



Flatwater News



October 2003

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

Calendar:

- Oct. 3 – Cameo Art Gallery/Show in Plattsmouth
- Oct. 5 – Loess Hills Run
- Oct. 8 – Gearjammers in Ashland
- Oct 11 – Breakfast at Mahoney State Park
- Oct 12 – ENWICC Poker Run
- Oct 15 – Cozmo's in Omaha
- Oct 31 – Fish in Nehawka – Halloween!

Events have elastic starting and ending times. Breakfast is about 9, Gearjammers and Fish begin at about 6:30 and Cozmo's at about 7 p.m.



Loess Hills Run Set for Sunday, Oct. 5

It's time for that great run we enjoy each year – the run through western Iowa's Loess Hills with beautiful fall foliage.

Joe Guinan and Chrissy Conant are the 2003 planners, hoping to build on the good time we had in 2002 on



Brian and Jane Goldsmiths' watch. All who went enjoyed it.

Plans were still being made at press time, but the run includes a number of stops and a poker run component. Joe will have more information.

We meet at the Pink Poodle in Crescent, IA at noon and will end up back at the Poodle at 4 for those who want to join us then.

If you need directions, and don't plan to go with a caravan, e-mail either Joe (spitfirejoe@email.com) or Chrissy at trseven@cox.net.

If you go:

From Omaha: meet Dennis and Jane Stone at the Florence Library at the 30th St. exit on I-680. **First car out at 11:30 a.m.**

From Lincoln: meet up at the U-Stop at 84th and Highway 6. **First car out at 10 a.m.**

Read more info about the Run below. This is a great couples event, so put it on the calendar and see you at the Pink Poodle!

Loess (Hills) is More

By FAHC member Joe Guinan

We have planned a rewarding and somewhat challenging drive for those who really enjoy "Sports Touring."

The entire drive is a little more than 90 miles in total, and is designed to show off the "Loess Hills Region" of western Iowa.

"Many Americans think of Iowa as having little topographic variation. However, in westernmost Iowa the Loess Hills rise 200 feet above the flat plains forming a narrow band running

north-south 200 miles along the Missouri River. The steep angles and sharp bluffs on the western side of the Loess Hills are in sharp contrast to the flat rectangular crop fields of the Missouri River flood plain.

"From the east, gently rolling hills blend into steep ridges. Loess (pronounced "luss"), is German for loose or crumbly. It is a gritty, lightweight, porous material composed of tightly packed grains of

quartz, feldspar, mica, and other minerals. Shaanxi, China, is the only other location where loess layers are as deep and extensive." (Quoted from the US Geological Survey web site at <http://pubs.usgs.gov/info/loess/>)

There are several stops planned along the route, allowing for bathroom breaks and gasoline refills. We will follow that up with fellowship and food at The Pink Poodle restaurant back in Crescent. We plan to leave Crescent at noon, and return by 4:30 or 5:00.

SHOCK AND AAH!

FAHC FALL MEET 2003

by John Ulrich-Membership chair

There have been several good bets in the ten-year history of the Flatwater All-British Auto and Cycle Meet. Smart money is on a nice day -90% so far - about 75 cars (78 this year), and MK I Sprites outnumbering the Big Healeys.

Well, here's the shock part. The 100-4s and various flavors of 3000s bested the beloved Bugeye better than 3 to 1. If you discount Jim Danielson's MK I-II-III-IV, and count Butch Mitcheltree's as a whole car, the Bugeye beating was even worse.

All kidding aside, everyone was happy as a clam to see such a good representation of Donald Healey's finest. Keep those cars coming to events, and we might even have a picture in "The Healey Marque" with a big Healey in it.

Aah, the beauty of some some of the finest cars to grace our parking lot! Steve Stevens drove his gorgeous black Jag XK-120 from Bellevue, and into our hearts as the People's Choice 1st place. Aah, the Healey 100-4! (I confess, my favorite big Healey) John Rued's wonderful white over blue vintage race/rally restoration earned him a well deserved 2nd place.

Can you count the Morgan +8s you've seen in person on two hands? I can, and was knocked over by the ivory example Bart and Terri Hamilton brought from Bellevue. Heck, they even brought a 2003 Mini Cooper S for good measure. If I'm not mistaken,

that was the third "new" Mini at the show, joining the Cratty and Buchanan cars as objects of shameless lust.

