in Kansas City.

Jim and I went to this month’s Flatwater lunch. Barbara always insisted that Jim stay active and not “Just sit around”, but whatever he did, he was back at Barbara’s side ASAP. As the lunch bunch left, Jim said “You know, people just aren’t supposed to die when they’re 62”. Amen, Jim. Amen.

Elkhart Lake
July 18-21 2013
By John Ulrich
Photos courtesy of Doug Taylor

It's time to make your plans for the heaven that is vintage racing cars, bratwurst, and good friends. For the second year, the vintage races at Elkhart Lake's Road America are known as "The Hawk with Brian Redman", but no matter if the sponsor is Jaguar, The Chicago Times, Kohler, or Ford, it's the same gig. Our very own Terry Davis will once again uphold the honor of the Queen, and fight the forces of evil in his #119 blue Bugeye Sprite.



Here's the drill. We Leave on Thursday the 18th and drive to our hotel in Sheboygan. Lots of us drive British cars, but to make the trip in a day we need to boogie. Cruising speeds can get into the 70-75 MPH range, so don't plan on driving your Isetta. All the overdrive or 5-speed equipped MGAs, MGBs, Triumphs, Jensens, etc. have done just fine.

Some folks who have real jobs leave Sunday afternoon and hammer it all the way home. The rest of us drive as far as Mineral Point, stay in a nice Quality Inn, and enjoy some great bar food at "Tony's Tap". Yes, there is a Tony, and he's always happy to see the Nebraska/Iowa bunch. We then drive the rest of the way home on Monday.



If you want to go:

1. Call The Super 8 Motel in Sheboygan and claim a room with your credit card. Scott Kahler has reserved 8 rooms in a block called **Flatwater Racing Team**. All rooms are two beds, non-smoking. Most of us get a roomie to share the cost. Let Scott know you've claimed a room so we know who's going and to receive updates on trip plans.
2. Call the Mineral Point Quality Inn and claim a room with your credit card if you want to stay Sunday night. I have 7 rooms reserved under **Ulrich and/or Flatwater Racing Team**. All rooms have two beds and are non-smoking. Let me know you've claimed a room.
3. Call or get on line with Road America and get a "Super Ticket" for the weekend. It gives you access to anywhere on the grounds, including pits and paddock, but not the VIP tower. Who wants to go there anyway? Decide if you want to run touring laps of the track in your car, and decide if you want to rent a golf cart for the weekend.

Numbers:

Super 8 Motel Sheboygan: 920-458-8080
Quality Inn Mineral Point: 608-987-4747
Road America: 800-365-7223 or www.roadamerica.com
Scott Kahler: 402-761-8354 or skahler@southeast.edu
John Ulrich: 402-421-9252 or bugeyejohn@gmail.com

Flatwater Members Know How To Celebrate Valentine's Day !



Lee Pedersen and Bart Hamilton at Sean O'Casey's Pub enjoying dinner and brew.

This year the regular "Pub Night", the second Thursday of the month, happened to fall on Valentine's Day. Fifteen Flatwater members gathered at Sean O'Casey's Pub to enjoy good food, refreshments, chocolate (lots of chocolate), flowers and British car talk.



Join us the second Thursday of the month at Sean O'Casey's in Omaha, breakfast the third Saturday of the month at D & K Restaurant in Gretna or "Fish Friday" the last Friday of the month, at various locations, to enjoy good food and conversation with other Flatwater members.



Jim & Theresa Morgan enjoying a romantic dinner at Sean O'Casey's .

Moss Motoring Changes 2013

David Stuurmsa

A hearty hello from Moss!

Personally, I'm not often a big fan of change. It makes me nervous. So I apologize if the subject line of this email put you on edge like it probably would have done to me. There is nothing scary about the changes mentioned in this email, you'll see...

The biggest change on our end is the introduction of the Motoring Challenge. By no means is it original, but it's our take on a grand scavenger hunt—and we're giving away prizes too! Follow the link above to learn more about the Challenge.

I will be sending to your club a packet of about 30 Motoring Challenge Guides that Moss had printed. These guides are the same information as you can print from the website. It's just nice to have professionally printed copies. Let me know if you'd like a quantity of more than 100. I'll see what I can do. (Editor's Note: I have received these packets so please let me know if you are interested)

When we were putting this program together we spoke to a number of club leaders and incorporated their ideas. It was our hope that clubs and their members would greatly benefit from this program and perhaps be able to add their own spin to it, make it their own.

I will be collecting and sending out ideas and recommendations that I receive from clubs. And, don't hesitate to write me if you have any questions. Oh, and if you want to hold your own Motoring Challenge points competition within your club, I'm sure I can support that with a nice Moss prize.

