



June 2002

Flatwater News

a publication by and for members of the Flatwater Austin-Healey Club and the Austin-Healey Club of America

Heartland And St. Jo: It's Time

Hearthland Trk is upon us, Flatwater members.

It's the 13th annual Heartland MG Regional, held June 7 and 8 in St. Joseph, Missouri.

Host hotel for the event is the Drury Inn of St. Joseph, 3213 Frederick Blvd, or I-29 and Frederick Blvd exit. Reservations were due June 1, but the number to call is 816-364-4700. Mention Heartland Regional for the \$59.99 room-rate.

The meet really begins at 5 p.m. on Friday, when registered Heartland folks can chow down on barbecue. Registration follows, from 6 to 8 p.m.

On Saturday, cars gather for late registration or staging at the Civic Center Park from 9 a.m. to 11 a.m. The car show, swap meet, vendor booths, dj, photo contest and regalia

tents will all be open from 9 a.m. to 3 p.m. (Don't forget to visit the Midwest Arts Exhibit, also in the park.) At 11, the popular voting starts for all registered participants. Tech sessions start at 1; the rally starts at 3:30 p.m.

The annual Awards Banquet will be held at the St. Jo Casino (bring lots of nickels) and goes from 7 to 8:30 p.m. After that, you're on your own. We'll pack up to leave at a non-early hour on Sunday.

As in the past, the Lincoln caravan leaves from Southeast Community College's south lot at 9:30 a.m. (Dr. Danielson and your editor will leave from there at noon, if somebody wants to come on the second shift.)

(cont. on page 2)



Calendar

6-June

- 2 -- P. O. Pears on the Lake
- 7-9 -- Heartland MGA in St. Jo, MO
- 8 -- Breakfast at Mahoney State Park
- 13 -- Ice cream at Baskin-Robbins
- 16 -- North Omaha Airport event and All-European Show in Omaha
- 28 -- Fish Fry, Nehawka

7-July

- 4 -- Fourth of July celebration
- 7 -- P. O. Pears on the Lake
- 11 -- Ice cream at Baskin-Robbins
- 13 -- Breakfast at Mahoney State Park

8-August

- 8 -- Ice cream at the Hiatts
- 10 -- Breakfast at Mahoney State Park
- 30 -- Fish Fry, Nehawka
- 31 -- All-British Car Show, KC. MO

Times are elastic for most events, meaning that they start when the first person arrives and end when the last person leaves. Breakfast is 9 or so; Ice Cream and Fish Fry events are 7 or so.



From the Presidential Garage

by Marvin Marshall

It's Heartland Time again, folks!! I just can't wait to

take my ol' girl down to St. Joseph for three days of fun. If I can get the MGB running, I'll take it along, too.

After all, she's entered in the Premier Class and I don't want to let the club down by not bringing it along. (Not that we should have any lack of trophy cars to enter.)

We'll be leaving from Albertson's parking lot about 9 a.m. Friday, June 7. That's the one next to the Southroads Mall, not the new one over in Bellevue. We'll meet up with

that Lincoln bunch around 10:30 a.m. at the outlet mall in Nebraska City.

If you miss us, just follow the trail of bits or look for us at the next place that serves food.

I missed the trip to the Fossil Beds due to work on the house. NO, it wasn't Sue's, but it was close -- next door, so it should count for something. Those who went, please fill us in. (Editor's note: a story from Frank Williams is in this issue.)

Ben Anderson, the patriarch and fearless leader of Her Majesty's Royal Nebraska Patrol is retiring as the Patrol communicator.

Ben has been a tireless crusader for all British marques since before I came to town in the '80s. His style of humor and practical sense are a joy to put up with. The Motor Patrol has done quite well under his wing. We probably have the biggest membership of any car club that's not a club anywhere around!!

Fear not, fellow lovers of food, fun, trips and Little British Cars; Bill Evans and his wife Ferne (ha! bet Ferne didn't know that) are set to pilot the Patrol way into the future.

