

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

January 2010 Calendar:

New!

January 13, Wednesday –
Jackson’s Pub, Gretna

January 16, Saturday –
Mahoney Breakfast

New!

January 23, Saturday –
FAHC Holiday Party,
Parkers, Ashland
6:00 P.M. Cocktails
7:00 P.M. Dinner
\$15.00/Person

January 29, Friday –
Newsletter deadline

January 29, Friday – Fish,
(location to be determined—
check the website)

New!

January 30, Saturday—
Shamrock Racing Chili
Feed, Beatrice (See page 10)

New!

February 1, Monday
Officer’s Meeting
Sapp Bros Petroleum
5901 Cornhusker, Lincoln

****Your event here!****
(Send your event information
to:
jruded@earthlink.net)



Morgan enthusiast John Sheally II: Self-Portrait

WHY A MORGAN?

Ok, what is my reply when I am asked , WHY A MORGAN ?
It is quite simple, Brock Yates once wrote : A Morgan merely
is and that should be enough. You either accept a Morgan as you
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butterfly collecting. A Morgan merely is and that should be
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Flatwater Austin-Healey Club
A chapter of the Austin-Healey Club of America
C/o Newsletter Editor: John Rued
115 Bellevue Blvd South
Bellevue, NE 680005
402-206-1200/ jrued@earthlink.net

President: Gary Pence
707 Forest Ave
Crete, NE 68333
402-580-4236/ jpence@neb.rr.com

Vice-President: Dennis Stone
7702 Hascall St
Omaha, NE 68124
402-397-2385/ dstone_761@msn.com

Secretary: Jane Stone
7702 Hascall St
Omaha, NE 68124
402-397-2385/ janes_54@msn.com

Treasurer: Lee Pedersen
16561 Rosewood St.
Omaha, NE 68136
402-596-1313/ lpedersen@cox.net

AHCA National Delegate: John Ulrich
6845 South 44 St
Lincoln, NE 68516
402-421-9252/ julrich@lps.org

Officer At-Large: Phil Brauer
8910 Raven Oaks Dr
Omaha, NE 68152
402-571-7578/ ptbrauer@cox.net

Officer At-Large: Michael Gregg
2808 Woodsdale Blvd.
Lincoln, NE 68502
402-423-3236/ tobarcooran@aol.com

Membership: Pam & Rich Brunke
850 Irving St
Lincoln, NE 68521
402-438-3330/ r_brunke850@yahoo.com

Driving Event Chair: Joe Guinan
75 Day Drive
Fremont, NE 68025
402-727-8011/ joeg@nebr.com

MISCELLANEOUS SPATTERINGS

By John Rued

Welcome to the first issue of 2010!

The December issue proved I could produce. The January issue will prove that I can follow through. (Yeah, I know. People talk...)

But that is what January brings. A new year with new resolutions...

So here is what I resolve:

1. To turn out a quality publication as close to the first of the month as I can.
2. To ensure that the newsletter is electronically delivered to as many folks with current and validated e-mails.
3. To highlight upcoming club activities with as much "head's-up" notice as I can.
4. To ensure that recent club events get the coverage due--acknowledging the efforts of the organizers and spurring the general club membership to actively participate in future events.
5. To identify and celebrate the efforts of one member in the never-ending struggle to keep these rolling relics, well, rolling.
6. To avoid ripping images off the internet without getting the image-owner's permission.

I'll work harder on Number Six.



WEB SITE: www.flatwater.org - Webmaster: Ron Bonnstetter 402-423-9138/ rjb@unl.edu

58TH ANNUAL RALLYE GLENWOOD SPRINGS, JUNE 11-13, 2010

The MG Car Club Rocky Mountain Centre (MGCC-RMC) invites you to join us for the 58th Annual Rallye Glenwood Springs, the oldest continuously held rally in the United States, on Friday, Saturday, and Sunday, June 11, 12, & 13, 2010.

Since its inception, the MGCC-RMC has sponsored the event, which began when a hardy group of sports car owners discovered the joys of top-down motoring in Colorado in MG's that still had lift-off tops and running boards!