How about those Triumphs? Another great turnout by the "Spitheads." They approach the level of fanaticism that we Bugeye owners possess and add immeasurably to our club's strength. The TR series was well-represented with a fine showing of TR-2s, some excellent TR-3s and 4s, and more TR-6s than I can remember. (If the frost plugs on my just-from-the-shop cylinder head wouldn't have leaked, there would have been one more "6" in attendance.)

We had at least one GT-6, and Gerry Conant and Jeff Lemon brought TR-7s. Steve and Carol Olson drove their TR-8 from Kansas City to support our show. They won the distance award, and probably should get another one for just being great people.

MGs? We had 'em! A pair of TDs, and a flock of MGAs, MGBs, MGCs, GTs and Midgets. There are a few more works in progress out there, as Jessie and Crystal Wubbles, Ryan and Renae Reis have GTs on the back burner, and Jim Danielson's MGC should be out of Absolute Body and Paint by next year's show.

In addition to the show-winning Jag XK-120, a pair of E-Types, an XJS and XJ-6 held the Coventry banner high. Bob Stock also showed his great MK IX Saloon. Very, very British! When you see a Jag at an event, please thank the owner for driving it, especially the XKs and the E-Types. They add real class when ever they show up, and are fantastic eye candy.

The Diamond In the Rough award was a tie between Dave Young's Healey 3000, and Marilyn Michel's classic Mini. I didn't know Marilyn's car was that rough, but Dave's did the award proud.

(cont on page 6)

Mike Nelson's 1979 Spitfire. Note the license plate.



Bart and Terri Hamilton's Morgan



Vicki Rockel and Ann Guy staff the registration table.



Nash Metropolitan And The British Connection

By Tim Clark

At the end of W.W.II, public relations director George Mason (soon to be president) of Nash-Kelvinator Corporation was looking for a minimum transportation vehicle. He wanted a short distance around-town car that the American market would find acceptable.

In 1946 Nash president Albert Wibel met with an independent designer named William Flajole to design a 2-seat short wheel base car with European flavor. It was determined that traditional American production methods might not be cost effective for this type of car.

We had just finished a war and the American work force was in full swing and there was a steel shortage also. To combat steel shortages, Nash Corporation came out with Airflyte construction, commonly known as Unibody.

It was then decided that British labor and English parts would be used on account of the exchange rate advantages. (Sounds familiar, doesn't it?)

Nash contracted with Austin Motor Company Ltd. of Birmingham, England, the largest automobile company outside of the United States. Fisher and Ludlow Ltd, also of Birmingham, was picked to supply the unitized bodies. Austin built it to Nash specifications.

Final assembly took place at Austin's Longbridge plant. The car was produced solely for export to the US and Canada and was not available in Europe at this time. English firms supplied all parts except for the headlamps. English lights did not meet American requirements. The tires were British Goodyear, all natural rubber. Electrical components were supplied by Lucas (founder of the short circuit). Instruments were Smiths and oddly enough they manufactured the jack.

The first engine was a standard Austin A-40 1200cc @ 42 HP. Transmission choices were limited so an Austin A-40 series gearbox was used with first gear deleted making it a 3 speed.

The first models were dubbed NKI (Nash Kelvinator International), soon to be renamed Metropolitan. The A-40 was used in 1954 and 1955 model years. In 1956 an Austin A-50 1500cc @ 52 HP was introduced along with the two-tone paint scheme dubbed "The 1500 Series."

The Metropolitans were sold under the Nash and Hudson labels until the companies merged to form American Motor Corporation (AMC). In 1957 AMC granted rights to sell Metropolitans under the Austin label to the UK market. In 1959 a trunk lid and vent windows were added. Production ceased in mid-1960 and cars were sold until 1962.

Source: "The Metropolitan Story," by Patrick Foster.



Prather Wins Again

From our Kansas City MGA club correspondent, Malcolm Brookes, comes this note:

"Charlie Hoch of Topeka mailed me that our local boy Kent Prather won again: He won class and SCCA Championship at the Ohio Nationals last week.

Unfortunately I missed the show on TV's *Speed Channel*, but I hope to catch a repeat.

