

AUSTIN HEALEY CLUB

The FLATWATER NEWS

December 2002

December, 2002

6--Fish at Nehawka

6--Jazz@Joslyn, 5:30 -7

12--Ice Cream at Baskin-Robbins, 70th & Pioneers

14--Breakfast at Mahoney

25-- Christmas

27--NO Fish at Nehawka

January, 2003

9 -- Ice cream at Baskin-Robbins

11--Breakfast at Mahoney Park

18 -- HRMNP after-Christmas party at the Knolls, Lincoln.

25 -- Election of officers, see story on page 2.

31 -- Fish at Nehawka

Events have elastic starting and ending times. Ice cream is 7:30 or so; Fish is 6:30 or so; Breakfast is 9:00 or so.



**Yes, it's true:
Official FAHC website
now available:
www.flatwater.org**

Yep, the club now has its own website, thanks to the efforts of new member Ron Bonnsetter, owner of a '68 MGB.

For the last few years, club information has been housed on Dr. Bob Shaw's web site at mlcltd.com.

Unfortunately, both Bob and wife Martha's schedules have increased to the point that updates to the site simply couldn't be done as often as they wanted.

Ron volunteered to take the project on and is working to get the site "live" by the time you read this. Thanks to all for their help.

The www.flatwater.org site will offer links to regional resources and clubs, such as the MG Club of St. Louis; newsletters (but not the current one, so it stays a members-only benefit); event listings, a club calendar; technical tips and more.

Ron's also planning to add some club history and a contact link for people with questions and add club photos as they're available.

He'll also make sure that the site meshes with the major search engines.

Take a look and let Ron know what you think by e-mailing him at rjb@unl.edu. And tell others about the site, too!



By Marvyn Marshall

From the Presidential Garage

Merry Christmas to all of you. Susan and I wish the best to all our friends this season and the coming year.

This has been quite the year for our little club. We've had some serious illnesses but everyone seems to have recovered enough to cause their usual mischief.

A number of LBC's were bought and sold. We had a really good help day or two. And we had a retirement.

We had another banner year for membership (thank you, thank you) and some very interesting trips and events.

And, one of my favorites, the long anticipated wedding of our beloved founder and the gal who does our newsletter, Dr. Jim and Barbara.

Last month, I told you the old H-P took one for the team. I'm happy to report Santa gave my little wife an early present.

Luckily, I helped her set it up and beat her to the security program that kept me out of her old computer. Now I can surf the net, I mean, write my column without asking permission all the time.

Sue gave me the old toy and as soon as I find a better place to set it up than where

she told be to put it, I will try to retrieve my notes.

Thanks to all who attended the Planning Parties at Bonnsetter's and Thietjes'. We met to see what the clubs want to do next year.

Again, we have a full slate as you'll see by the event calendar in this issue.

Note to new members: especially you Triumph drivers: You're a part of Her Majesty's Patrol too. Don't be afraid to jump in and attend.

(cont. next page)

Presidential Garage, cont. from page 1

We want your suggestions... (and your food) After all, HMRP is a Knife, Fork, and Spoon Club.

In what other club can one go to somebody's house and drink all their adult beverages, eat crab-stuffed mushrooms, pies, cakes, quiche, chips and dips, assorted meats, brownies, and homemade cheesecakes?

Well, I better finish this up before I ramble too much and the Editor takes her job seriously.

See you all at Ice Cream or at Mahoney for Breakfast.

Remember, the next Monthly Meeting is Friday, Jan. 31st. There is NO Dec. Meeting because of the Christmas Holidays.

Again, MERRY CHRISTMAS TO EVERYONE !!!!

Marvin

Cars and Parts 4 Sale

FOR SALE: 1960 MGA red roadster. Black leather interior. Great driving car.

Call FAHC member Ken Grant in Missouri at 816-746-8490 or e-mail him at kenneth.grant@wellsfargo.com.

FOR SALE: Driveshaft \$55; steering rack \$15; MG ribbed tranny with no shift lever \$100; windshield cloudy but not cracked and frame good \$20.

Interested? Contact FAHC member Gerald Tessin at jerlin22@cox.net.

FOR SALE: 948 engine. Attached to 4-speed smooth-case transmission. If you might want it, and want to hear it running before you buy it, contact me pronto because it's getting taken out of my car this winter.

Contact FAHC member Tim Creger, Lincoln, 402-466-3968.

