

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

August 2007 Calendar:

August 5: Sunday

Autocross at Lincoln
South West High School
(See page 4)
Noon until?

August 9: Thursday

Jackson's Pub, Gretna,
Hwy 6/31 6:30 p.m. or so

August 13: Monday

Officers Meeting 7 PM
Jacksons Pub, Gretna

August 17: Friday

FAHC RPP
Mark the date. This will be
a fun event if it can be
pulled together. You will
be notified by the
President's hot line E-mail

August 27 Friday

Fish at The One Eyed Dog
Saloon in Eagle 6:30 P.M.
Help us prepare –RSVP
(See page 3)

MEMBERS ONLY

Meet two new
members Page 3.

SUPER FAST

Page 5.

Send in your
pictures, stories and
newsletter ideas to:

Editorjoe@msn.com

Or call

402/582-3132



Silver Lady Rescued

The Silver lady is a highly modified 1980 MGB that has a Rover 4.0l V8 and TR-7 five speed. The owner, Mike Cook, built her with parts from 16 different cars, a chainsaw, a lawn mower and a Whirlpool washing machine. The exterior under went a chrome bumper conversion, was dropped 2.5 inches and covered with a MGC hood. The interior features a pair of Fiero GT seats, VW Passat door panels and a custom dash. And yes she is a real performer running down the road. This unique vehicle has been the center of attention at many car shows and was headed up I-29 taking Mike and his wife Sue to MG 2007 when 15 miles south of the I-80 interchange disaster struck. The gearbox jumped out of 5th but, remained in gear. It is suspected that a broken selector fork was the offender that put the Silver Lady on the side of the road. When Mike was asked what he was thinking as he realized the enormity of the problem, he replied "Terminal". Mike called back to friends in Atlanta to discuss his fate and one supplied a phone number. What transpired next is best told by Mike himself. (Continued on Page 4)

Autocross Sunday 5 August – Details on page 4

25th KANSAS CITY ALL BRITISH SHOW

Saturday & Sunday Sept. 1-2

Register now for added benefits – Details on page7

PRESIDENTIAL PONDERINGS

by Greg Lemon

I couldn't make the Sioux City weekend hosted by Howard and Kay Larson last month, but I have talked to several people who did and I understand it was well attended and there were many and varied interesting activities, with something for everybody. Thanks to the Larson's for setting this up, I know it was a lot of work.

We also had our first co-event with the Porsche club, a cruise night at Sonic in south Lincoln, Marty Klein's V-8 powered Sprite (the "Fright") was the smallest car there and had the biggest engine. As I write this the folks who went to Elkhart Lake for the vintage races are enjoying an enjoyable hangover from an overindulgence in the sights and sounds of racing, and perhaps roasted corn and bratwurst as well.

We get into the driving season with the Scribner run at the end of July and the Autocross at the beginning of August. I went to the SCCA autocross at Lincoln Southwest HS, the location of our event, and it looks like a winner of a venue, with a big lot, and fast food and a convenience store literally right across the street, there were lots of people having fun at the SCCA event—some hypercompetitive with specialized cars and some just out there having fun with the family ride. Please don't think you have to have a race car or fast car to do the autocross or Scribner run, you can run as fast or slow as you want, and though helmets are required loaners are always available.

We also may have a fun and special RPP in August, but I have been sworn to secrecy at this point.

Hope to see you soon.



MIXING IT UP WITH THE PORSCHE CLUB

Photo by Greg Lemon

PIT STOP

By Joe Kueper

Yieeeks! August already? Oh well, lots of good driving events and cooler weather ahead. As this issue gets delivered I'm dipping my toes in the Atlantic Ocean enjoying a family reunion on a Delaware beach and missing the 5 August Autocross. Grrrrr!!!! Darn scheduling conflicts.

Reports are coming in on members activities and I'll be showing you how they are spending their summer over the next few issues.. Linda and I had a great time with the group in Sioux City. (Page) If you are going with a group make sure you have a designate photographer and reporter to give us a follow-up report. Many members are going solo to events and just because you are alone doesn't mean we are not interested. PLEASE SHARE. We are always looking for new activities and your experience could be a club event next year.

Put more LBC's on the road and you will have the inevitable rash of problems. Some are predictable, some unbelievable, some humorous and some sad. Send me your mechanical mishap experiences so we can learn, share your pain and maybe have a chuckle or two. For me it was Mike Cooks misfortune with his Silver Lady (Page 1) that became my fortune. Had it not been for his breakdown I may never have seen his modified MGB up close and personal. I got to visit with Mike and see this unique car at Brian Goldsmith's while they were working on it.

My TR4A "Patches" beckons me. I bought her front and rear sway bars and a bunch of new brake parts. I'd like to have her ready for the Kansas City All British show September 1-2.