Long-time MGCC member Hazel Marble at the start line of the 1953 Rallye Glenwood Springs

The Rocky Mountains of central Colorado-- with some of the most breathtaking scenery in America--formed the backdrop for the Rallye Glenwood Springs through fifty-seven previous years. Vintage and classic cars from as far away as California and Illinois have shared the twisting mountain roads with their newer counterparts for octane-related festivities. Enthusiasts have come from as far away as England to drive borrowed MGCC-RMC cars through such fabled Colorado mining towns as Leadville and Aspen on their way to Glenwood Springs.

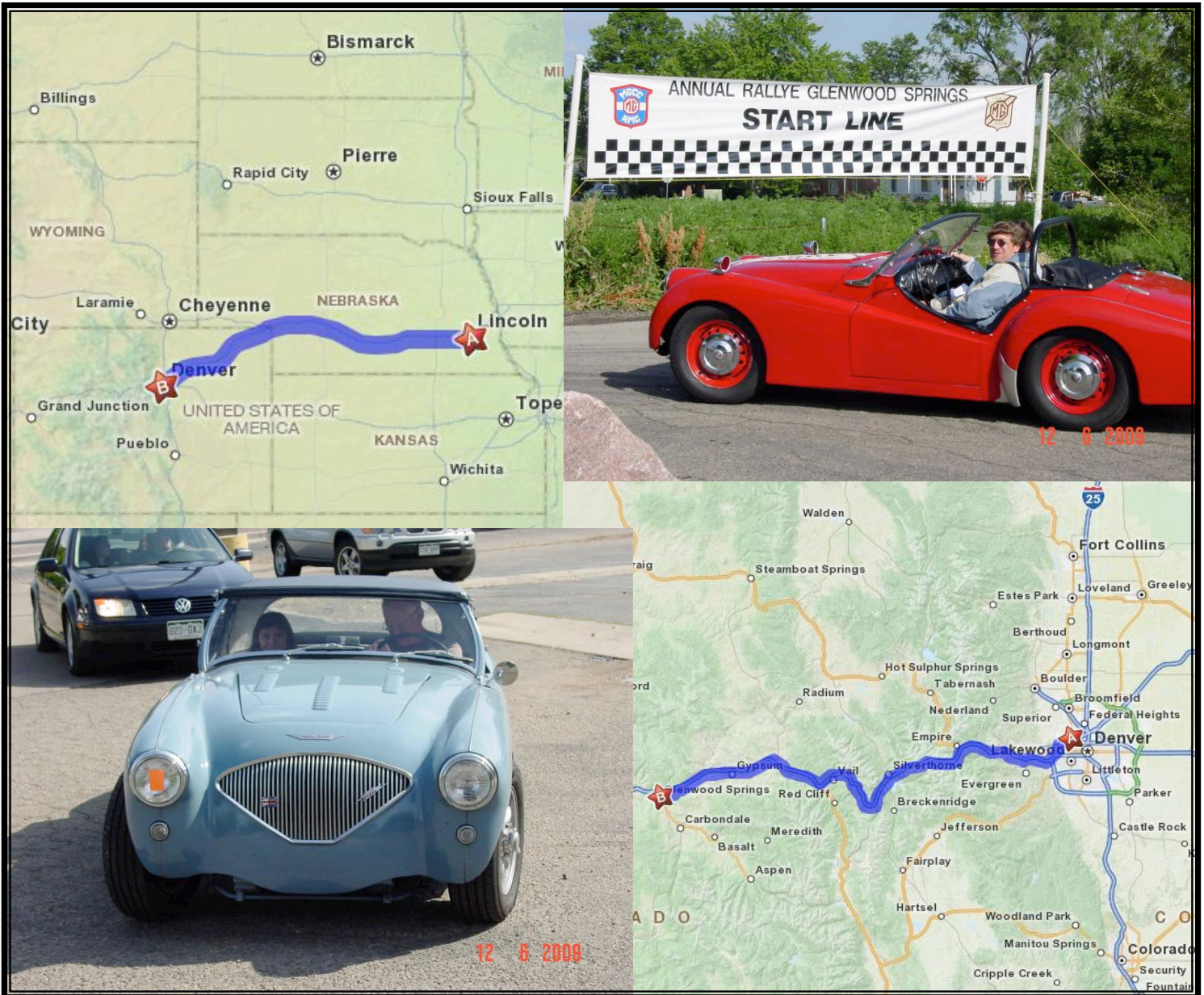
The weekend is a marvelous opportunity for car enthusiasts of every marque—British, American, German, Italian, Japanese—to join together for sunny days, cool nights, and unique events. The fun begins on Friday with a scenic Road Tour winding through the canyons and over the mountain passes from the Denver suburb of Arvada to Glenwood Springs. Saturday's main event is the Rallye Glenwood Springs—a time-speed-distance rally to challenge both the novice and the experienced rallyist through the beautiful valleys around Glenwood Springs. The weekend culminates with the Banquet on Saturday night and the Car Show, Funkhana, and awards presentation on Sunday. To turn the trip to Glenwood Springs into a longer vacation, you can emulate Presidents Teddy Roosevelt and William Howard Taft in taking high tea in the historic Hotel Colorado and fishing the trout-laden Roaring Fork or Frying Pan Rivers. And you could add something the presidents never experienced—a thrilling gondola ride up the mountain to spend a few hours climbing through Glenwood Caverns, followed by a relaxing swim at the huge hot springs pool and spa in the evening. Also nearby are both ends of the spectrum for mining town explorers—celebrity-filled Aspen in one direction and artisan-filled, former coal mining town Redstone and scenic quarry town Marble—origin of the stone for DC's Jefferson Memorial and Tomb of the Unknown Soldier—in the other.