Jim Danielson has the following cars for sale:

1963 Midget/Sprite

1967 Sprite

1973 MGB-GT

1974 MGB-GT

1979 Midget

1980 MGB LE

Call Jim at 402-464-3733 or e-mail him at jdanielson2003@yahoo.com if you want other information.

FOR SALE: 1972 Datsun 240 Z. Good body to be restored, all frame is in good condition. Has rust in typical areas. Have extras parts, too many to list. Was in storage for last 14 years. Call for details. \$450.00. 402-727-4518 or email Mike Cerny at mecerny@teknetwork.com.

Election of FAHC Officers Set for Jan. 25

Each year, the national Austin-Healey club requires its affiliates to hold an election of officers. This year's election will be held at the home of the national delegate, Jim Danielson, on Saturday, January 25, at 7 p.m., 1310 Idylwild Drive, Lincoln.

Current club officers are: President, Marvin Marshall; Vice-President, Jerry Needham; Secretary, Jim Stork; Treasurer and Membership Chair, John Ulrich. All officers are willing to serve again, if no other nominations are received by the time of the election meeting.

Because officers must be national club members, only national club members are allowed to vote or hold office. All NAHC members are encouraged to attend the meeting, e-mail their vote to Jim at jdanielson2003@yahoo.com or call him at 402-464-3733.

EVENTS CO-CHAIR NEEDED

FAHC needs an events co-chair. You do not have to be a national member for this position since it is not an actual officer position. More information in January issue.

Heartland Marque to be Austin-Healey

If you've got an Austin-Healey, consider being part of the caravan to St. Jo in June for the Heartland MG Show. It is the featured marque this year.

Roadside Tech Tip

By David Steger, Atlanta Austin-Healey Tech

Your car is running rough. You're miles from home without a meter, so how can you test the Ignition Voltage Output? Here's one simple method:

1. Hold a medium wrench in one hand. Test results show that a 9/16 Sears Craftsman combination is best, because smooth wrenches tend to slip out of our hand, providing inaccurate test results.
2. With the engine at idle, grab the plug end of any ignition wire with your free hand and hold the wrench tightly in the other.
3. Now pull the plug wire. If you have a spark, this will probably cause you to throw the wrench. KV output is based on the distance you throw the wrench, so measure carefully!

Less than 10 feet – weak spark under 10,000 volts. Check coil.

10 to 20 feet – approx 10,000 volts. Check points.

20 to 30 feet – approx. 15,000 volts. Check vacuum advance.

30 to 40 feet – approx. 25,000 volts. Check plugs.

Over 40 feet – possibly ultra-high output. Try a bigger wrench and repeat test unless you have installed an electronic ignition system. If so, check your owners manual for the particular ignition module in your car.

Caution: damp weather may exaggerate results. If conducting test in rain, you must substitute a 10-inch crescent wrench for a valid test result. Always check for oncoming traffic prior to conducting a roadside test.

(From the MG Club of St. Louis newsletter)

Antique Run to Walnut, Iowa: We did this last year in the rain and it was well worth the effort. Marvin Marshall has already volunteered to drive his truck, in case we find bargains that don't fit into our LBCs.

Bizarre Bazaar: A chance to clean out our attics, garages and basements and either sell them or donate them, with some or all of the funds going to the club. Date To Be Determined.

Breakfast at Mahoney's: All are welcome to gather at Mahoney State Park for breakfast on the second Saturday of each month. The buffet is good. We usually get a big table and it's a nice drive, even in the winter.

FAHC All-British Car and Cycle Show: Our main club event of the year. We take the parking lot at the LPS offices at 60th and "O" Sts in Lincoln and turn it into a home for all marques, years, sizes and shapes of Little British Cars. Free admission. Lots of cars. Good time.

Fish at Nehawka: The last Friday of each month, FAHC and HRMNP club members head to the Windmill Inn at Nehawka to order fish, drink beer (or other beverages), talk about cars and generally have a good time.

Founders Autocross: Jim Danielson wants to arrange an autocross this August at the Lancaster County Events Center. Stay tuned for more news later in the year.

Go-Kart Racing: This is being checked into, as the former go-kart shop has moved. This may be in Lincoln or Omaha and has always been an enjoyable event. Again, more news as it approaches.

Ice Cream: The Her Majesty's club has always enjoyed going out for ice cream the second Thursday of every month. For the last year or so, we've been going to the Baskin-Robbins at 70th and Pioneer. **Starting in April, we will go to the Culver's Restaurant** that's being built a block or so north of there, next to the new Walgreen's. It's due to open in March.

