



# Flatwater News

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

## Events for October 2015

### 10/4/2015 Sunday 10am Registration

FAHC Fall Car Show  
NW Mutual  
2900 S. 70<sup>th</sup>  
Lincoln, NE

### 10/8/2015 Thursday 6:30pm

Pub Night  
Sean O'Casey's Pub  
2523 S. 140<sup>th</sup> Ave.  
Omaha, NE

### 10/11/2015 Sunday 11am (see more inside)

FAHC Fall Drive  
Tussey's Casual Grill  
9229 Mormon Bridge Rd.  
Omaha, NE

### 10/15/2015 Thursday 12 noon

Lunch  
The Eatery  
Lincoln, NE

### 10/17/2015 Saturday 9am (see more inside)

Breakfast in Ashland  
Cheri O's  
Ashland, NE

### 10/30/2015 Friday 6:30pm

Fish  
TBA

## From the President's Garage

by  
John Ulrich

## "SHOW TIME"

For the twenty first time members of Flatwater and any British Car driving guests will assemble Sunday for the annual Fall Show. This has traditionally been one of the largest events of the year, and with a weather forecast of sunny and temperatures in the high 60s, there is no reason to expect otherwise. Although the primary purpose of this show is "Cars, friends, & food", it also can be considered our very own birthday party. Pardon the history lesson, but here goes!

In 1993, Jim Danielson put an ad in the paper inviting LBC owners to meet for tire kicking and conversation at the Uni Place Pool parking lot on north 48<sup>th</sup> St. here in Lincoln. I can't remember exactly how many cars showed up, but as a result, we discovered many of us owned Sprites, and most of those were of the Bugeye variety. Fast forward to 1994, and we were a sanctioned chapter of the Austin-Healey Club of America. Our Club logo pays homage to our Sprite roots, and still irritates some of the "Big Healey" clubs. To further stir the pot, we allowed all British Car owners to join; making our club feasible in a part of the country that can not live on Healeys alone.

Over the years the Fall Show has been at Uni Place, Antelope Park, Lincoln Public Schools parking lot, (until the lady burned the building to the ground), Pioneers Park, and its current location at the Park One building at 2900 S. 70<sup>th</sup> St. Staying true to our founding principles, there are no trophies, no entry fees, and no

classes. What awards we give are little more than tokens of our collective appreciation. Just show up and have fun. The addition of a free lunch made the event even more palatable, (sorry, couldn't resist that one) and gives the members even more bang for their dues dollars.

So there you have it. The Show, our twenty-first birthday, and some history. See you Sunday, and pass the mustard.

## North Star Autocross

Sunday, Sep. 27<sup>th</sup>

Sunday was a beautiful day for competition, but we had a surprisingly low turnout of cars and drivers. A total of 13 drivers participated, and enjoyed driving a fast but difficult race course.

This was a day for twos. We had two brothers, two Spitfires, two TR7s, two Miatas, and two separate race courses. The Lincoln Northstar parking lot is bisected by a wall of “Jersey Barriers” – those large concrete wall sections that are used to line the sides of a road through construction areas. Gerry Conant got creative and set up a course on each side. Drivers had to finish the North section, and then slowly proceed to the South Section where the timer started up again. It was a fun set-up that seemed like it was going to be awfully fast at first. In driving the course sections, there was always one little area that threw the drivers a challenge and forced them to slow down quite a bit. We had a large number of DNF’s (Did Not Finish) throughout the day, as the drivers really had to think their way around the course. You couldn’t just hold the load peddle to the floor and wiggle the steering wheel a bit.

With the light turnout, we decided to stretch the number of runs. We ended up having five runs in the morning and then six more in the afternoon. It seemed like everyone had plenty of opportunity to figure out where they were making mistakes – where they needed to slow down and where they could afford to run a little harder. We saw the typical tentative driving at first, while everyone learned the course. Once they had a few runs under their belts, drivers started pushing their cars and testing their reaction times.

We had a couple very fun “competitions” going on between some of the drivers. John Pecoraro sold his Miata so Bob Shaw allowed him to drive the monster MGA. Bob was on top of his game early, posting sub-50 second runs right away. John had to learn the car (and had a bit of trouble seeing one section of the course) but finally started chipping away at the times. John ended up with a best run of 47.85, and Bob had to work to beat him with a 47.31. Mike Nelson and his son Joe had a real battle in Mike’s Spitfire. When the morning runs were over, Mike barely led young Joe by only a half second. Mike turned up the wick in the afternoon, and Joe just wasn’t able to keep up with the old man.