(cont. on page 2)

(St. Jo, cont. from page 1)

The 9:30 a.m. crew will meet Omahans and other non-Lincolmites in Nebraska City at the Vanity Fair Shopping Mall parking lot south side at 10:30 a.m. From there, it's on to Brownville for lunch.

After lunch, they'll take some beautiful, leisurely back roads (like Highway 36) to St. Jo, ending up at there in plenty of time for the barbecue and social at 5 p.m.

Advantages of leaving early: riding in air-conditioned comfort in the heat of the day and, of course, the social camaraderie.

If, on the other hand, you need every last moment to get that car show-ready, travel with the "straight-shot" noon caravan. We won't take the Interstate either but we will get there in time for barbecue. Call Jim Danielson or Barbre Rixstine, 402-464-3733 if you want more info on the noon trip.

(Garage, cont. from page 1)

I'm wondering if the Grants are still Closet Cyclone Football Fans now that they live in KC? I'll ask them in St. Jo.

Don't forget Russ's event at the North Omaha airport on the 16th. I think we still need a few volunteers. Call me or Russ if you're available.

Also remember any Flatwater and Patrol members who have been ill in your prayers. We miss them at the events.

"I have a friend who's a real inventor. He took a fender off an MGB, an engine out of a Triumph and a transmission from a Datsun."

"Well, what did he get?"

"Three to five years."

Gotta go. Some people say I talk so much they get hoarse just listening.

Marvin

Judging

The Premier class is back, by invitation only, and consisting of 2001 first place winners in each MG specific class. (Many of which are owned by FAHC members.) They'll be competing for the Krug award.

Morris Minors are back for the second year.

Be sure and stop by the sponsors table to thank them: Moss Motors, Victoria British and DWG International.

Any questions? Call John Ulrich (421-9252) or Bob Shaw (435-4905)

Both Sides Now

Flatwater members will have a promotional flyer for the September car show to hand out at the event, if interested. Make sure you let people know that I-29 and Hwy 36 go both ways and that we'll welcome them in Lincoln.

Been there, done that?

Those interested in pursuing other activities than the car show can contact Barbre for a more extensive list, but here's a few to think about (besides the Glore Psychiatric Museum which many of us have already seen):

Horn's Antique Emporium, 502 Felix (downtown St. Joseph): Large selection of furniture, glassware, pottery and more. Over 70 dealers. Open seven days a week. 816-364-3717.

Coleman Hawkins Jazz Fest, Felix Street Square, six blocks from car show park. Held afternoon and evening of Saturday, June 8. Free admission. Call 816-271-8570.

Society of Memories Doll Museum, 12th and Penn. Over 600 dolls from covered wagon to modern times. Displays also include miniatures, trains, doll houses and other accessories, as well as vintage fans and clothing. Call 816-233-1420.

More 5-Speed Conversion Resources

The editor regrets to say that last month's newsletter inadvertently omitted some of John Ulrich's 5-speed conversion resources.

Our apologies to John with blame firmly set on these @&^%*#\$ computer layout programs. (Martha, I bet you understand completely.)

The complete list is:

Conversion Suppliers:

British Cars of America (Triumph, MGB, Spridget, 1500 Midget and Spitfire)
www.britishcarsofamerica.com

Smitty's Transmission Conversions (Big Healey)
(805) 495-1488

Rivergate 5-Speed Conversions (MGB and Spridget to 1275)
rivergate5speed.com

Classic Conversions. (MGTD, MGTF, MGA, MGB)
classicconversions.co.uk/

Brit Tek (MGB)
www.brittek.com/

Gear Zone (Jaguar)
www.gearzone.net/

British Sports and Classic (Big Healey, Triumph, 1500 Spit and Midget, 1275 Spridget)
Seattle, Washington

5 Point Classic Auto (MGB)
Santa Anna, Ca.

XKs Unlimited (Jaguar)
www.xks.com.