John C. Fremont Days Car Show: This event is masterminded by HRMNP and FAHC member Leo Thietje. We caravan as many cars/owners as we can round up to Leo's early that morning, park 'em in Fremont, and spend the day talking about cars and enjoying the celebration. Later, there's a barbecue at Thietjes. Always a good time!

Loess Hills Run: If you enjoy seeing beautiful fall foliage, you won't want to miss this trip to the Loess Hills of Iowa. Eighteen cars were in the caravan in 2002. Brian and Jane Goldsmith are coordinating this drive. More details in September.

FAHC



Calendar Notes

McArt Dart: This summer, Joslyn Art Gallery in Omaha is showing an exhibit of Impressionist works from Kelvingrove Art Gallery in Scotland. We'll make an Art Dart to Joslyn and find a place afterward that offers both good food—if not haggis and mutton – on the menu.

North Omaha Airport Speed Run: Many folks did this last year. You can choose to either "show and shine" your car or show it and race it along the North Omaha runway. Talk to HRMNP member Russ Devoe for details.

Renaissance Faire: James Arthur Vineyards in Raymond puts on a Renaissance Faire which offers jugglers, knights and the whole works. The wine is good, the entertainment terrific and it's a nice venue to show off the cars.

RoadAmerica Racing: Several FAHC folks went to Elkhart Lake, Wisconsin last year for racing and, as it turned out, lots of really good bratwurst. Talk to John Ulrich or Jim Danielson for more info.

Run to Heartland MG Show, KC All-British and the drive to Rock Creek: What's the point in having the cars if you don't get them out? The first two are caravan events where we go with prizes in mind; the third is new and Bob Shaw's project. More details closer to the event.

Sprite Spree '03: This every-five-year convocation of Sprites and their owners has already got some Lincolnites on the list of attendees. If you've got a Sprite, or are fixing up a Sprite, talk to Jim Danielson or Marvin Marshall about being added to the caravan.

Swap Meet: This once-a-year meet, held at the State Fairgrounds in Lincoln, is hosted and run by the Eastern Nebraska/Western Iowa Car Council, of which FAHC is a member. We volunteer six warm – if not, awake -- bodies from about 2:30 a.m. to 6:30 a.m. to park cars and direct traffic. For our parts in this, we earn shares in the proceeds, which help fund FAHC all year.

University Motors Events: John Twist's University Motors, a sort of Mecca for those interested in repairing LBCs, offers both a February seminar and a summer party. University Motors is in Ada, Michigan, so this is a road trip. Talk to Jim Danielson for details.



My Favorite British Sports Car

by Bob Shaw

A short time ago a friend sent me an e-mail with an address to a British Airways Site.

On this particular site was a question: What is the most beautiful British Automobile ever made?

I am not certain that there is a right answer to this query. All of us love John Rued's 100. Butch Mitcheltree's E type is the stuff dreams are made of. John Ulrich's GT V8 conversion is a wickedly delightful conveyance, and his Bugeye is wonderfully nasty!

The list could go on for pages, for there are a number of beautiful and desirable cars present in the Flatwater Austin-Healey Club.

But, on a personal level, there is only one British Sports Car that has the combination of looks, racing heritage, performance, simplicity and that intangible fun something which makes such a car as much a beauty to drive as to behold.

While all of the cars mentioned before, and more, are candidates to meet this combination of traits, for me that vehicle must be the MGA.

The Early Years

The first MGA was really a rebodied TD race car, designed by Syd Enver, the

famous MG engineer, for George Phillips to race at Le Mans. Known as EX.175, the car was only marginally successful. The XPAG engine was not up to the excitement generated by the beautiful fully enveloping body.

A second deficiency of the original design was revealed when the TD frame required the driver to sit absurdly high. This failing so irritated Enver that he designed a new frame which was wide spread so as to allow seat placement between the frame rails.

The car generated a great deal of excitement, and the boys from Abingdon were very eager to place their new design into production. However, MG had become a part of BMC, and the head of that concern had decreed that the new Austin Healey 100, also a very beautiful car, was to be placed into production and did not need in house competition. It was not until the 1956 model year, four years later, that the MGA was introduced to the public.

The Development of the MGA

The first production MGAs had a 1488 CC overhead valve engine, a 4 speed transmission and drum brakes. The steering was rack and pinion, with a double wish-bone front suspension and a live rear axle suspended in semi-elliptic springs.

The car was fitted with 2 SU

carburetors, a folding top and side curtains. There was also a heater fitted which was relatively effective. It was, for the time, a car that was modern, comfortable and quick.