Here is Charlie's note:

'Kent Prather Racing Fans, if you haven't already heard, Kent has done it again. You can also click

http://www.scca.org/amateur/club_racing/runoffs/03results/

Kent was in race #3 GP. You can see his qualifying, results, and podium photo by going to the web sites listed.

Charlie Hoch
Topeka British Car Club' "

Congratulations, Kent!

Loess Hills, continued from page 1

Please feel free to linger at any of the stops or take your own breaks whenever you like. Remember that harvest season is upon us, and you are likely to come upon field equipment at any time.

We will be drawing cards at each of the stops to make this a "Poker Run". A Prize will be provided to the presenter of the proudest hand when we pace our promenade back to the Pink Poodle. Is it possible we could procure a Peach Pie?

(Schedule available at event or from Joe!)

From the Presidential Garage

By Marvin Marshall

I was real impressed with the car show turnout on September 28. The seventy or so cars you all brought to Lincoln were pretty diverse. Those Metropolitans really caught my eye. And I could covet that '50s Jaguar convertible!

Congratulations to new members Al and Debbie Beamis (Omaha), Neal and Shannon Shaw (Omaha) and Dave and Jean Young (Lincoln)!! All of us here at Flatwater welcome you and realize you're as crazy as we are or just don't know us yet. At any rate, we're glad you're here and want to see you at the events.

I was free to wander around and visit with darn near everyone this year since I didn't have that orange dot on my name tag. ('Course I did my duty as your Do-Nothing President to steer people who did ask me questions to the nearest Orange Dot; or Bob.) Seems Dr. Shaw has become quite the source for MGA info of which there was a lot of interest this year.

Glad to see the Grants made it up from K.C. Wish I could have cornered Ken and Vicky for some long-needed catch up on the latest gossip. Sue and I may just have to take a trip down there to re acquaint ourselves.

Sorry Susan and I missed all of you who did dinner after the show at Mazatlan. I planned to go get the little lady; who had escaped earlier in the day with Bob Bredwell to watch the NASCAR Race; but Brother Stork's car wouldn't start. I think his pick-up tube has a leak because he had a quarter of a tank of gas. We made a trip to Shaw's garage—the real one, not his website, for a gas can.

Boy, I thought my garage was full of crap! It's like Fibber McGee's closet. At least at my place the Presidential Limo is boxed in with house parts. Anyway, two gallons later Jim was on his way home. After some taxi service to get AC back to his Triumph that he left at the show it was pretty late. I figured most everyone was full of Tacos and Tequila by that time so we didn't show up. Imagine an Irishman missing a party!!

Say, I'm curious about some of the nicknames the club members have. I think I'll compile a list of explanations. Like Bob Bredwell's. 'AC' probably got his from the tractor he drove or the plugs he uses. Help me fill in the blanks and I'll put them in an article.

(continued page 7)



ENWICC Poker Run Oct. 12

All Eastern Nebraska/Western Iowa Car Council club members are invited to the Annual Bill Yates Memorial Poker Run on Saturday, Oct. 12 to Fremont, beginning in either Omaha or Lincoln.

Each locale has an ENWICC host. You'll be asked to be part of a pot which a lucky player will win. The Poker Run leaves:

Omaha: Shrine Temple, 2823 So. 84th, Assemble at 10:30 a.m.; First car out at 11 a.m. Host: Roy Murabito (ENWICC communications coordinator)

Lincoln: Culver's on north 27th, in front of Sam's Club. Assemble at 10:30 a.m.; first car out at 11 a.m. Host: Rod Phelps (ENWICC club member and president of the Rebels.)

You'll meet up at the USA Steak Buffet, 830 East 23rd St. in Fremont. This is in the southwest corner of the Fremont Mall parking lot on old Highway 30.

The ENWICC is a council of councils and communicates among and to more than 60 clubs in eastern Nebraska and western Iowa.

ENWICC sponsors the First Sunday events at P.O. Pear's On The Lake and the spring swap meet, where we earn some of our spending money for the year. The ENWICC web site is: www.clubs.hemmings.com/enwicc

All welcome!

Cars & Parts 4 Sale

For Sale: 1979 Midget, good driver, Jim Danielson, 402-464-3733

For Sale: 1972 MG Midget, red, good condition, Dave Jennings, 402-435-8876

For Sale: 948 engine, used, turns easy, and bonnet for 1960 Bugeye Sprite. Has some bodywork problems. Gary Rockel, 402-420-5977.