Classic Mini Meet in Kuala Lumpur, Malaysia

Bill Redinger



ANNOUNCING!!!
The First
FLATWATER TRACK DAY
of 2013!

By Terry Davis

When: Friday, April 12

**Where: Mid-America Motorplex
Pacific Junction, Iowa
(Just off I-29 between Exits 32 & 35)**

Listen up Mario, it's time for our first Track Day of the year! Drive your British sports car (or any other sports car) on a real racetrack at speed in a safe environment. Learn new driving skills. Learn how to find the racing line around the track. Learn how to turn in, apex, and track out at a corner. Learn proper braking techniques. Get a Formula 1 contract (okay, I'm just kidding about that last one!).

Friday, April 12, will be our first Flatwater Track Day at MAM. If, like more than 2 dozen of our Flatwater members, you already have a Full Throttle "license" you know what to do and what to expect. Make sure your car is ready for the track, wear the right clothes, and bring your helmet. Last year's prices for track time were \$80.00 for a half day (9:00 a.m. to 1:00 p.m. or 2:00 p.m. to 6:00 p.m.) or \$120.00 for all day. The MAM website doesn't say yet whether or not they've changed prices for this year. Regardless, it's still very affordable.



If you've never driven on the track before you will need to complete the Full Throttle Orientation School. Last year's cost was \$195.00 for a full day of classroom instruction, one-on-one driving with an instructor, and soloing in the afternoon. The instructors are SCCA or Porsche Club instructors and the program is coordinated by Natha Waldbaum of Full Throttle schools. She is based in Omaha and coordinates instruction at MAM and Hastings. Here is some more specific information about the school:

1. The school starts on Friday at 9:00 a.m. It's best to arrive about 8:30 to 8:45 so that releases can be signed, you can get your car ready, and you can pay at the track that morning by check, credit card, or cash.
2. There are classroom sessions and in-car driving instruction sessions in the morning, then a lunch break (food is available at the track), and then more sessions in the afternoon.
3. Students have their own run group in the morning and experienced drivers have their own group that runs while the students are in class.
4. Track driving is done under "DE Rules" (Driver's Education), meaning that passing is only allowed on the straightaways, is only done on the left of the driver being passed, and only when the driver being passed gives a "point by" indicating that the overtaking driver should pass. This is the standard way to conduct DE track sessions and helps insure safety.
5. In the afternoon the student group may get combined with the experienced group, depending on number, skill, etc. After you are signed off to solo it is open track time for the rest of the afternoon.
6. The track is open until 7:00 p.m., but you can leave whenever you want to. We typically stay until about 3:00 to 4:00 p.m. or so.



Some specific things about cars, safety equipment, etc.:

1. You can drive any street car, from old British to new Honda, Miata, Porsche, Corvette, or whatever.
2. Roll bars are not required.
3. Convertibles are run with either the top up or the top down, depending on weather conditions. Generally top down, and side windows must be down. Bring your top along if it's removable.

4. You must have a Snell approved helmet, SA2000 or newer. No motorcycle helmets are allowed and they do NOT have helmets available to borrow or rent. So, get yourself a properly fitting helmet! (See Flatwater newsletter Fumes articles from Dec. 2007 and Jan. 2008.)
5. No shorts or open shoes (sandals). You should wear long cotton pants (e.g., jeans), a long sleeve cotton shirt, closed leather shoes (e.g., running or driving shoes), and cotton socks.
6. A fire extinguisher is not required, but is recommended. The bracket can be mounted with zip ties if you want. (Honestly, most people don't have fire extinguishers.)
7. Safety belts – The rules say that 3 point belts are the minimum, but for our older British cars 2 point lap belts are okay.
8. You should “self-tech” your car for the following:
 1. Fully functioning brake lights.
 2. Tires in good condition – no cracks, bulges, flat spots, or cords.
 3. Torque lug nuts.
 4. Reliable throttle return springs with no binding.
 5. All loose items removed from the car including floor mats (can be done at the track).
 6. General car maintenance – all systems in good working order.

For more information you can download the Orientation Manual from the Full Throttle website. Go to www.drivefullthrottle.com, click on “Forms/Manuals” on the left side of the page and then download the MAM Orientation Manual. Feel free to contact me at 402-637-0101 or tadavis50@gmail.com if you have any questions or want any more information.



Important: If you're coming, either as a veteran or a first time driver, please let me know by sending me an email at the above address. For first-time drivers I need some info by Wednesday, April 10, (preferably earlier) to get you registered. Send me the following: 1. Driver's name. 2. Telephone number (preferably cell). 3. Year and make of car. No deposit or prepayment is required. You pay at the track that morning by check, credit card, or cash. Hope to see you at MAM and on the track!

Fumes Drivers – Start Your Engines!