The car was upgraded in later years. In 1959 a 1588 engine replaced the 1488, which was, in turn replaced by a 1622 engine. The front brakes were changed to Lockheed discs in 1959.

There was also a Twin Cam variant introduced in 1958, which came with disc brakes at all wheels, and an engine which was quite powerful but which needed careful attention to survive.

Sadly many of those who bought this car were not up to maintaining the engine and it had a high rate of failure when it was neglected. There were a few Mark II Deluxe cars made. These were Twin Cam chassis fitted with the 1622 push rod actuated overhead valve engines, and are considered by many to be the most desirable of all MGAs.

The "Modern" MGA

A new variant has arisen in the past 10 years. This is an MGA which is fitted with an MGB drive train. Such cars are known variously as modified or super sports MGAs.

My own MGA, which Bill Evans calls an MGB in MGA clothing, is such a vehicle. It started life as a 1957 1500.

However it is now sporting front disc brakes, a 1860 CC S main B engine, an overdrive full synchro transmission, a Salisbury type 3.90 B rear end with GT pistons, and GT springs lowered 1.5 inches and a GT sway bar.

It is a car that combines the looks of the MGA with the performance of the MGB. It is a car that I am not afraid to take anywhere, and have taken from Oregon to Canada to New York.



WE ARE DRIVERS!

(Guide) To Using Datsun Parts by Martin Hickel, San Francisco

The continuing (and worsening) recalcitrance of local BMC dealers to stock the parts Met owners require is getting to be a real pain in the bottom end.

(FAHC editor's note: What BMC dealers? Where? Selling what?)

As high prices were not bad enough, the lack of availability of crucial bits is making it nearly impossible to find what's needed without resorting to even higher-priced specialty houses.

Purists may gasp, but a fairly complete line of cheap parts are available from your friendly Datsun dealer.

This is because way back in good old days of yore, the Japanese were copying BMC designs bolt for bolt, having inaugurated their post-war auto industry with the reassembly of Austin "KD" (knock-down) products--complete cars shipped in a box.

After their merger with Austin; Morris, MG and other Nuffield marques began using these same Austin drivetrains, with small changes here and there.

In the case of the Metropolitan, the 1200cc and 1500cc version of the Austin "B" engine were used.

A destroyed version at 1200cc was licensed to Datsun at this time and went into their cars and small trucks right up through 1973, the later years appearing as 1300cc.

This is the J-12 and J-13 engine that was used primarily in the Datsun 411.

It is so perfect in its replication of the original BMC design that today you can go down and buy, for about \$250, a brand new cylinder head, head gasket set, thermostat and housing from your Datsun dealer and bolt it right on any BMC engine either 1500, 1600, or 3-main bearing 1800cc displacement.

This source, of course, represents a considerable savings when you consider the cost of even a "used" head for these engines. However, there are some drawbacks. For one thing, it is not an original part, and for another, a short half-inch nipple is needed for the Datsun head in order to hook up the rear heater hose, otherwise all the British bits will bolt right on.

But for the lack of the little elbow for the heater hose, the Datsun head is nearly impossible to distinguish from the BMC head once it is on the engine.

Because of the shorter stroke, the Datsun pistons, rods, and bearings will not interchange, although the entire engine will slip neatly and without modification into any BMC product for this class.

You could also use the Datsun carburetor and manifolds, however the water pump, oil pump and clutch parts are different. Still, when your Met's head cracks for lack of a clean radiator, the Datsun alternative is something to consider.

BUT, do get the radiator fixed first, and the rings, and the bearings, and the . . .

[Gazette editor's note: Other Datsun parts for the Met 1500 engine include front engine mounts p/n 11223-01300 (for Datsun 1967 J-1300), rocker arm shafts p/n 13252-30001, and timing

chain tensioner p/n 13070-21--2 [must be filed slightly.] There may also be other Datsun parts that will fit and work as well as the above do on the Met 1500 engine.]

[Reprinted from an earlier Gazette]

The Metropolitan 1500 engine is the same configuration of an MGA with different carburation and exhaust. The Metropolitan transmission is the same case design of an MGA with 1 gear removed to make it a 3 speed. The Metropolitan rear end is the same as a MG Midget with a few case changes. The Metropolitan's were by Austin in England (later known as British Motor Corp... now known as Jaguar Cars, Inc.) to American Motors specifications.

Submitted by FAHC member Tim Clark, owner of a '60 and '62 Nash Metropolitan.