Cars In The Hood

By Greg Lemon

I recently had the good fortune of going on a business trip to Victoria, British Columbia in Canada. If you have never been there I highly recommend a visit sometime, lots of whales, float-planes, castles, boats and gardens. But as a car-minded kind of guy I also make it a point to see what there is to see in the local British car scene whenever I travel.

At dinner one night I struck up a conversation with a gent from the Yukon(!). After talking a bit about his winters and our tornadoes, he mentioned that he liked British cars and had a few (cars, not drinks).

We spent a bit of time talking about his cars, which included a Spitfire, a TR6, and several old Austins (we may get to an Austin Healey connection yet!) and other '50s British sedans.

He also mentioned that there were a couple of LBC (Little British Car) shops within walking distance from the hotel. I decided to see if I could find the shops when I had a free moment from the meetings and lunches that make work trips work trips. An early day when scheduled activities ended at 4:00 (have to get that in on the off chance the boss gets hold of this) let me do a little exploring, and a 15-minute walk got me to the local brit car garage.

It was fairly small, the proprietor was busy underneath a Spitfire, and a rubber-bumper MGB and Saab 99 were keeping the Triumph company in the other two bays. But parked on the sidewalk outside was the object that inspired me to write this story.

It was a pale primrose (at least that was the name that MG used for the pale yellow color) series one E-type coupe. The most astounding

thing about the car was its condition.

No, it was not a 100 point restoration, it was much rarer than that, it was a daily driver.

The car was sound and decent looking, but the interior was a little tatty with some magazines, laundry, a drink cooler and the other things that one who drives a car every day and doesn't always quite have time to clean up leaves about the interior.

The doors had a few dings from parking, and there may have been some filler in the lower body panels. Nonetheless it was one of the most beautiful cars I had seen in a long time.

As much as I love shiny paint and chrome, I think I admire a driven car more than those that have been restored within an inch of their lives. The Jag, though far from perfect, had the patina of age that makes a car a little more interesting. And no, I am not writing this to justify the condition of the beat-up old Healey I drive.

Actually the sight of the Jag brought back memories of all the exotic cars that lived in my Near South neighborhood where I grew up in Lincoln.

I miss the days when the cars we collect, restore and pamper were transportation, used cars vs. collectors items, and the streets of one of Lincoln's oldest neighborhoods held a plethora of delights in the 70s for a car-crazy boy still waiting to get his learner's permit.

Within a mile of my house, parked on the street usually, were exotic and rare sports cars, desirable British classics and some just plain weird stuff. Although I can't always remember what the wife has told me five minutes ago, the images of the cars are burned deep into my memory chips.

Starting with the just plain weird, how about a Renault 4CV (20th & B, I will give the approximate address of where each of these cars lived to stir the memories of any familiar with the neighborhood in

the seventies, and to quell the doubts of anyone who thinks I am making any of this up), a Citroen DS (18th & C) or a Saab 96 two stroke (20th & B) that always seemed to make it around even after the deepest snows. When I learned of their rally success later in life it all seemed to make sense.

There was also a guy who kept a number of Crosley sedans and an occasional wagon, the tiny American car which originally came with a stamped from sheet and copper brazed engine block (no kidding, these were at 18th and A).

In the desirable British classics there were of course a number of big Healeys. A neighbor up the street went through a couple: one orange, the other a two-tone red and black.

I walked by these cars everyday on the way home from school; exposed to such things it is no wonder that I grew up the way I did. A little farther out there was a "Healey graveyard" at about 20th and J streets not far from Lincoln High.

I recall at least three big Healeys in various states of disrepair. One of these Healeys was a little different, with a distinctive grill. Although I wasn't familiar with the variation at the time, I know now that the decrepit hulk was a 100/4.

These cars all disappeared when the land they were on was sold for redevelopment (in the mid-seventies I believe.)