By Terry Davis

Spring is almost here! That's the way I always feel when we turn the corner into March. Although you have to admit, it really hasn't been that bad of a winter. We haven't been hammered with snow like Kansas City, other areas of the Midwest, and much of the country. So now a young man's (or old car guy's) fancy lightly turns to thoughts of love – of all things automotive. Time to wake up the MG, Triumph, Healey, or other LBC that's been sleeping in your garage all winter and think about some driving...and racing. Some of the more popular events for our Flatwater members (other than anything involving food) are our competition and other "speed" events.



Kicking off the year will be our first track day at Mid-America Motorplex near Glenwood, Iowa, on Friday, April 12. This will be MAM's first Full Throttle Performance Driving School of the year. There will also be open track time all day for those who already have a Full Throttle license. This is your opportunity to take your car out and really give it some exercise while learning some performance driving skills. If you've never driven your car "at speed" on a race track, but have always wanted to, the Full Throttle School will give you the chance to cross one more thing off your bucket list. Track driving under controlled conditions is safe and the most fun that you can have in your British or other sports car. For more information read the separate article in this newsletter about our upcoming track day.

Next will be our first Airport Speed Run of the year at the Scribner Airport on Sunday, April 28. This is a timed event with cars running one at a time. There is a ¼ mile straightaway run, a 180 degree turn, and then a run back through a couple of traffic cone slaloms to the finish line. Each driver gets several runs and all you need is a helmet and a car in good running condition. This event generally favors higher horsepower cars over smaller cars like Spitfires, Sprites, and Midgets.

Sunday, June 23, will be our first autocross at either Lincoln Southwest High School or Lincoln Northstar High School (location to be announced). If you've never autocrossed your LBC you are missing out on a GREAT time. Cars run one at a time through a traffic cone course (expertly designed by our own Gerry Conant) set up in one of the school's parking lots. Our autocrosses are typically very well attended and everyone has a great time. I think that some members belong to Flatwater just to drive in our autocrosses. Again, all you need is a helmet and a car in good running condition. Everyone gets several runs for "time" and then as many fun runs as you want. Due to the tightness of an autocross course, this event generally favors small, nimble cars like Spits and Spridgets – best to leave the Jaguar at home.

We will have two more autocrosses, one on Sunday, August 11, and one on Sunday, September 15, so if you can't make the first one, make it to one of the others. We are also scheduled to have a second Scribner Airport Speed Run on Sunday, September 29, so there are several opportunities to get your car out and "drive it like you stole it."



Concerning safety, while our competition events are timed, the speeds are lower than you typically drive on the highway and in the autocross lower than street speeds most of the time. Cars run one at a time and it is probably a safer environment than driving on the street. Your tires will be the thing that is stressed the most, but you should make sure that your car is in good mechanical condition with good steering and brakes. In the years we've been autocrossing, I've never seen any significant damage done to a car or a driver. Concerning your personal safety, if you have a helmet, bring it. If not, we have some loaners that you can borrow. The main thing is to get out and have some fun.

Speaking of which, although they are competition events and are timed, you are mainly competing against yourself to improve your driving skills and your run times. It's a very laid back, friendly atmosphere where everyone is there to have a good time. Even if you don't want to drive, come out and watch and work the course with your fellow Flatwater members. You WILL have a good time. See you in the paddock and at the Flatwater driving events.

One Man Bleeder Bottle



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 for your order.

Brent Kasl FAHC

CLASSIFIED ADS

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

Wanted

Looking for a front passenger fender for a 1969 - 1974 1/2 MGB roadster. Contact Andrew at 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

FAHC REGALIA

The shirts & hats that were available from Pam are now completely gone.

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. Send your description and photos to your newsletter editor. cigi@cox.net

COVER PHOTO

My favorite British car, in fact my favorite car of all time is my MGA. I purchased this car in August, 1977. I've redone the car two times, and am about to refurbish it again. This photo was taken by Tom Davis while I was autocrossing. It is modified. When I built the car I wanted a car with striking looks and great performance. My target was a car that would perform with the Miata. It has a strong MGB engine, a MGC overdrive in an MGB case. This gives the benefit of a closer ratio transmission. The rear end is out of a '69 MGB, chosen for the 3.90 ratio and for greater strength. The suspension is made up of MGB performance pieces. When I started building the car, I was told by experts that one could not put an overdrive transmission in a MGA. It is now common place. I can drive it anywhere-it has been to all coasts and to the Northlands of Canada. It can compete with any Miata, except the speed version at an autocross and on a track day. Because of the top, you cannot see me clearly. That fact that I am not clearly visible is something that all should be viewed with gratitude.

Bob Shaw

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shawsgarage@mlcltd.com