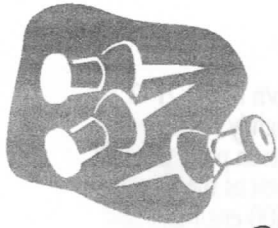


**Want to get
the club
newsletter
via e-mail?
It's easy!**

Just drop a line to the club at fahcmailbag@yahoo.com and you'll be put on the newsletter e-mail list.

There's several advantages: it gets to you quicker than regular mail; it saves the club postage; it saves the club printing costs; if you have a color printer, you can print it out in color.

Why not add your e-mail address to the list today?



FAHC

2003 Calendar

January:

- 9 – Ice Cream at Baskin-Robbins, 70th and Pioneers
- 11 – Breakfast at Mahoney State Park, Ashland
- 18 – HRMNP Holiday Party, Knolls Country Club, Lincoln, with silent auction
- 25 – Officers Meeting
- 31 – Fish at Nehawka

February:

- 8 – Breakfast at Mahoney
- 13 – Ice Cream at Baskin-Robbins
- 14 – Art Dart to Sheldon re-opening (maybe)
- 23 – Go-Kart Racing (possible)
- 28 – Fish at Nehawka

March:

- 8 – Breakfast at Mahoney; set-up for Swap Meet in afternoon
- 9 – Swap Meet
- 13 – Ice Cream at Baskin-Robbins
- 15 – St. Patrick's Day Party at Needhams, Omaha
- 28 – Fish at Nehawka

April:

- 10 – Ice Cream at Culver's, south 70th
- 12 – Breakfast at Mahoney
- 25 – Fish at Nehawka
- 26 – Antique run to Walnut, Iowa

May:

- 8 – Ice Cream at Culver's
- 10 – Breakfast at Mahoney
- 10-13 – Sprite Spree '03 in Hershey, PA
- 17 – Renaissance Faire, James Arthur Vineyards, Lincoln
- 30 – Fish at Nehawka
- TBD – Bizarre Bazaar

June:

- 6-8 – Heartland MG Show, St. Joseph, Missouri with side trip to Ken and Vicky Grant in Parkville
- 12 – Ice Cream at Randy and Eloise Hiatts
- 14 – Breakfast at Mahoney

- 15 – North Airport Run, Omaha
- 27 – Fish at Nehawka
- TBD – Run to Rock Creek

July:

- 4 – Marshall's Party, Omaha
- 10 – Ice Cream at Culver's
- 12 – John C. Fremont Days Car Show, followed by barbecue at Thietjes
- 18-20 – RoadAmerica Racing, Elkhart, Wisconsin
- 25 – Fish at Nehawka
- 26 – Carthage, Missouri Run

August:

- TBD – Founders Autocross
- 9 – Breakfast and Poker Run
- 14 – Ice Cream at Culver's
- 23 – McArt Dart to Joslyn, Omaha
- 29-31 – All-British in KC
- 29 – Fish at Nehawka

September:

- 11 – Ice Cream at Culver's
- 13 – Breakfast at Mahoney
- 26 – Fish at Nehawka
- 28 – FAHC All-British, Lincoln

October:

- TBD – Loess Hills Run
- 9 – Ice Cream at Culver's
- 11 – Breakfast at Mahoney
- 31 – Fish at Nehawka

November:

- 8 – Breakfast at Mahoney
- 13 – Ice Cream at Culver's
- 22 – Planning meeting at Thietjes
- 28 – NO FISH AT NEHAWKA

December:

- 5 – Alternate Fish at Nehawka
- 11 – Ice Cream at Culver's
- 13 – Breakfast at Mahoney
- 26 – NO FISH AT NEHAWKA

Events subject to change. The best way of knowing current events and date changes is to attend local events and read the newsletter. TBD means that official dates have not been set for this event and it may be held another month. If you have an idea for an event, please forward it to Marvin Marshall or John Ulrich.

MGA Enthusiasts

There are several club members who own and drive MGAs.

If you are interested in an MGA restored to original specifications, Brian Goldsmith, Dan Forehead, Dave Barnes or Ken Grant might be good references.

If you are interested in a modified variant, Steve Espelund, Larry Underwood or I would be happy to assist you.

Leo Thietje and Bill Petta are working on MGAs, and Dave Erickson also has a nice 1500 that will be showing up more and more often at the different events.

I know that any of us would be quite happy to talk about our cars, as would any other MGA owners in the Flatwater Austin Healey Club or Her Majesty's Royal Nebraska Patrol.