I have often wondered if they were sent to the scrapyards, or if someone picked them up for parts. Although it wasn't "living" there, I saw a dark metallic blue 100/4 visiting 19th and South streets a couple times. Again, I wonder if anyone knows what became of that car.

E-type Jags and MGAs came and went, and it would make this story too long if I were to mention all the Spridgets and Bs and Spitfires.

There was a long-haired fellow on about 19th and A streets that was using a black TD as his driver well into the seventies.

(cont. on page 4)

(Daily drivers, cont. from page 3)

Not to forget the Germans, there was an attractive dark blue Porsche 356 coupe that caught my eye at 19th and C streets, a Mercedes 190SL driven regularly by a lady at 20th and C, and an occasional very early split rear window VW.

A little later on, probably the early eighties, a dark blue Triumph TR250 with beaucoup rust sat forlornly with a for sale sign in the window at about 21st and F. I plotted and schemed to buy that car but was not successful, which is just as well as I didn't have the skills or money to set it right.

I vaguely recall a green TR250 somewhere around 16th and C also. There was a collector of Mini Coopers at 20th and Euclid; I walked by the little BRG and midnight blue lovelies on the way home from Prescott School.

To see the more rare and exotic cars I had to venture a little farther from my home. A beautiful black Sunbeam Tiger used to park at 21st and B. A yellow Lotus Elan +2 lived around 16th and Garfield for a while.

A Panthera was often seen at 16th and South streets. A blue Saab Sonnett II (not the relatively common Sonnett III, there were just 1768 of the Sonnett IIs built) lived just down the street from my best friend's house at 19th and South.

Probably the most remarkable machine I remember seeing in my neighborhood was a TVR Griffith which was usually up on the lift of the service station at 17th and South Streets.

I never saw the thing being driven. Nevertheless, the fat-tired Griffith was the stuff my adolescent dreams were made of and another of the cars in the "I wonder where it is now category" Locked up in some local garage? Totaled in a tail-happy spin? Sold to a Japanese collector in the 80s? Who knows.

The sight of that driver E-type made me think of the time when "our"

cars were much cheaper and more accessible.

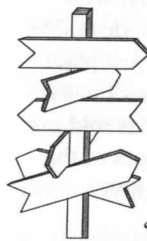
I don't know if such a wealth of interesting cars was normal for the era (and please remember that this story compresses ten years or more of cars coming and going), or whether the neighborhood, lots of old houses, some converted to apartments and some not, lots of college students and professors, etc., high turnover of apartment dwellers with street parking, etc., had something to do with it. I do know I miss the old neighborhood.

P.S. After I finished this up I drove through the old 'hood on the way to work and saw an Opel GT at 21st and B and a mid-sixties Mustang convertible at 20th and B. Come to think of it I know of two E-type owners in the 19-20th, A-B, block. Maybe there is something special about the old neighborhood...

Swap Meet Proceeds In

The Rocky Maginelli Memorial Spring Swap Meet volunteers netted the club an extra \$262.50 for their work in early March.

Volunteers Jim Danielson, Brian Goldsmith, Sue and Marvin Marshall, Bob Shaw and John Ulrich took the early morning car park shift in return for a share of the Swap Meet proceeds. The club is now richer by \$262.50. Thanks to everyone who helped!



Art Dart III ?

Like art and road trips? Joslyn Museum is now exhibiting Andrew Wyeth's "Helga" paintings and the Sioux City (Ne) Art Center's third Impressionist exhibit starts in June. (Club members enjoyed the second of this exhibit series this spring.) Interested? Let Barbre know.

Sandhills Challenge Awaits ... At 170 MPH

by Gary Lien

I heard about this event last year on the radio and read about it later in the *Omaha World-Herald*.



The text below is taken from the website and sounds like a heck of a lot of fun, If you are interested, the website contains all the info you'll need <http://www.arnold-ne.com/raceframe.html>

"Are you and your machine up to 55 miles of high-speed open road racing and the first-ever "One Mile Shootout?"