Read and enjoy, I'm heading to the garage.

AUGUST FISH FRIDAY

Since we will gather close to Omaha for July we chose a spot closer to Lincoln for August. The One Eyed Dog Saloon , 540 4th Street, Eagle, NE will be the place to be Friday, August 31, 6:30 or so. Wide variety of items on the menu from burgers, fish, chicken, steaks and salads. Again, this is a small town bar so RSVP is requested.

Call Pam 402-438-3330 or Theresa at 402-944 or contact
James & Theresa Morgan - jm93552@alltel.net
Dennis & Jane Stone - janes_54@msn.com
Rich & Pam Brunke - p_brunke@yahoo.com

The town of Eagle is located straight East of Lincoln on highway 34.

If you know of a location that might make a good “Fish Friday” place call Pam or Theresa so we can try it.

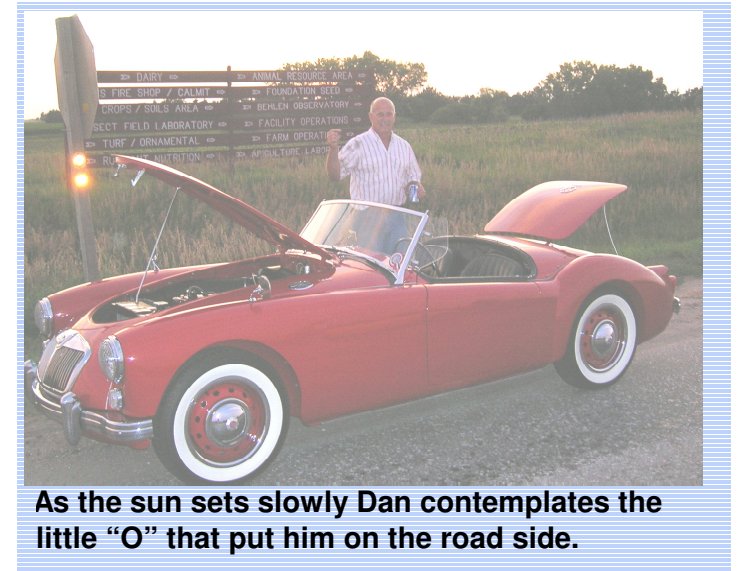
When Jenny drove past the Cedar Creek Inn Bar and Grill and saw all the British cars parked outside she hurried home to bring her dad, Byron Barnes, back with his 1960 TR-3 to meet the FAHC members. Mr. Barnes has enjoyed his Triumph for many years and is a regular participant with his TR-3 in the Cedar Creek July 4th antique car parade. We are delighted to have Byron as one of our new members.

The Flatwater Austin Healey Club Website. We have one of the best sites of any local club Austin Healey or otherwise in the car universe says Greg Lemon. Ron Bonstetter, our webmaster, does a stellar job.

It has great info on current events, member pages, car photos, current and past newsletters and a Message Board for asking for technical help or posting ads to sell your LBC or car parts. Check it out soon.

<http://www.flatwater.org/index.html>

<http://www.flatwater.org/index.html>



As the sun sets slowly Dan contemplates the little “O” that put him on the road side.

TWO TOW TRUCK FISH

The June Fish at Memphis was enjoyed everyone except for Dan and Laura Forehead whose beautiful 1960 MGA coughed up all its oil at a stop sign one mile north of Don's Bar. It seems an old brittle "or improperly installed" oil filter rubber sealing ring failed.

A band of FAHC shade tree mechanics responded and despite their best efforts they could not find one extra sealing ring among their various treasure troves of "parts I might need" they were hauling around in their boots. Laura got fed but Don had to settle for liquid refreshment while he watched the sun set as he waited aside the road for the tow truck.

Mike and Pat Barns arrived at Don's Bar and enjoyed their meals and the socializing. However, their 1972 MGB with its recently overhauled engine just would not start and take them home. The offender is thought to be a failed fuel pump.

Looking for a good local tow service? Just in case. We now have two members who may have a referral.

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TREASURES REPORT
 FAHC is in sound financial shape through July
 7,2007 when our Wells Fargo statement period closes.
 Ending balance for the period shows \$3203.75.
 Fall and Winter have been the periods of greatest
 membership dues receipts with expenses of National
 club dues, newsletters, membership tags and postage
 cleared through the first five months.
 Still looking for new members to keep the account
 positive for future events.
 Respectfully submitted, Brent Kasl Member 64

FAHC is in sound financial shape through July 7, 2007 when our Wells Fargo statement period closes. Ending balance for the period shows \$3203.75. Fall and Winter have been the periods of greatest membership dues receipts with expenses of National club dues, newsletters, membership tags and postage cleared through the first five months.

