

Flatwater News

January
2014

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

Events for January 2014

1/8/14 Wednesday, 6:30 pm

Officers's Meeting
Honey Creek Restaurant
13631 Energy Way
Waverly, NE

1/9/14 Thursday, 6:30 pm

Pub Night
Sean O'Casey's
2523 S 140th Ave
Omaha

1/18/14 Saturday, 9:00 am

Breakfast
D&K Restaurant
20596 Hwy 370
Gretna, NE

1/19/14 Sunday, 12:30 pm

Holiday Party
Details at right

1/23/14 Wednesday, 12 pm

Lincoln Lunch
The Eatery
2548 South 48 St
Lincoln, NE

Flatwater AHC Holiday Party

Sunday January 19th at 12-30 PM

*Tiburon Golf Club, Hammerhead Room
10302 South 168th Street, Omaha*

Choice of 3 Entrées

Chicken Marsala

Salmon

Roast Beef

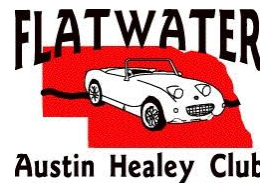
Salad and Desert Included

Cash Bar available

Cost \$30-00 Per person

RSVP Mike Tiesi 402-689-5225

Michael.tiesi@alegent.org



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FAHC CLUB OFFICERS 2014

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

Vice-President: Ken Trinkle
1403 Lawrence Ln
Bellevue, NE 68005
402-733-3185
Ktrinkle2@cox.net

Secretary: Bart Hamilton
1108 Clearwater Dr
Papillion, NE 046
bartman0@cox.net

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@nebr.com

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

25th Annual
Heartland  *Regional!*

2014 Heartland MG Regional Car Show

Hosted by the Kansas City MG Car Club

Friday & Saturday, June 6 & 7 at English Landing Park in Parkville, MO

Show will be on the banks of the mighty Missouri River, on the grass, in the shade of their giant sycamore trees

Host Hotel: La Quinta Inn & Suites

Address: 6901 NW 83rd St., Kansas City, MO 64152; Phone: 816-587-6262

To get the special \$85 rate, you must mention "Heartland MG Regional"

More details and Registration form at www.heartlandmgregional.com

Register by May 24, 2014 to receive a free T-shirt! Or you can order a golf shirt instead (see the registration form).

Any questions, call Rick & Monica Mills at 816-765-7161, or email rickmonica@kc.rr.com

Another belated race report, this time on the Showboat Grand Prix at Motorsports Park Hastings put on by Rocky Mountain Vintage Racing and Heartland Vintage Racing over Labor Day weekend. The weather and the racing both were good and this has become one of my favorite race weekends. I've probably spent more time on the track at Hastings than anywhere else except for Mid-America Motorplex (MAM). For me, familiarity does not breed contempt, but rather confidence and enjoyment of the event.

We had 82 cars registered in 5 run groups – 20 Small Bore, 14 Mid Bore, 14 Big Bore, 19 Formula Vees, and 15 Formula Ford/Sports Racers. Our Small Bore group had the usual gaggle of Sprites, MGAs and Bs, and Porsche 914s. There was also a Porsche 912, a Spitfire, an NSU, and in Exhibition Class, a Mazda RX-7. More about him later.

The race schedule included an optional Test & Tune on Friday for those who wanted some practice or who needed to work out some car issues. Each run group had Practice and then Qualifying on Saturday morning, followed by two 15-minute races on Saturday afternoon. Sunday started with brief a warm-up session, another 15-minute race, and then the 20-minute Feature Race for each group.

Since the Mid Bore cars had their own run group, the C- and D-Production sports cars, together with the B-Sedans, ran in that group. That meant that our Small Bore group had only E- and F-Production sports cars and C-Sedans. We actually started Practice with 22 cars and Qualifying with 21 cars, so there were a couple of late entries. I finished Practice and Qualifying about mid-pack, 4th of 10 in class and 9th of 22 overall in Practice, and 5th of 9 in class and 11th of 21 overall in Qualifying.

As always, one of the keys to doing well over the weekend is to make sure that you finish all of the races – you can't win if you don't finish! It sounds obvious, but we always have a number of cars that DNF due to mechanical problems. That's to be expected when racing 40- and 50-year-old cars and I've been there myself several times. The attrition rate was fairly high as the weekend progressed.



We started Race 1 Saturday afternoon with 19 cars, so we had lost 3 in Practice and Qualifying. Only 17 cars finished Race 1 and I was able to move up to 3rd of 8 in class and 7th of 19 overall. We were back up to 20 cars for the start of Race 2, but again, only 17 finished. I came in 4th of 8 in class and 9th of 20 overall. Best lap times were in the high 1:49 and low 1:50 range, about 7 seconds off the race winners. Some of those guys are FAST!

Sunday morning's Race 3 started with 17 cars, 14 of which finished. I was able to improve my final position to 2nd of 7 in class and 6th of 17 overall, finishing right behind the 1984 Mazda RX-7 of Luke Vanduyn. I finished just over a half-second behind Luke in the 13-minute, 7-lap race. Now I had a target for the Feature Race. I wanted my little British race car to beat that white piece of "Jap crap." (Just kidding!)

Sunday afternoon's 20-minute Feature Race started with 16 cars. I was 6th on the grid, behind a silver MGB, an orange 914-6, the white Sprite of fellow ATR racer Mark Cory, a blue 356, and Luke's RX-7. As the green flag

FUMES By Terry Davis



The Hastings Showboat Grand Prix

dropped I got a good start, passed the RX-7, and moved into 5th place. Coming out of Turn 4 the 356 did an agricultural excursion off-track, putting me in 4th place, which I held for the rest of lap 1 and part of lap 2. I was being closely tailed by the RX-7 and a yellow 914. The RX-7 passed me going into Turn 4 on lap 2 and the 914 got me on the front straight at the start of Lap 3. I stayed right with them, but my buddy Ange Dibona (a very good driver) passed me in his teal-colored box Sprite between Turns 3 and 4. Ange reeled in and passed the 914 coming out of Turn 13 onto the front straight while I kept pace just behind the 3 of them.