If so, then plan on coming to Arnold, Nebraska from August 8 to 10 for the second annual Sandhills Open Road Challenge.

"You'll have the opportunity to drive your car at speeds of up to more than 160 mph legally on a closed public highway.

"The excitement begins on Friday, August 9, with the One-Mile and Half-Mile Shootout near Callaway. Each entry will make two passes from a standing start over a measured mile and half mile. Class entry will be determined by safety equipment requirements. Some entries are expected to exceed 170 mph.

On Saturday, August 10, strap yourself in for 29 miles of high-speed racing running north from Arnold to U.S. Highway 2.

Once you arrive, take a deep breath, have some breakfast at the Dunning School and wait for your turn to race south for 26 miles finishing north of Arnold. Cap the day off with evening entertainment, a delicious barbecue and awards ceremony and you have the perfect day."

North Omaha Airport Event Set For June 16



Hear that? That's the sound of cars being polished and shined up for a Show, Shine and Race event at the North Omaha airport on Sunday, June 16 (Father's Day) from noon to 5 p.m.

No entry fee. Timed runs. Don't want to race? That's okay, too.

Got parts and stuff to sell? Bring 'em along for a mini-swap meet.

Although club insurance is covering the event, each car needs to have its own liability policy.

Lincolnites can get to the airport via I-80, east to 680 and then exit at 72nd St. Go north on 72nd to Bennington Road (Editor's note: not Barrington, as in a previous issue, hey I get lost going out to my car!). Cross Bennington and you should be able to see the hangars.

If you're coming from Omaha or Iowa or other parts, contact Russ DeVoe for directions or ask someone other than the editor.

Russ said he would post signs at the I-80 and 680 intersection and again on 72nd St to help direct people. The airport code is 3NO.

Russ may still need a few volunteers for time trials, etc. If you'd like to volunteer, contact him or our Esteemed President, Marvin Marshall.

If you want a picnic basket at the event, tell Russ by June 10, and he'll reserve one for you: 402-393-3798.

Quote for the Day

*If you're in complete control,
you're not going fast enough.*
Mario Andretti

Cars & Parts 4 Sale

FOR SALE: 1975 MGB Roadster, fair condition, very restorable. **ALSO FOR SALE:** 1979 MG Midget, runs good, new clutch and brake master cylinder. (Correction from earlier issue listing this as a 1975). E-mail Jim Danielson at jdanielson2003@yahoo.com or call him at 464-3733 about either car.

WANTED: The following parts for a '72 MGB: a painted wire wheel to use as a spare, one wiper arm, a washer bottle, a pair of horns, a pair of sun visors (in biscuit), heater fan switch, dash light rheostat, top boot.

Call Mike Barnes at 402-397-2584 or e-mail him at: mike1757@hotmail.com

FOR SALE: 1979 MGB LE, black with champagne interior, hard

top with all three canvas pieces, 50K miles, new clutch and brakes gone through two years ago, m. side draft carb. with headers, asking \$4500. In the Fremont area.

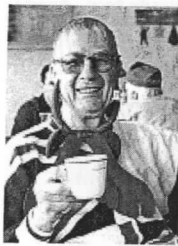
Call Mike Cerny at 402-727-4518 or e-mail: mecerny@teknetwork.com.

FOR SALE: 1937 MG TA, red/tan leather, engine frozen; 1951 MG TD, ivory with red leather.

Lost interest, sell pair for \$25,000 or each for \$15,000. Both cars are very clean. Doug McKenzie, Fremont, 402-727-9056.

FOR SALE: New member Larry Spaulding has a 1974 BRG MGB Roadster for sale.

Spaulding Motors is at about 50th and Cornhusker in Lincoln. Call Larry at 402-477-4500.



A Few Words from Ben Anderson

The trip to Ashfall is now declared a success.