The MGA is a delightful little car that combines the best of classic British motoring. It possesses the beauty of the streamlined riskers of the 1950s, with many of the modern conveniences of newer cars.

Its platform is solid enough to modify, and it makes one wicked race car. As our friend Kent Prather proved by winning the G Production title at the SCCA Run Offs, it is still a pretty fair race car.

All of this information builds to one conclusion- if you are investigating buying a classic sports car, the MGA is an option well worth considering.

This Just in...

Those FAHC and HRMNP folks interested in attending LBC mechanical guru John Twist's summer party, should know it's scheduled for mid-August, 2004. Ask Bill Evans or Jim Danielson for more info.

Ask Uncle

Marvin

As your beloved President, I am always available to answer member's questions on most anything.

Dear Uncle Marv,
How do I arrange a Club Help Day? My car won't start and the brakes are bad.

Easy...1) Obtain parts and nourishment. 2) Pick a time. 3) Ask for help at one the gatherings or put it in the newsletter. 4) Tell spouse why a bunch of hungry and thirsty people showed up with tools. (Sometimes they will show up with parts, too.) This isn't limited to car repair... One wife had a help day to drywall a room addition.

Dear Uncle Marv, What's the difference between Her Majesty's Royal Motor Patrol and The Flatwater club?

The Flatwater Austin-Healy Club is an officially chartered club with the national A-H organization.

It has elected officers, a mission statement, prints the newsletter, holds monthly meetings, and collects dues.

It carries insurance for sponsored events such as its show in September and the Patrol's North Omaha Airport Run.

Enrollment is open to anyone who has a love of British automobiles.

There are two levels of membership, local and national. Only national members can be officers.

Her Majesty's Royal Nebraska Patrol is the older of the two. It has no dues, officers, insurance, meetings, or any thing else official except its' name. You are a

member by association; just show up at an event.

The Patrol spans Nebraska, Iowa, S.Dakota, Kansas, Missouri, and Maryland.

Most Patrol 'members' drive MGs and like to party and eat Ice Cream.

The Patrol's big event is to invade the Heartland MG Regional in Missouri like the Huns and Vikings did Europe.

If you disdain structured clubs, this one is for you.

I suggest you join Flatwater. For \$15 bucks a year, you won't miss out on anything and still don't have to do any work. But if you don't join, it would be nice to cough up some dough to the Patrol for all the postcards they'll send you on their upcoming events.

Dear Uncle Marv, I noticed the Patrol eats darn good. I sampled the cheesecakes, brownies, apple pie, crab-stuffed mushrooms, and the spinach dip (just to name a few things) at the planning party at the Thietjes. Where can I get the recipes?

Judy Cratty made the spinach dip and the little cheesecakes. (Where did you get one...I thought I ate them all!) Barbara Rixstine made the brownies, I made the pie and the mushrooms (I'll send you the recipes.)

Dear Uncle Marv, Can you give me any suggestions on how to properly fold clothing for a trip?

Yes, I can do that! I periodically hold a clinic at some of the events. Plan to attend one.

That's all for Uncle Marvin this month but keep those-cards and letters coming in for more "Ask Uncle Marvin" in upcoming issues of the newsletter. Alas, Uncle Marvin cannot answer them all.



Flatwater Austin-Healey Club
1310 Idylwild Drive
Lincoln, Nebraska 68503

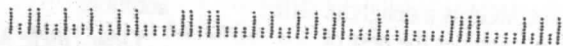


Dues are due!

Help support your FAHC another year! Use the form inside to send in your \$15 annual dues by January 15.

Jeff & Liz Lemon
4410 Serra Place
Lincoln, NE 68516

68516+3308 12



The Flatwater News is published monthly. Members are welcome and encouraged to contribute columns, tech tips, event information or other news items. These may be edited, however. E-mail news items or a change in your mailing address to: fahcmailbag@yahoo.com.

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The Flatwater News is published for members like:

Leo and Joanne Thietje, owners of a '62 MGA and a '74 MGB.

They live in Fremont, Nebraska where they are the hosts for the John C. Fremont Days car show and barbecue and the annual HRMNP planning party. They are members of both Flatwater and Her Majesty's Royal Nebraska Patrol.

Thanks, Leo and Joanne, for being members!

Don't forget: Directory Assistance Info Needed

Don't forget to mark any information you want excluded from the membership directory when you return your membership form and check to John Ulrich. The directory should be distributed in the February newsletter.

If you have any questions about the directory, give John or Barbara a call. Both numbers are to the left, in the editorial box.