



# Flatwater News

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

## Events for August 2015

### 8/13/2015 Thursday 6:30pm

Pub Night

Sean O'Casey's Pub

2523 S. 140<sup>th</sup> Ave.

Omaha, NE

### 8/15/2015 Saturday 9:00am

Breakfast

Billy's Gretna Café

Gretna, NE

### 8/20/2015 Thursday 12 noon

Lunch

The Eatery

Lincoln, NE

### 8/28/2015 Friday 6:30pm

Fish

TBA

### 8/30/2015 Sunday 9am for set-up, 11am start

Autocross

Lincoln Southwest High School

Lincoln, NE

## Ann Trinkle, You Are Missed.

By

Bart Hamilton

On 14 July the club lost a devoted, involved, and loved member when Ann's long battle with cancer came to an end. People gravitated to Ann at events because she was bright, warm hearted, and possessed a great gift for conversation. She relished all types of events with the club and her enthusiasm made them more enjoyable for all the members. She and Ken worked to make every event more fun, better organized, and a family affair. Ann also supported the club by volunteering to be an officer and serving as our Treasurer.

Rose Ann Trinkle was born in Flint, Mi with 2 older brothers. She was a daughter, a mother, a wife to Ken, and a full time educator to the community. Ann was a teacher and specialist in the Omaha and Bellevue public schools. After she earned her Doctorate Degree she was promoted to Principal at both Avery and Central Schools in Bellevue, and until her retirement, she was the Director of Assessment and Accreditation. She was truly a career educator and a wonderful person.

The club extends their sincere and deep sympathies to Ken on Ann's passing.



# Trip to Elkhart Lake for Brian Redman Historic Races

By  
Michael Gregg

We started bright and early (6:00AM) from Lincoln on Thursday July 16. We met up with the Omaha Council Bluff group an hour later. Everything went smoothly to Des Moines where John O'Brian's motor home started to have issues, having to be abandoned in Newton Iowa. From there to Dubuque the weather started to deteriorate and we had rain. We took the scenic route with appropriate twisty roads around Madison unfortunately the wet weather curtailed that pleasure a little. We stayed in Sheboygan, and after a hearty breakfast at Harry's diner we set out for the track.

This was my first visit to the Elkhart Lake track. I was impressed by the 4 mile circuit set in hills with many natural vantage points. It is possible to park in many places around the track and service roads make the whole track accessible. The weather on Friday was sunny with practice in the morning and qualifying in the afternoon. One of the vantage points we had was looking down on turn 5 from a wooded hill the trees provided shade and there were bleachers and space to place folding chairs. From there, it was possible to walk to the paddock area. Though, the return journey involved a climb of over 80 steps, to get to the top of the hill. The same vantage point offered view through the trees of the cars accelerating uphill on the straight and the start finish line. This provided a true symphony of automotive sounds. The muscle cars, Corvettes, formula 5000 and Can-Am cars formed the throbbing bass notes from their low revving V 8s. The middle notes were provided by Ford Cosworth DFV's, Cosworth BDA's etc. The High note was the provided by the F1 Benetton which revved into the stratosphere, as it literally shrieked up through the gears.

In the late afternoon there was a parade of the racing cars through the Town of Elkhart Lake, this was a rather hectic affair, with crowd's lining the street and these cars driving between them the open exhaust reverberating of the buildings. They were then on display however there were so many people it was hard to see them. That evening we had a dinner for about 20 at a very nice restaurant called Twisted in Sheboygan Falls.

On Saturday it was wet to start but stopped by 10 AM and the sun came out. Practice resumed, in the afternoon qualifying races were held these were 6 laps each. These were divided by group each group consisting of similar cars with similar performance. There were 13 groups. The racing was close and the races followed each other with only a 5 minute break between. The top cars in each group qualified for Sunday's final races.

Our own Terry Davis was out with his Bugeye which unfortunately was plagued with valve-train issues, resulting in a dropped valve. Hopefully, he will have better luck next year. Access to the paddock area was excellent, and I could walk through look at the cars closely and talk to the drivers and mechanics.

It amazes me to see these historic cars being raced so hard. The Canam cars and F1 cars were exceeding 220 MPH on the straight. With lap averages of that were in excess of 120 MPH.

Late Saturday afternoon there was a concours d'elegance in Elkhart Lake it was crowded but we were able to look at priceless Ferraris and Astons along with a rare pre war Alfa Romeo. Again owners were often on hand to discuss their cars. That evening we ate at a Mexican restaurant on the river in Sheboygan with a view of the draw-bridge.







Sunday was again fine and the final races very well organized, including a Formula 5000 championship event. We also watched some of the racing at turn 3. In the late afternoon we started the return journey, driving to Mineral Point. On Bob Shaw's recommendation we ate at the Tony's Tap in the town. The food service and beer was excellent at a very low price. We stayed at a very comfortable and relatively low price Quality Inn. The drive back from there was fortunately uneventful. It is interesting that the two LBCs ran very well they were Greg Lemon's TR250 and John O'Brian's big Healey. John Ulrich is to be commended for organizing this memorable outing, and picking affordable hotels and great restaurants.