Additional information and registration forms will be available on the MG Car Club, Rocky Mountain Centre website, <http://mgcc.org/>. You can also contact Glenwood Chairman Don Arnst at 303-940-4778, E-mail: vonarnst@msn.com or Publicity Chairman Steve Hart at 303-985-2763 or the Rallye Glenwood Springs stephen_hart45@msn.com.

RALLYE GLENWOOD SPRINGS—EDITOR'S COMMENTS

Joe Kueper attended this event a couple of years ago and is intending to make it again this year. Anybody wishing more information can contact Joe at: EditorJoe@msn.com. A Flatwater contingent would be fun!

For those who aren't familiar with the Colorado territory, check out the regional and state map to see what a road trip might entail.



FUMES

TEAM FLATWATER RACING SCHEDULE—2010

By Terry Davis



What's in store for 2010? Some of the old standbys plus a couple of new things. As I'm writing this the Club's 2010 calendar is still being finalized, so I don't have dates for the autocross and airport run yet, but check the newsletter and website for the final calendar when it's done. The good news is that we're going to expand our competition driving events from 3 last year to 4 this year, most likely 2 autocrosses and 2 airport speed runs! We will have one speed run at the Scribner airport and may have another one at a more southerly location – again, check the final calendar.

On the vintage racing scene the Rocky Mountain Vintage Racing (RMVR) schedule is as follows:

April 16-18	Drivers' School and Race	High Plains Raceway, Byers, CO
May 15-16	Spring Race	High Plains Raceway, Byers, CO
June 12-13	Trans-Am Invitational	Pueblo Motorsports Park, Pueblo, CO
June 27	Pike's Peak International Hill Climb	Pike's Peak, CO
July 10-11	Summer Race	Pike's Peak International Raceway, CO
Sept. 3-5	Showboat Grand Prix	Motorsports Park Hastings, NE
Oct. 2-3	Enduro	High Plains Raceway, Byers, CO

The Corinthian Vintage Auto Racing (CVAR) schedule (for events fairly close to Nebraska) include:

April 16-18	Mike Stephens Classic	Hallett Motor Racing Circuit, Tulsa, OK
May 14-16	Marvelous May Races	Eagles Canyon, Slidell, TX (D/FW area)
Oct. 1-3		Thunder on the Cimarron Hallett Motor Racing Circuit, Tulsa, OK

The new kid on the block, Heartland Vintage Racing (HVR), has a **BIG** event planned for August 19-22 at Heartland Park Topeka. That weekend will see the O'Reilly Auto Parts Vintage Grand Prix and the 2010 Triumph Kastner Cup race come to Topeka! Again, this is a **BIG** event! Over 5000 spectators are expected to attend.

There will be a Performance Driving Experience (PDX) on Thursday, August 19. This is a one day introductory track driving course which includes a morning classroom session and then the rest of the day on the track with a licensed race driver in your own street car or race car. The cost is only \$100.00 and it's a great way to get a "taste of the track."