We only had a couple of difficulties all day – a broken weld on Gerry Conant’s exhaust system meant that his muffler had to be pulled off. This led to even faster times, and Gerry posted the fastest time for a British car with an amazing 46.13. (That wasn’t even really close to what “Fast Freddy” Schaffert was able to do with his Miata. Fred posted a few very fast runs with a 44.6 second blast as his best.) Joe Nelson had one more run available to beat his dad, but seemed to run out of gas. It actually turned out the fuel pump was the culprit. The car was running again at the end of the day, but down on power.

Our only other problem was that about 200 carloads of club volleyball players showed up in the afternoon, and we had left them with limited parking options. We had one less than mature parent who decided to give us an earful of complaints. We dealt with the situation and were able to get people through our course during a short break in the action.

Once again, I took my camera along and failed to remember to fire it up and take some pictures. I therefore have no images to share with the club for this article.

Finish Times – these are the “best” times posted by each driver during the day.

Fred Schaffert	Miata	44.6
Gerry Conant	TR7	46.13
Marron Keady	Miata	47.16
Bob Shaw	MGA	47.31
John Pecoraro	MGA	47.85
Mike Nelson	Spitfire	49.25
Greg Lemon	TR250	49.7
Jerry Magorian	MR2	49.87
Joe Nelson	Spitfire	50.24
Jeff Lemon	TR7	50.66
Jack Jessen	MGB	51.37
Bob Weddington	Spitfire	57.53
John Martin	MG Midget	57.9

Thanks to everyone for helping to set up and tear down the course! Special thanks to Gerry for organizing the course and setting up the timing equipment that worked flawlessly all day. Thanks to Pam and Rich Brunke for storing all our stuff and being so accommodating to us when we need to pick it up and drop it back off.

Joe Guinan

[joe@neb.rr.com](mailto:joe@neb.rr.com)

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### FAHC Breakfast Change in Location

The Flatwater Austin Healey Club Saturday breakfast is at a new location. We moved to a neat little place in Ashland. Cheri O's is extremely accommodating and has given us a room upstairs in the basement!! Don't ask. The room easily holds 30+ people and we have a bathroom on the same floor. They put a pot of coffee on the bar so we can draw a cup whenever we wish. The food is very good and the menu diverse. Check here for the menu: <http://www.cherioscoffee.com/menuitems/breakfast.html>

Our experience last month was very good. We meet for breakfast the 3<sup>rd</sup> Saturday of every month. Next breakfast is 17 October!! See you there.

Directions:

#### **From Omaha:**

- Take Highway 370 to Gretna.
- Take Highway 6 south toward I-80
- Take Highway 6 toward Ashland / Greenwood at the traffic light before the Gretna Mall
- Travel about 7 miles (past Linoma lighthouse) and turn right onto Silver Street (NE 66) and head into Ashland.
- At the 4 way Stop gaze 30 degrees to your left and Cheri O's is there!!
- Find a place to park and come on in!

#### **From Lincoln:**

- Take I-80 towards Omaha
  - Exit at NE-63 exit number 420 towards Ashland
  - Turn left (west) onto NE-63 and travel about 5 miles
  - Cross Highway 6 onto Silver Street and head into Ashland.
  - At the 4 way Stop gaze 30 degrees to your left and Cheri O's is there!!
  - Find a place to park and come on in!
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## FAHC Fall Drive

Sunday October 11

This year, we will once again begin our drive at Tussey's Casual Grill. (9229 Mormon Bridge Road Omaha, NE) You are welcome to take advantage of their excellent brunch, grab a cup of coffee, or show up just in time for our 11:00 AM departure. Before we leave, we'll get an approximate head count to call in to Quaker Steak and Lube for our tour ending meal. Hats off to Tim Clark who has volunteered to lead the tour this year, presumably in one of his ultra nice Nash Metros.

Many of you know the route, but we will have printed turn-by-turn directions available that morning. We also plan to have CB radios in the lead car, the middle, and the tail end to avoid any possibility of lost sheep. Stops will be the antique mall outside Missouri Valley, Small's Orchard, Willow State Park, and the Loess Hill Winery in Crescent. Crescent also provides a great place to fuel up your car before the short hop down Old Lincoln Highway on our way to Council Bluffs, and Quaker Steak.