Three couples went on the tour: Frank and Connie Williams in their '75 Midget, Bill and Ferne Evans in their '72 "B" and Beverly and I luxuriated in our Sterling. Four hundred plus miles on paving all the way even into the parking lot. The display is most interesting.

As was the trip itself led by Bill Evans in his steady 60 mph pace.

Bill knows all the good roads, those two-lane smooth "local-traffic-only" farm-to-market roads traveling through small-town Nebraska where a '57 Chevy in the driveway does not

mean car collector. The weather was perfect with no air-conditioning necessary.

Too early to see how well the crops are doing yet but from the number of spanking new combines in dealers' lots, I would say that the Franklin D. Bush farm program is encouraging news to the farm communities.

Don't forget now that:

Heartland MG meet is June 7-9;

Omaha Airport meet is June 16;

Fremont Days meet is July 13.

On a personal note, I am now slipping my oar and will take a bench at the back of the boat.

I have been a primary point of communication for the Patrol for more than 15 years now and have asked Bill and Ferne Evans to try to become the centerpoint for a while.

I hope he and Ferne will step in so as to keep the lines open.

Thanks. *Ben*



Vineyard+ Jazz = Good time for all

Picture it: a warm June night with the scent of ripening grapes in the air. Off to your left a jazz group plays, filtering the dusky twilight with wonderful music. A cool, crisp white wine or other beverage cools your throat. Your friends and maybe even a loved one shares the mystic night with you. Ahhhh.

It can be yours -- for the price of a short drive to Raymond, Nebraska and the site of James Arthur Vineyards (JAV).

JAV is offering live music each Saturday in June and July. C. A. Waller and the Blues headline on June 8 and Vince Learned, the Piano Man is on tap the 15th. A particular favorite, Dr. John Walker and the Okey Dokey Blues Band performs June 28.

Other upcoming events are:

Meadowlark Music Festival with the Brazilian Guitar Quartet (July 19); Lightening Bugs (July 20) and John Appleget and his guitar (July 27).

Interested in making it an event? Contact the editor and someone will make a plan.

Check out their website, www.jamesarthurvineyards.com for more information. P. S. The wine's pretty good too!

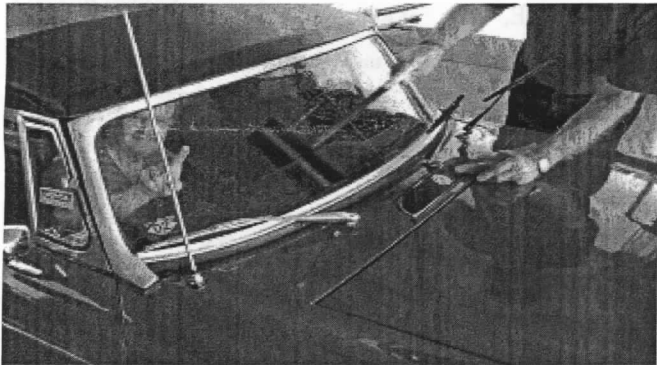


Photo by Frank Williams

Ashfall trip Memoirs

by Frank Williams

Connie and I felt privileged to be part of Her Majesty's Royal Nebraska Patrol and their recent trip to Ashfall Fossil Beds.

Our trip started with me spending the evening prior trying to get the Midget ready to go.

Simple things like, "that timing seems a little off..." or "I should really change the oil before we go."

In reality I did notice an annoying knock coming from the engine

compartment. But upon further investigation it turned out to be a bad belt creating all the noise.

We left at 8:45, heading to Fremont, and after a little address

confusion found the Thietjes, who welcomed us with open arms, baked apple dish, bananas, juice, coffee -- great hosts.

After a short visit, we headed out with Bill and Ferne Evans in the lead, then Ben and Bev Anderson and finally, Connie and me. Those guys cruised at a pretty good pace for the Midget, but it ran pretty well.