For Rent: Chuck Policky has storage spaces for cars at Yutan. Give him a call at 402-625-2344.

For Sale: 1966 MGB, black with red interior. Excellent condition, no rust. Most everything rebuilt. \$8000 or best offer. E-mail him at jim.crook@telex.net

For Sale: many MGB, MGA parts. Call Jim Danielson, 402-464-3733.

For Sale: 1997 BMW M3 coupe, 99k miles, red and black, sunroof, 5-speed, CD, new tires, clutch & brakes, Lynn Fisher, 402-432-2386.

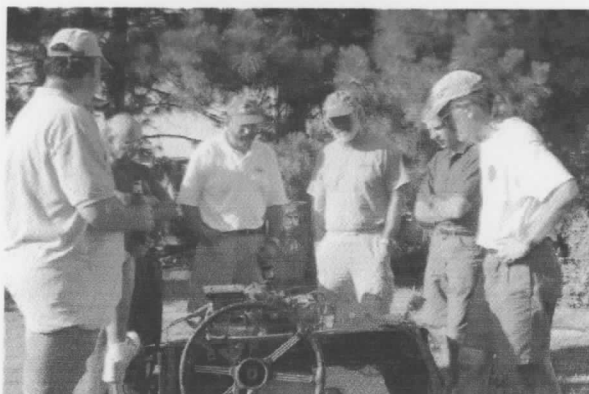
Joslyn Art dart Nov. 2

Make a date with Marilyn Monroe and her peers on Sunday, November 2, at noon We'll tour the new exhibition: *Magnum Cinema Photographs from 50 Years of Movie-Making* and adjourn for a late lunch somewhere in Omaha.

This exhibition combines the talents of the legendary Magnum photographers with behind-the-scenes imagery from 50 years of world cinema. Featured photographers include Eve Arnold, Robert Capa, Henri Cartier-Bresson, and Philippe Halsman. Subjects include Ingmar Bergman, Charlie Chaplin, James Dean, Federico Fellini, Audrey Hepburn, John Huston, Sophia Loren, Marilyn Monroe, Martin Scorsese and Orson Welles. Films featured include *The Misfits*, *On The Waterfront* and *Moby Dick*. More info on the Art Dart soon.



Caption Contest



Five serious guys --well, six, if you count Bob Shaw as serious -- Guinan, Danielson, O'Brien, Shaw, Cratty & Barnes. One car, from the JCF Days show. Desperately needs a caption from our witty club members. (You know who you are.) Send me *printable* captions and you'll see the best in the November issue.

From The Editor

Dear Ms. Editor: I keep seeing more and more people I don't know at Fish and other events. Are these all relatives of yours or are we getting lots of new members? As Butch said to Sundance, "Who ARE those guys?"

Dear Amazed: Yes, there are lots of new faces in the club because we are now at 124 members. I encourage those coming to Fish or other events to try and meet one new face at each event. Make them feel at home.

Continued from page 2

The biggest oil leak went to Al Beamis for the impressive ecological disaster his 1958 Nash Metropolitan created.

All things considered, it was another excellent show. Thanks to Gary and Vicky Rockel for the lion's share of organization, Tim Creger for being the field marshal, Barbara Rixstine for printing and "other," and to Stripe the Sprite Dog for on-site security.

Thanks to all the members who did car stuff I didn't even know about (Jim Danielson put together three linkages of "want and sell" and there may be more) and thanks to everyone who attended.

Several nonmembers told me they were surprised and impressed with the level of cooperation between the owners of the different British marques. I was happy to second that.

Until next time, keep the tire side down, and accelerate at the apex!

Greg and Carol Lien add the human touch to those Spitfire signs at the 2003 show.



Creating a "Quicker Picker Upper"

By Ron Bonnstetter

The first thing I noticed upon purchasing a British car was that they "mark their territory". In the last year I have gone through over five gallons of kitty litter only to replace the oily spots with a gritty residue. So when the neighbor, who is a contractor, coated his garage floor with an epoxy sealer. I was ready to join the ranks of showroom garage floors. \$500.00 later and a lot of hours of learning, I now have a garage floor that you could eat off and more importantly, I simply wipe up oil with an old rag. I could not be happier with the result.