**Note:** If anyone has a CB radio, could you please bring it. Thanks.

If you have any questions, call or text John Ulrich at 402-429-0027. Hope to see you on the 11<sup>th</sup>.



## Trip to Stowe, Vermont for the British Invasion

Bart asked that I give a little detail on our 1600 mile trip to Stowe, VT for the British invasion, so here goes.

We left Omaha Saturday morning Sept. 12 and headed east on Hiway 34 across Iowa. No wait, back up a little. On Tuesday, I took the car to Jim at Mr. Sportscar in Papillion to have it blessed for the trip. Jim gave me an unqualified "It's 40 years old! You might make it." and I took it home. The next day, the starter failed. Holy smokes! I called around and O'Reilly's came through. They had a starter waiting for me the next morning. Popped it in and everything was good. Heart rate back to normal. Now back to the story

The new top with the zip-out rear window was great; we kept the top up for shade and let the wind blow through. We stopped a couple of places in Iowa, notably the American Gothic house that Grant Wood used to paint his famous painting of the couple in front of the house with him holding a pitchfork. It is supposed to be the second most recognized picture in the world!

We made Burlington about dinner time and started looking for a B&B. Well, they were having a rodeo (in Iowa?) and there were no rooms to be found. We finally found Pelican Peg's, but it was in Keokuk, so we got there after dark. We woke about 100 yards away from the Mississippi River. Peg had a great breakfast for us along with some killer bran muffins to take along.

About 50 miles into Illinois, Becky smelled something hot. We stopped to find some smoke coming from the right front wheel well. I was afraid it was the new bearing I had installed a week ago, but it turned out to be brake pads that weren't releasing. I squeezed them back with a big vice grip and started out again. It happened again about 20 miles further, but not as bad. We stopped at an auto parts store and I took the wheel off to review the situation again, thinking the problem was either an old hose or the caliper. I asked how long new parts would take and it was at least two days. Hmmm, that's no good. I looked at the brakes again (like I knew what I was doing, HA!). I thought, "those clips look pretty rusty, I wonder if the rust could be keeping the pads from sliding back?". So I went back into the parts store and bought some emery cloth and a little grease packet. I polished up the clips and put some grease on them and to this time, we haven't had any more problems. Just like golf, luck is sometimes way better than being smart. We made it from Keokuk almost to the Ohio border that second day.

Monday, we drove up to Fremont, Ohio to see the President Rutheford B. Hayes Museum and Mansion. We always try to see any Presidential Museum if we are close, as they are always interesting. This was no exception. The mansion was exceptional. Hayes family members lived in it until 1957 and kept just about everything, so it is 95% as it was when he lived there. Think 13 ft. ceilings and huge rooms. We were there and at the museum for about two and a half hours. Afterward we had a good local lunch and headed east toward Erie, PA where we were to stay with friends for a few days. We realized the time we had spent in Fremont had put us behind and getting to Erie by dinner would be difficult if we stayed on the two lane roads with all the little towns, low speed limits and school buses, so we reluctantly jumped on I-90. Now the RPM's were up around 3900, but the B didn't seem to mind, and as a result, we made it to our friend's house just in time for a couple of drinks and chicken on the grill. Whew!

We had a good couple of days there, including beating his BMW Z3 around some back country roads. Let me tell you, there was a little difference between the B and the Z3. However, I don't think the B would ever get me in trouble like the Z3

We left Erie for Stowe on Thursday morning and headed up into NY to go through the Finger Lakes region. We went through Watkins Glen (but not to the track) and then to Corning. We ended that day near Speculator, NY in the Adirondack Mts. The last hour of the day pushing through twisty dark roads to get to our next B&B. It wasn't as much fun as it sounds.

Friday morning we headed up the Adirondacks to Lake Placid. The traffic was light, the scenery gorgeous and the roads were great. I added 10 MPH to the curve signs and the B almost never needed to have a brake touched. I felt a lot safer than those people on Harley's trying to go around the corners at the same speed as us. Lunch at Lake Placid left us short on time to get to Stowe to register, so we had to push a little harder to get to the ferry at Essex, NY to cross Lake Champlain. This time, we were using the brakes at those pesky curves, however, we made the two o'clock ferry and that gave us almost half an hour to get out of the car and relax for a bit before entering Vermont. We got on I-89 for about 25 miles, again to avoid





the small towns and got off at Vermont Hiway 100 for the last few miles into Stowe. Now we began to see other LBC's, all like bees heading for the hive, everyone waving at the others. When we got to Stowe, I had to stop and give the B a quick wash job, as it was looking a little dusty and dirty from the trip.