Friday, August 20, will be a Test and Tune for racers, and then races on Saturday and Sunday, the 21st and 22nd. The Sunday feature race will be the Triumph-only Kastner Cup race that draws top drivers from across the country. There will also be a parade and car show for the race cars on Friday evening and a barbecue dinner with live entertainment on Saturday night. Finally, there will be several car club corrals in the paddock and over 50 vendors.

Like, I said this is a **BIG** event, especially for our part of the country. Check out their website at www.heartlandvintageracing.com. Rooms have been blocked off at the Ramada Hotel, the Holiday Inn, and the Holiday Inn Express in Topeka – get your reservations in early!

Lastly, I want to set up a couple of Flatwater track days, most likely at Mid-America Motorplex (MAM) in Glenwood, IA, or possibly at Hastings if there is enough interest. There is open track time at MAM almost every Friday (Fast Fridays) starting in April and the Full Throttle Orientation School for first time drivers is typically held on the first Fast Friday of each month. Hastings doesn't have as many open track days, but they are usually on Saturdays. If you're interested remember, Hastings requires a roll bar in an open car, MAM does not.



As we start to thaw out (I hope) over the next couple of months I'll be checking the track schedules to see exactly what's available and will let people know. If you're interested in a track day, let me know by email at tadavis1@cox.net. I'm going to plan the first track day for early April – I know I'll need to blow out some cobwebs and make sure the car's running well before the year's first race on April 16. See you in the paddock!

WHY A MORGAN?

By John H. Sheally II

Ok, what is my reply when I am asked , WHY A MORGAN ? It is quite simple, Brock Yates once wrote : A Morgan merely is and that should be enough. You either accept a Morgan as you would the Himalayas or go on to more splendid things such as butterfly collecting. A Morgan merely is and that should be enough.

I read those fine words just after I had purchased my first Morgan Motorcar brand new from the Morgan Motor Company, Ltd. It was a 1967 Plus 4 in Westminster Green complimented with Black leather interior and topped off with chrome wire wheels. I have never looked back as the Morgan Marque has always been my mainstay in motorcars. That was forty-three years ago and as we near the year 2010 I still feel the same.



An enthusiastic friend of John Sheally's

If you want a hand-built motorcar to love and improve...and enjoy and be hands on with...and turn wrenches on and make it your personal icon...and have fun with: DO HAVE A MORGAN.

I have been doing the above for over four decades. I have owned and driven all the models that MMC, Ltd. have produced starting with the three wheelers and up through the Aero Eights. The exception is the Aeromax and I can't wait to do so with that one either.

That hands-on has led to unlimited pleasure.

The thrill of making a Morgan better and better is very satisfying. I have never had a perfect one, or has one ever been perfect even when receiving the checkered flag or a Best of Show or when receiving a compliment about one from a perfect stranger.

Morgans are real. The improvements that I have made on them is my therapy. The friends that I have made via association with the Marque are exhilarating. The miles of seat time take the edge off the day. The smiles associated with a Morgan are priceless.

Yes I have owned and/or driven many other fine makes and models over the years including Bugatti to very fine Ferrari from Dinos to the Daytona Spyder, Rolls Royce, Fleetwood Brougham Cads, Porsche 904, 906, 356,959, Carrera to modern Carrera, the wonderful 930s, all the Lotus models, Lamborghini, Alfas, Maserati, GT Fords and on and on. With the exception of Bugatti, I soon become bored and always go back to the Morgan because they excite and stimulate me very much--much more than the others.

Wonder why? My answer is simply: THEY ARE EVERYTHING THAT OTHERS SAY THEY ARE AND EVERYTHING OTHERS SAY THEY ARE NOT. THEY ARE MERELY MORGAN NOT ANYTHING MORE...NOT ANYTHING LESS. They just are.

Butterfly collecting never appealed to me as I prefer the butterfly in free flight as I do the Morgan in the wind. ENJOY YOURS IN THE WIND IN 2010!

BITS AND PIECES

2003 Honda S2000
25,065 miles
Mint condition – Inside &
out
20 mpg (city) / 26 mpg
(hwy)

6 speed manual transmission
Rear-wheel drive

\$16,500 (retail \$17,550)



*“You’ll feel like a million bucks when
you’re behind the wheel of this cream puff”*

Inquiries call (402) 206.1202 (Ask for the editor’s wife.)

HOW TO BE A CONTRIBUTING EDITOR

By John Rued

I intend to sustain the vision and effort of the previous editor—to provide a quality newsletter to the club members by the first of the month.