I would like to share some of the insights I have learned and hopefully convince other club members of the virtues of sealed floors.

Surface Preparation

This is the key to a durable and long lasting floor. After moving everything in the garage to the front yard, (large tarps come in handy), you must remove as much old oil as possible, clean the floor thoroughly and etch the concrete so the epoxy has a surface for bonding. I used a couple of gallons of lacquer thinner on the oil stops until water would not pool. This was followed by some serious high-pressure water washing. I was lucky and had 10 year-old unsealed concrete to work with that allowed me to next use acid etching. If your floor has any form of previous sealer, mechanical etching with a sandblaster or shot blasting may be necessary.

I used a 15% solution of hydrochloric acid and mixed about three to four gallons at a time. (A little science rule of thumb here. Always follow the A&W rule. That means always pour acid into the water, and never the inverse.) After opening all doors and window for ventilation, I used an old mop and plastic pail to apply the acid solution. (Please wear long pants, a long sleeve shirt, plastic gloves and goggles.) You must be able to see bubbling on the surface. If you do not, you may not have a strong enough acid solution.

When finished with the acid bath you should see a filmy surface on the concrete. Using a pressure washer and a coarse broom or steel brush on a stick, clean every inch of the floor. I used a 3,000 psi wash and worked

with the nozzle only a couple of inches from the floor. Because you are only washing about two inches at a time, figure on as much as an hour to power wash this film off. The prepared floor must be rough or feel pitted. I ended up applying the acid bath and power washing four times before feeling comfortable with my preparation.

After allowing ample time for the floor to dry, you are ready to start the sealing process. I first filled cracks and the floor expansion joints with a mixture of pure epoxy and silicon flour. (This looks like mashed potatoes when ready to apply.)

Next the first coat of epoxy is applied. The product comes in a kit that makes about three gallons, counting the gray pigment that was added. Each three-gallon kit covered my 565-square-foot double-garage floor at a cost of around 50 dollars per gallon. This was applied with a large rubber squeegee. Old golf shoes with spikes work GREAT to walk around the wet floor. After 7 to 12 hours, depending on humidity, apply the second coat of epoxy using another kit. This coat was rolled on with an 18-inch roller. After rolling out about four feet of floor, I added black and white vinyl flecks by throwing a small hand full in the air and allowing them to spread out over the wet surface. This turns a flat, boring gray surface into a textured masterpiece. I love the look.

After this second coat has set up, a final clear sealer coat was added that contained small grains to add texture to the surface and make sure the floor is not slippery when wet. After the final clear coat has had 24 hours to set up, you are ready to move that eyesore out of the front yard and back into your clean garage.

A great source of information may be found at: <http://www.epoxyproducts.com/floorcoatings4u.html>

All products can be purchased at Surface Sealers in Firth and Lincoln, (402) 791-2406. Shawn Fees, an employee for Surface Sealers, was invaluable to the success of this project. You can also hire their company at a cost of \$3.50 per square foot or higher, depending on your needs.

Please be aware that garage paint or even one step epoxy paint may be cheaper, but may not stand up to the abuse afforded by a drippy British car. Taking the time and money to do it right will pay off down the road.

Cont. from page 4

On the last Flatwater road trip I overheard some things said at that big roadblock the Nebraska State Patrol had set up. I pass them on for your edification.

1. I can't reach my license unless you hold my beer--John Ulrich.
2. Sorry, Officer, I didn't know my radar detector was unplugged--Renae Reis
3. Aren't you the guy from the Village People?--Martha Johnson.
4. Hey, you must have been doing about 125 to keep up with me--Jim Danielson.
5. Are you Andy or Barney?--Terry Davis.
6. I thought you had to be in relatively good physical condition to be a police officer--Leo Thietje.
7. You're not going to check the trunk, are you?--Bob Bredwell.
8. Gee, Officer, that's terrific! The last Officer only gave me a warning, too!--Ben Anderson.
9. I pay your salary!--Bruce Cratty.
10. Do you know why you pulled me over? OK, just so one of us does--Sherry Anderson.
11. I was just trying to keep up with traffic. Yes, I know there were no other cars around. That's how far ahead of me they are--Bob Shaw.
12. And Gary Rockel who when the Officer asked, "Gee Son, your eyes look red, have you been drinking?" Answered, "Gee Officer, your eyes look glazed. Have you been eating doughnuts?"