The Green Gable provided a tasty lunch and delicious pies. I had a chance to ask Ben about his Sterling and its history. I had known of the cars, but really nothing about them -- amazing!

Now, in planning this trip, I wasn't all that interested in the

Blooper Car Ads

Thinking about buying a car over the Internet? Read carefully! John Ulrich found these blooper car ads:

Austin-Healey 3000 Sebring kit car. All original.

Austin-Healey Sprite with 23 Litre Ford engine. (John's note: Holy Malcolm Campbell!)

Austin-Healey 100-6 with Corvette engine. Completely stock.

Healey 100-4. No engine or transmission. Runs great.

Austin-Healey 3000. Stored for 20 years. Perfect shape, drive it home.

Fossil Beds themselves, I just wanted to get the Midget out on the road.

Now we believe that everyone should visit this place. We highly recommend it.

Soon it was time for the 50-minute drive back to Norfolk for the night, stopping in Royal to see an old Army buddy of Bill's.

Once in Norfolk, we decided on Culvers for dinner. Afterwards I stopped Bill outside and asked for a closer look at his MGB; I only hope the one my garage comes out half as good.

Next morning, it was breakfast at 8 and and on the road at 9. Both Connie and I really enjoyed our trip and can't wait for the next one.

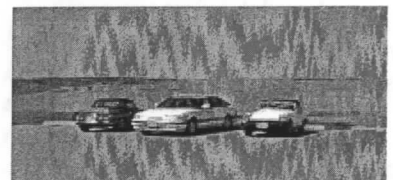


Photo by Frank Williams

Austin-Healey Cited as Old Flame

A recent *Omaha World-Herald* reprinted a Cox News Service column by CNS columnist Elizabeth Schuett about an old flame of hers, an Austin-Healey. Here's the story:

"There have been four great loves in my life -- one son, two men and an Austin-Healey. The men wandered off, the Healey moved away and my son went to Philadelphia.

Two of them I'll always miss.

Gail, the friend I'm visiting here on the wet (not a typo) coast, has one of those little BMW convertible things that she mistakenly calls a sports car based solely on the facts that it cost too much money and debarking passengers have to grab the nearest parking meter to hand-over-hand themselves up to the curb.

Real sports cars, I explain, did not have electric windows. In fact, the really real ones, like my old Healey, didn't even have roll-ups.

They had windows that lifted out and stored in a tailored leather case in the boot (along with the top when it wasn't on), which was true most of the time for true devotees. Gail's silly little wannabe has a top that whizzes up and down at the flip of a switch. Where's the fun in that?

My friend has never known the exhilaration of outrunning raindrops while praying for greenlights all the way home. She has never experienced the dash for an underpass to sit out a sudden squall and spend a chatty interval with Hell's Angels on their way to a rally.

Gail just doesn't get it.

Real sports cars are picky about their operational window. My old Healey did not like extremes. Its twin SU carburetors wheezed and spat their way through Georgia summers and Chicago winters -- grudgingly. Its favorite running weather was 50 degrees and drizzle. Kind of made it feel like it was back home in jolly old

England, whizzing around country lanes on the wrong side of the road.

Gail's little silver gravy boat cranks any time she turns the key. Sycophantic behavior.

A true sports car daily tests the mettle of its driver. It begs you to exult in the roar of a high-performance engine that fills every centimeter of space under its outsize bonnet.

It also demands a constant awareness of the scant four and one-quarter inches of ground clearance. Literally. No road-kill clearance.

A real sports car will freeze its driver in the winter and fry her in July. But comfort doesn't matter with a machine that loves the road the way my Healey did.

Gail's Tonka Toy has air-conditioning.

A real sports car is quirky, too. It won't run just because you own the key. Like any classy lady, it has to be in the mood. And should you happen to be nosed into a parking spot outside Marshall Field's, don't for a minute take that to mean your machine is agreeable to backing up.