We arrived at the show field to register about 4PM. It was a party atmosphere. We got our registration materials and found out I was the 14th person to register out of more than 650. As a result of being in the first 300, I received a grill badge, which was very nice, showing this was the 25th British Invasion. Afterwards, we headed for the hospitality tent for some wine and beer and meeting and greeting others. When they found we had just driven 1600 miles to get there, we became minor celebrities, and especially so when they heard we had no overdrive. We also got reacquainted with Canadian friends we had met in 2012 on our first trip to Stowe. Afterward, just about everyone plus the general public went to the main street of Stowe for music (British of course) and food and to admire LBC's parked on both sides of the three blocks. Unfortunately, if you want to have your car parked there, you have to leave the above-mentioned party early, or there will be no room for you (or me). After some good food and an hour or so of good conversation with a couple from Massachusetts who happened to park their red B next to ours, we headed for bed.

Saturday morning we took the B to the show field. The Sheriff's deputies were checking everyone's papers to ensure that only registered participants got in. Then the event people would tell you what row in which to park (Class 19, 1974 1/2 to 1977 MGB's go in Row C). Pull the car up to the white line in the grass and center it on the orange spray paint to ensure no one's doors will hit another car. You can imagine how large the field is when you get 650+ cars situated plus vendors tents. It's quite a sight.



Each Class has a voting box in which you put in your vote for the car in that class that you like best. There were more than 60 classes! In addition there were the Concours competitors that were judged on a point scale. These cars have to be just as they came from the factory. It's pretty nervous around there. There are also all sorts of British memorabilia for sale, along with drinks and food. In addition there is the Corral where cars are for sale and vendors selling used and new parts and accessories (I managed to get a Hazard switch for \$5 so I can finally replace the little green plastic piece through which the light shines. It made my day!)



Well, we left about 3:30 just after the winners of the Class voting were starting to be announced. The heat had finally got to us and we went back to the room for a cool shower and to get ready to meet with our Canadian friends for dinner. We shouldn't have left.

We arrived at our friends' hotel room and were having a drink when he comes up having just arrived from the field and says "hey, you guys won a prize. I heard them say Nebraska, so I knew it had to be you." Well we thought he was kidding and it wasn't until his wife confirmed that we believed. The problem was he didn't hear whether we were 1st or 3rd!

Sunday morning we hot-footed over to the field and lo and behold, we won 1st place in our class: Early Rubber Bumper MGB 1974 1/2 to 1977. What a shock and surprise! And, what a perfect end to our trip.

So that's the story of our trip to Stowe. We're on the way home now, planning on seeing Hershey, PA; Gettysburg; anything interesting in Ohio and Indiana that catches our eye; and finally Springfield, Illinois where we'll visit the Lincoln memorials and exhibits.

I highly recommend everyone try to get to Stowe. Just get your car in reasonable shape and she'll get you there. It's a great time, the country is beautiful, and you will have more than a few people say to you: "You DROVE from NEBRASKA!!!! God bless ya!"

Chuck Wise

## Halloween Car Show For the Eastern Nebraska Veterans Home (ENVH)

On Saturday, 31 October we, myself and a group of friends, are organizing a car show for all the residents of the ENVH. This is something I do with a great deal of joy because the residents really appreciate it. They also look forward to it. We will have a genuine popcorn wagon reminiscent of the 1940s. We will have free popcorn and cider and Halloween candy. And you get to see the smiles on the faces of some of our most deserving veterans.

If you can devote a couple hours of your time and show your fabulous car from Noon to about 2:00 on Halloween, please contact me at [Bartman0@cox.net](mailto:Bartman0@cox.net) or 402-592-5228.

The ENVH is located in Bellevue on Capehart Road 1/4 mile west of 34<sup>th</sup> St.

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### **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 402-890-0051 or send an email [bpkasl@gmail.com](mailto:bpkasl@gmail.com) for your order.

Brent Kasl FAHC

#### **Miller Wire Feed Welder**

Millermatic 130

Purchased in 1995

Has had very limited use. Welded some panels on various vehicles.

Includes Argon tank approx. half full.

120 Volt - great for welding body panels.

Says it will weld up to 1/4 inch. However never tried.

Works Great!

If interested call Jim Nichols

402-560-1188

email [leon5050@aol.com](mailto:leon5050@aol.com)