I had more, but I'm on a strict word count and way past my deadline. My apologies to anyone I may not have insulted. I'll catch you next time.

Don't forget to come in costume to Fish. I still haven't decided what to be yet.

Love ya all, see you at the events. Now go drive those cars!!

Marvin



Miscellaneous Sputterings

By John Rued

Sometimes we hear voices.
Voices that beg prudence.

Voices that foreshadow consequences.
Voices that nag.

Today was the day of the big car show. Some bugs had given their all for the privilege of riding around on the front of the Healey so I decided to wash it. Time compression mandated I work through breakfast. Don't worry about breakfast, I thought to myself. They'll have hot dogs at the show. Mmmmmm. Hot dogs.

So when Ann stopped by to assist with windshield replacement and mentioned she had packed some peanut butter and jelly sandwiches, I immediately questioned the concept: "They have hot dogs."

Then, the voice: "What if they don't have hot dogs?"

On the drive to the show, I observed the tendency of the fuel gauge to swing erratically between half and a quarter, then peg on empty. Some tapping on the glass might entice movement.

So when Ann suggested we get gas, I quickly ran the numbers and ascertained that we had three-eighths of a tank (with 95% confidence). Gas? "We'll get it later."

Then the voice: "What if we run out of gas?"

The temperature at departure was hanging in the low fifties and, as with the fuel gauge, not showing much signs of going up. But I was optimistic, and, recalling last year's heat wave, decided to wear shorts, polo, and sandals. I even ironed the polo.

So when Ann exhibited her "layered" approach to meet all climatological contingencies, I expressed concern about having enough boot space to harbor all that fleece. Besides, "it'll warm up."

Then the voice: "What if it doesn't?"

Well, long story short: We didn't get gas, there were no hot dogs, and I froze my a** off. We spent the good part of the drive home looking for high octane BP premium, finding a Subway sandwich shop, and using Ann's blanket as a lap warmer.

So what, then, is the moral of the story? Heeding that nagging voice proves maturity, mitigates discomfort, and promotes domestic tranquility. Especially if that voice emanates from the right seat.

Got a Tech Tip???

Now that cars are going into garages and "winter projects" begin, if you've got a tech tip to help your brother and sister British car owners, let me know.

Articles about cars and events are always welcome.

Barbara

Flatwater Austin-Healey Club of Nebraska

an affiliate of the Austin-Healey Club of America

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LOESS HILLS RUN

Sunday, October 5

Noon to 4

Meet at Crescent, Iowa at noon

See inside for details

The Flatwater News is published monthly. Members are welcome and encouraged to contribute items to: fahcmailbag@yahoo.com. All submissions may be edited for length and information.

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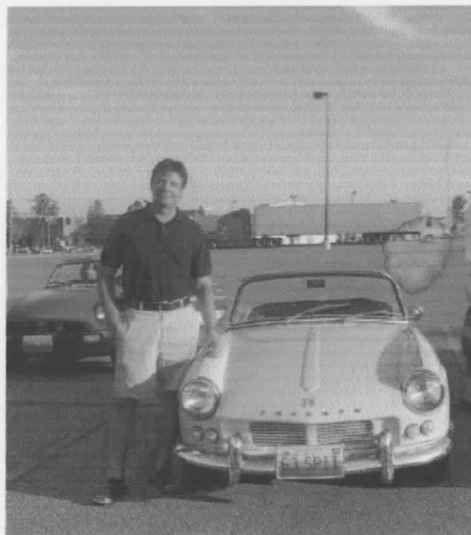
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The Flatwater News is published for members like:



Scott Hanneman, shown here with his 1963 Triumph Spitfire.

Scott joined the club this year. He and wife Ruth live in Blair.

You may not have seen Scott at many events – although he took the evening “Cozmo’s tour” this summer – but he’ll be at more things as he gets to know us. (We hope.)

Thanks for being a member, Scott!



Halloween at Nehawka

This year, Halloween falls on the night we go to Nehawka for Fish.

Lots of folks come in costume, so be warned!