Ange passed the RX-7 early on lap 4 and Sprites were holding 3 of the top 7 spots in the race. While the yellow 914 and the RX-7 battled between themselves on laps 4 and 5, I stayed close behind, waiting for any opportunity to move up and catch them. Going into both Turns 1 and 2 on lap 6 the RX-7, who was now trailing the 914, slowed, allowing me to come right up on his tail. Opportunity was knocking on the door and I stayed right with him through the next several turns. As we entered Turn 11, it was time to answer the door! He stayed to the left, setting up to enter Turn 11, and I cut to the inside taking the corner away from him. Then, for some inexplicable reason (temporary brain fart?), I downshifted to 2nd gear, upsetting the car. Despite getting a bit squirrely, I was able to save it, complete the pass, and make it stick. Whew! That was lucky!



I was now in 6th place, or so I thought. As I rounded Turn 2 at the start of lap 7 I saw Ange's teal Sprite off in the weeds to the right. Okay, I was in 5th place overall and running 2nd in class behind Mark Cory's white Bugeye. Cool. On the rest of lap 7 and on lap 8 I continued to put distance between myself and the trailing RX-7, while the 914 stayed well ahead of me.

As I approached Turn 9 on lap 8 I saw a white blob straight ahead of me, a few yards off the track just past the turn-in point. It was Mark's white Bugeye! Holy crap! I was now running 4th overall and 1st in class – super cool! My thoughts now became “Forget about the 914, stay ahead of the RX-7, and most of all DON'T DO ANYTHING STUPID!”

I began to drive a little more conservatively through the corners, keeping up my speed, using all of the track, and trying to be extra-smooth so as not to risk a spin, all the while keeping the RX-7 well back in my rearview mirror. As I rounded Turn 13 and pulled onto the front straight at the end of lap 9 I got the signal from the start/finish tower – 2 laps to go. Ahead of me was the NSU, a backmarker who I was about to lap. With a safe pass on the short straight between Turns 3 and 4 on lap 10, I knew I was home free. The NSU would hold up the closing RX-7 through Turns 4, 5, and 6, allowing me to establish an insurmountable lead over him.

I cruised through the rest of lap 10 and lap 11 to take the checker, finishing 1st of 7 in class and 4th of 16 overall. My best lap time was 1:49.713, my best of the weekend, and about 3 ½ seconds slower than the racing-winning MGB. Second and third places went to the orange 914-6 and the yellow 914. What a great way to finish the weekend and the season! Now, to start planning for 2014...see you in the paddock.

If you would like to watch a video of Sunday's Feature Race, go to the following:

<http://youtube/2SOZbDS2M8w>

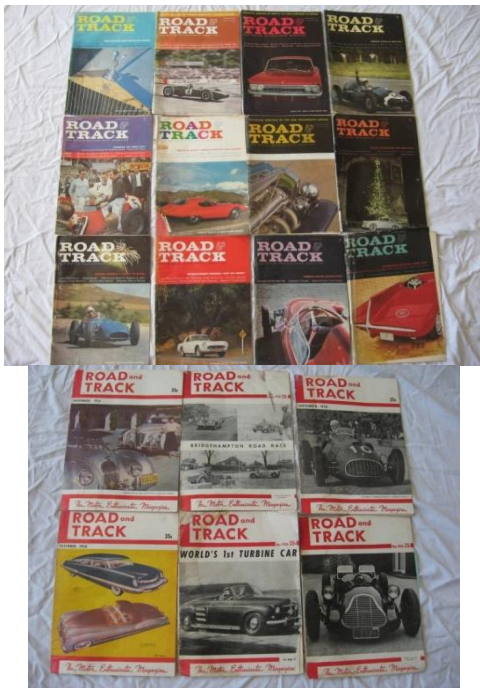
CLASSIFIED ADS

Vintage Road & Track Magazines

Vintage Road and Track Issues 1951 through 1962. What a great way to look into automotive history! Most issues in good condition some with light moisture damage. \$6 per issue and could work a deal for quantity purchases. Contact Tony tk510@cox.net for additional info or details.

The following issues are available:

January, March, April, May, June, July, August, September, October, November, December 1951, January, February, March, April, May/June, July, September, October, November, December 1952, January, February, April, May, June, July, August, September, October, November, December 1953, February, March, April, May, July 1954, . February, March, April, May, June, July, August, September, October, December 1955, . February, April, May, June, July, August, September, October, November, December 1956, January, February, March, April, May, June, July, August, September, October, November 1957, January, February, March, April, May, June, July, August, September, October, November, December 1958, . January, February, March, April, May, June, July, August, September, October, November, December 1959, . January, February, March, April, May, June, July, August, September, October, November, December 1960, . January, February, March, April, May, June, July, August, September, October, December 1961, January, February, November 1962.



Cars Wanted

Jaguar, XK-XKE, MGT Series; MGA; Triumph TR-2, 3, 4, 250; Mercedes 190, 220, 230, 250, 280SL; Porsche 356, 911, 914; Austin Healey; Riley; Alfa-Romeo; Singer; Mustang 1964-67; Model T; Model A; also other interesting, European and American made cars.

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Email sbcinc@aol.com

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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

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

Nothing was sent in this month.
Please share.

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

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

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