On a good day, my old Healey had five forward speeds. On a bad day, we skipped first. No synchromesh. The windshield wipers always worked, the wireless picked up Radio Warsaw, and only occasionally did the wiring catch on fire and smoke me out of the cockpit.

All in all, Healey was a love.

As of this writing, if need be, I could locate the two men I have loved and ring up my wonderful son in Philadelphia. But, alas, the whereabouts of my fourth love is unknown.

Should anyone run across a '50s-something Austin-Healey, 100-6, black with a red interior, I'd appreciate a call. It's been gone too long.

Upcoming Non-FAHC Car Events

All-European Event, June 16 --
Gaylord Reagan has informed us that "Austin-Healeys, Jaguars, Land Rovers, MGs and any other European makes" are requested for an All-European Car Show and Shine on Sunday, June 16, at Eagle Hills Golf Course (50th & Cornhusker) in Omaha.

Organized by Missouri Valley Chapter of BMW among others. No cost to just look; \$10 to show. Contact 402-359-2782 for info.

Others in the area:

17th Annual Swap Meet and Collector's Show, June 22 and 23 --
Christensen Field, Fremont. Car parts, coins, antiques, crafts, toys, antique tractors, baseball cards, collectables. Check out www.swapfremont.com for more information.

Americruise 2002, June 28-30 --
Rod and Custom Magazine's Americruise's third straight year in Lincoln. Events include a show and shine, and the Friday night parade. To register call 877-413-6515 or visit the website www.rodandcustommagazine.com.

2002 Alvo Car Show, July 27 --
Alvo lost its fire department and is holding a Show and Shine, street dance, model car show and hog roast to raise money for another. Registration from 9 to 11 costs \$15. All proceeds to the Alvo Fire Dept.

Blues Cruise Flatwater Style?

Joe Guinan's interested in finding fellow travelers (not the McCarthy witchhunt kind) for a club tour to Pierce for the winery/blues fest later this summer. Probably an overnight, great wine from Cuthills Winery and several bands. Interested? Talk to Joe or the editor.



Open Road -- Part II

by an anonymous club member

The normally calm, composed and unruffled John Rued can hardly control his anticipation. Norman Nock's restoration experts have completed work on John's 100-4 and the car is ready for pick up in Stockton, CA.

John and his mystery co-driver (a Flatwater member, any guesses yet?) are compiling trip routes, must-take and must-do lists for the return trip from Stockton to Omaha.

After picking up the car, they will attend portions of the 2002 Open Roads International Healey Meet being held June 23-28 at Lake Tahoe. From there, they'll drive west to overnight in LA, then take Route 66

and other choice, but non-interstate routes back to Omaha.

John received correspondence from a couple from Perthshire, Scotland who plan to ship their 1963 Austin-Healey 3000, Mk II from Liverpool to Baltimore and drive 3,415 miles in 12 days on U.S Hwy 50 from Baltimore to Lake Tahoe.

After touring the meet and parts of California, they intend to turn around and drive 3,717 miles over 13 days mainly via I-40, Rt 66, I-70 back to the port in Baltimore.

They welcome other drivers to join them, but, although John and his partner will be taking it easy on the way home, they have neither the time nor the patience to be part of our Scottish friends' party.

To be continued in next month's newsletter.

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Answer To May Trivia

Question:

The 1973 Roadster and GT were manufactured in limeflower. (Source: Clausager's "Original MGB")



The Flatwater Austin-Healey Club Newsletter is published monthly. Members are welcome and encouraged to contribute columns, tech tips, event information or other news items.

E-mail news articles or a change in your mailing address to Barbre Rixstine at rixstine@yahoo.com.

For membership questions, email John Ulrich at julrich@lps.org

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Check inside for
information on
the Heartland
MG meet,
June 7 to 9!

Jeff and Liz Lemon
4410 Serra Place
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Flatwater Austin Healey Club Newsletter

Austin Healey CLUB OF AMERICA, INC.