Respectfully submitted, Brent Kasl Member 64

Silver Lady Rescued

(from pg 1)

Mike writes: I always knew that there was camaraderie between LBC owners but believe me the people that helped me went way beyond the norm. The people concerned are members of the Flatwater Austin Healey Club out of Omaha, but these guys all have MG's some had A's and some have B's. The ring leader was Brian Goldsmith who not only tracked down what must have been the only spare TR7 5 speed in Iowa but he also collected it. He also came to the hotel with his trailer and towed the Silver Lady to his home. Brian has a great workshop with A's and B's some awaiting restoration and others that are drivers. The Silver Lady was unloaded and pushed into his workshop then Bruce Kratty appeared, then Devon Runyon also appeared, both members of the Flatwater Club. All 4 of us started to disassemble the car and within 4 1/2 hours the engine was out and the gearbox was pronounced dead.

The following morning Brian and I attached the new box to the engine and was able to squeeze the completed unit into the engine bay without too much trouble. Tim Clark also a Flatwater member slipped in to give us an assist. To cut a long story short by 5.30 pm I took Brian for a test ride. While Brian and I were working, Jane, Brian's wife took Sue under her wing and did what all women do, went shopping. After a shower and a beer Sue and I took off and covered approx 120 miles before the sun went down.

How did we find Brian? We found him by using the NAMGBR little Blue Book. Being a member has its advantages.

Thank you does not seem enough; these good Samaritans saved our vacation if there was a Hall of Fame for nice people then these guys would be the first inductees.

Thanks again to all of you.

Editors note. Unfortunately the story does not have the happiest ending. Just outside west Yellowstone the clutch slave cylinder let go and being late Saturday they were unable to get a replacement. Mike and Sue made a tough decision and resolved that they were not going to make MG2007.



Brian Goldsmith helps Mike Cook repair the Silver Lady

Last night, my wife and I were sitting in the living room and I said to her,

"I never want to live in a vegetative state, dependent on some machine and fluids from a bottle. If that ever happens, just pull the plug."

She got up, unplugged the TV and then threw out my beer.

Autocross Sunday 5 August

Whether you are driving or a spectator this is a fun event. The autocross is a timed competition where drivers navigate through a temporary course marked by traffic cones one car at a time rather than side-by-side racing. It is fast paced and exciting. Autocross emphasizes car handling and driver skill rather than on sheer horsepower. Autocross courses consist of turns and slaloms and are typically 40 to 70 seconds in length. Time penalties are handed out for cones that get knocked over. Speeds are slower in absolute terms and most drivers probably won't get out of second gear but the activity level when measured in turns per minute can be higher than even Formula One. This is due to the large number of elements packed into each course. Technical Inspections and Helmets ARE required. If you can't source a helmet come any way and we'll find you a loaner. Registration starts at noon in the Lincoln Southwest High School parking lot and the runs start as soon as the course is set up. This is a great opportunity to test your car and your skills in a friendly environment. Contact Joe Guinan for further information. (402) 727-8011 or joeg@neb.rr.com

The Secrets of South Sioux

By Joe Kueper



The temperature on the sign in front of the Macy High School read 100 degrees as FAHC members drove through at 4 pm Friday on their way to South Sioux City and a weekend of fun planned by the Larsons. The heat did not spoil our Saturday as Howard managed to guide us from one “cool” event to another. The Ponka Park offered lots of shade and breezy vistas. Then a tri state drive took us to a soda fountain, a wine cellar, an air

conditioned music museum and several good restaurants. Sunday took us to the Trinity Heights and a special tour of the Healy Werks guided by the owner. We saw some serious restoration projects. Howard and Kay gave us a Whitman Sampler of activities, great hospitality and many reasons to return. You should join us.

Leader of the pack Howard Larson lines up FAHC members for the days events

Doin' the Indy

by Phil Brauer

Want a great gift idea for your auto-racing fan? How about a ride in an Indy car reaching speeds of 175 mph? That's what I got as a Valentine's Day gift. My wife, Tracy, surprised me with a certificate good for a 3-lap ride in an Indy car provided at the Mario Andretti Racing School program held July 6-8 at the Kansas Speedway. We headed down to Kansas City, checked in to the Speedway, and spent much of the day in the pit area watching the cars and the driving lessons.

For ride-alongs, custom Indy cars were built having a wheelbase just 10 inches longer than the standard car. This allowed an extra seat to be placed behind the driver's cockpit. When seated, the passenger's legs straddle the driver's seat and he/she sits just about an inch or two higher than the driver, offering a great view. For a ride-along, the only safety equipment required for the passenger was a flame resistant balaclava (head sock), helmet, and neck collar, and this was provided for you. Climbing into the car was easy, once you figured out where to put your legs. You could then easily lower yourself into the car. Like the pros, the pit crew buckled you up and off you went onto the track.