The "Group" eating on the deck of the Highland House after the Street Car Show



## Autocross Schedule Disrupted

Due to Lincoln hosting the National State Games, our July autocross was cancelled. All LPS high school sites were in use, and our permission to use any of the parking lots was withdrawn. We have applied for Sunday, August 9 at LSW as a make up date, and that status is currently "Pending". The August 30 event is on as scheduled at Lincoln Southwest. Sept. 27 at LSW has been denied due to a rare flurry of school activities on a Sunday. We have secured the same date at Lincoln North Star. To Recap:

Sunday, August 9 at LSW High – Pending  
Sunday, August 30 at LSW – Confirmed  
Sunday, September 27 at LNS – Confirmed

We are sorry for the confusion!

---

## RMVR Competition Driving School

Part 2 of 2 continued from last months newsletter

Joe Guinan

Day 3 - We arrived at the track early on Sunday to do a couple check the car over. Because of a worn latch mechanism, the on Abby had been popping open when my knee would lean on it turns. I added a cheap fence latch I found at a Lowes store to stop We discussed dropping a couple more pounds of air pressure out tires, but they were already so low that I was convinced to try up a bit. The rains had stopped, and lower pressures had not we believed more air was worth a try. We checked torque on the wheel studs, and checked fluid levels. We found the brake master cylinder was leaking a bit from a cracked cap, so we diapered it with a shop rag and a couple cable ties. I rechecked the battery cables and topped off the fuel and it was time for class.



repairs and driver's door in hard right that habit. of the front going back helped, so

The classroom sessions on Sunday covered the same things but in more depth. We had more opportunity to ask questions and to discuss things we were having difficulty with. The instructors also brought up some of the issues they had observed in the four track sessions on Saturday. We were encouraged to optimize our performance with the presentation of a bit of algebra;  $V + S + B + T = S$  (w/c). Decoded, that means Vision, plus Smoothness, Balance, and Traction equals Speed with control. Passing was going to be allowed on Sunday, so we spent a lot of time talking about the different types of passing and what was required to make a successful pass of another race car. One of the concepts the instructor emphasized was, "It takes two to tango" - both the overtaking driver and the driver being passed have to cooperate. This is vintage racing, and we were expected to work together so that everyone was safe. We were still



encouraged to point faster cars by but we were warned that by the end of the day people were going to be given free reign. We were also told that we would practice flagged starts in the last session and instructed on how to pull these off successfully.

Abby handled quite a bit better on a dry track with more air in the front tires, and by the second session on Sunday I was back up to the original pressures and was able to attack corners in different ways and take different lines and still get the car through



the corners smoothly. Abby was still underpowered, but I could get through the twisty bits almost as fast as anyone in the group. They would still pass me on the banked oval, but I'd nearly catch them by the end of the infield. Before the end of the sessions, I was able to actually catch a couple cars when they made mistakes and was able to complete a couple passes. I hit a couple corner sequences that felt so good that I pushed a little too hard the next time. I ended up spinning the car when I made a stupid mistake at higher speed. Terry imparted a good lesson after the session – make a one percent improvement 100 times, don't try to make a 100% improvement all at once. I'll remember that one.

Videos of sessions 5, 6, and 7 are posted on YouTube. We forgot to turn on the camera for the last session. I've added a lot of comments, pointing out the mistakes I was making. These videos are edited down to about 15 minutes each. You can find them here;

Session 5 - <https://www.youtube.com/watch?v=e33on1LTWLI>

Session 6 - <https://www.youtube.com/watch?v=tsf1vEvgMUo> (with the Spin Out!)

Session 7 - <https://www.youtube.com/watch?v=2yC0guDSq0k>

If you're a real masochist you can find the full videos on my Youtube channel at <https://www.youtube.com/channel/UC3lw41GLssVUqNeOJux5hlw>

### **Looking Back**

For the first two or three weeks after I returned from Colorado, anyone who stood in my general location for more than twenty seconds or so has had the opportunity to hear me tell them about my experiences at driver's school. It was simply a blast. I learned a great deal, and I was able to develop my skills enough that I feel confident I can take a car onto the track and not cause anyone any problems. I got used to the procedures involved in getting a car on the race track and I now have a "Provisional Competition Driving License" with RMVR. When I successfully complete two more races, the club will drop the "provisional" part. I'll then be able to race in any of the club's events. I can also apply for a national license through the Vintage Motorsports Council so that I can race with other organizations.

I can't say enough positive things about the Rocky Mountain Vintage Racing club. They were extraordinary – professional, prepared, and polite to all involved. Everyone was friendly and helpful and truly interested in providing an excellent educational experience. I've found this friendly attitude to be common at all the vintage racing events I have attended. Everyone seems to understand how important that attitude is if growing the sport is the goal. When it comes down to it, "the more, the merrier" is true. More cars and drivers means they can afford to run more and better events.

I was ten years old when I started falling in love with fast cars, and I'm sixty now. That's 50 years of waiting, but who's counting? And you know that warning we heard about no one calling any of us for the next open seat in Formula One? Well, I also heard Jeff Gordon is retiring from NASCAR this year. Maybe Hendricks Motorsports needs a "ringer" for their road course events ...



## Classifieds:

### 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 402-318-4155 or send an email [bpkasl@gmail.com](mailto:bpkasl@gmail.com) for your order.

**Brent Kasl FAHC**

*I have one and it works great. Jim N.*

---

If you have items to sell, make sure you let me know each month.

Call me at: 402-560-1188 or email at: [leon5050@aol.com](mailto:leon5050@aol.com)