To make this happen, the newsletter should be in final draft three days before the end of the month. Once the draft is final, it’ll be sent it out for one last review before release. Release will occur one or two days before the end of the month for printing, mailing and posting to the web site.

A couple of editorial departures, though. There will be no predefined length; the newsletter will be as long or as short as material allows. Also, there will be no dedicated theme; I will interpret a common theme will be based on whatever submissions I receive.

I will post the suspense dates for the following month’s issue in the current month’s newsletter. I will accept ANYTHING for posting. Figure, though, that if you are sponsoring an event, I will want an article. And, if you send images—and who doesn’t like to look at pictures?—please identify them with date, location, people, and other pertinent information.

Excited? I thought so. So take your pent up creative genius and send me an article:

jrued@earthlink.net

MEMBER PROFILE--STEVE SHEPHERD

Meet my friend Steve Shepherd. Steve is a fantastic individual with a diverse background and a wealth of technical talent.

Ask Steve when he became interested in British cars and he will tell you it was in high school—1964—with a friend driving an early three-liter Healey. Ask Steve when he bought his first British car, and he will tell you it was in 2004—with the enthusiastic approval of his wife. It was either buy a British car or an airplane. The car was cheaper. . .



Anyway, Steve located a car in Washington, Missouri. (Editor’s note: Wilson Motors-- <http://wilsonmotorco.com/>) He flew down to look at it, noted it had roll-up windows, and bought it.

From 2002 to 2008, the car was a fixture in Steve’s hangar at Millard Airport. He was constantly running it out of gas. Not because he drove it often, just because it had holes in the tank. In response to the perennial “Why not just fix it and get it on the road?”, Steve decided he would “...just take it apart and see what [he] had and put it back together.” It was always Steve’s intention to do a ground up restoration and, since he had just recovered—as in “replaced the fabric” on—his last airplane project, he had the available time.

The car is a very original early BJ8—the one with the minimal ground clearance. (Yes, I know; they all have minimal ground clearance.) But Steve has plans. How ‘bout: Fuel injection (<http://www.pattonmachine.com>), roller cam, headers, rack-and-pinion steering, and a six-speed Ford gearbox. (Another editor’s comment: This is/will be a Flatwater car!)

Steve is doing all the work himself. Maybe some outsourcing of aluminum work (Central Cylinder: <http://www.centralcylinder.com/>) and metal fab (Hempill Sheet Metal: <http://www.hempillsheetmetal.com/>), and media blasting (Keystone Stripping, no URL). He has performed work for the owner of a body shop (recall that airplane “recovering”?) in return for a small area of space in an otherwise huge body shop (Florence Auto Body: <http://www.florenceautobody.com/Pages/home.aspx>). Florence Auto Body has everything Steve needs: plumbed air, paint booth, and an apprentice named “Donald” (who provides the lunchtime pizza (Little Caesar: <http://www.littlecaesars.com/>)).

Steve --originally from Lima, OH--graduated from Ohio State in 1970, and oozed into a six-year petrochemical relationship with Phillips. In 1976, he rolled into ball-bearings with Federal Mogul (recognizing that “it’s all ball bearings nowadays”) and was transferred to Omaha in 1979. A career change called in 1989; Steve answered and was connected with US West/Qwest.

Now retired, Steve is anything but not working. In addition to restoring his Healey, Steve is an accomplished pilot and flies his own Piper Tri-Pacer.

SHAMROCK Racing

3rd ANNUAL CHILI FEED

Think you make good chili? Here's your chance to find out.

Shamrock Racing will host the Third Annual Chili Feed at the World Headquarters of Shamrock Racing in Beatrice, Nebraska, on January 30th, 2010, at 1:00 p.m. Last year, while watching Rolex 24 on the big screen, celebrants brought white chili, elk chili, beef chili, meatless chili, mild chili, spicy chili, and everything in between! Don't panic— if chili isn't your dish— bring a salad, appetizer, or dessert. Beverages will be provided.

Please join the Shamrock Team as we start 2010 by watching the 48th Rolex 24 at Daytona!

** Check our video out here: <http://www.vimeo.com/7735244> **

RSVP to Shamrock Racing at (402) 228-6819 or Sean Cahill at WldRvr@aol.com

**January
30th, 2010
1pm—????**