The ride--- wow! It's hard to put into words. It was unbelievable. The grip these cars have for the track is unreal. As we accelerated down the straightaway and approached the first curve, I was wondering at what point the driver was going to slow down. He wasn't! We dipped down inside and popped out on the outer lane of the track as we exited the curve. On every corner, I had the sensation that the car was drifting ever so slightly to the outside and that at any moment we would break loose and smash into the wall. But it didn't—it just held on. The speed was incredible too. I have watched a lot of TV racing coverage showing the driver's perspective but this does not even begin to convey just how on-the-edge these drivers take the cars. And, what I experienced was only 175 mph. They push their cars well beyond that in a race. I also have newfound appreciation for the kind of concentration and stamina required for running a race lasting hours. Unbelievable! (Page 6)

Doing the Indy (Continued from pg 5) Of course, the ride is over in a flash. It took longer to get out of the car than the ride itself. But oh, was it worth it. I would do it again. In fact, the Andretti Racing School has teamed up with Jeff Gordon of NASCAR fame, and both now offer ride-alongs and a chance to drive both style cars. They conduct their driving schools at several different tracks all over the country, in addition to the Kansas Speedway. From what I gather, they have held a racing school program at the Kansas Speedway site for the last several years (usually sometime during the July 4th week). Maybe, club members interested in going for a ride or actually driving one of these cars could go as a group next year. For more information about the rides and driving opportunities, you can go to: <http://www.andrettiracing.com/>. To see a homemade video (12 meg) of my experience, go to: <http://www.biomedsci.creighton.edu/~prbrauer/KCSpeedway.mov>.

LUCAS GREMLINS

When Dan West left his 78 Spitfire in the parking lot of the Marina Inn he thought he was in fine company nestled in the middle of a row of LBCs. However over night a misdirected sprinkler head gave the car a wash both outside and in. Saturday morning found Dan sponging water out of the floor pans and covering the seats with towels. Dan expected that the days temperatures in the 90s would soon dry out the car so he was not overly concerned until he found the ignition would start but not stop the engine. Well never mind. He could simply lift the hood and disconnect the battery. It was a minor inconvenience. That lasted until he hit the turn signals and smoke wisped out of the steering column. With that he lost signals and brake lights – oh and the starting switch. But the engine continued to run so through the day it was jump the solenoid to start the car and pull the battery cable to stop it.

Sunday morning as Dan prepared to leave he thought he would check to see if the switch had dried out and turned it on ---nothing. While talking with another member he heard a starter noise and turned around in time to see his Triumph chugging across the parking lot in reverse powered by the starter that had engaged. Dan took off after the car which was headed for a 2007 Lincoln Continental and a tree.

Miraculously the Spit slipped neatly between the tree and the Lincoln with only inches to spare and hit the curb. It appeared to stop and so did Dan except it then lurched over the parking lot curb across the sidewalk and into the street. It finally came to rest across the street on the high concrete storm drain cover that lifted the car by its frame with its wheels still spinning. Unbelievable but true.



Photo and graphics by Kim Williams

CAR SHOW AT RUSS'S MARKET



Photo by Tim Creger

Tim Creger reports that the FAHC car gathering July 7th at Jeff Lemon's Russ's IGA store on 33rd and Hwy 2, Lincoln, was well attended. A small but eclectic assortment of cars show up from 11 to 1, and the following members were present: Jeff Lemon - MG Midget, Tim Creger - Bugeye Sprite, John Ulrich - MGB GT, (I forgot this member's name - newer Mini), Steve Dworsky - Bentley 2dr Coupe (this car will be featured in my next article), Bob Shaw - MG MGA, Ron Bonstetter - MG MGB. Even though it was noticeably warm, none of the cars overheated while parked. All kept air in the tires, and oil in the engines. All arrived and departed under their own power. All in all, a very successful display of premier English automotive engineering!

Editors note: Tim will provide us an article on Steve Dworsky's "new" 1966 Bentley once he returns from my trip to England. Yes, Tim and family are going to Jolly Old England for two weeks with their first stop in Ireland. I'm sure there is another story there.

25th ANNUAL KANSAS CITY ALL BRITISH CAR AND CYCLE SHOW

This is a fun event. Most of the action happens on Saturday and Sunday but, Friday night arrivals have enjoyed informal serendipitous socializing that has been described as something that resembles a tailgate party. This is a good time to talk car stuff and tell and hear stories.

FAHC takes an active roll to support the show by hosting a Driving Skills Test AKA funkana starting at 1 PM on Saturday. Jim Danielson is in charge of this years event and would appreciate some help. Give him a call and add your name to the list if you can spare some time. 402-464-3733.

The Sunday show starts at 8-10:30 AM with registration but, if you pre register before 20 August you will get a free T-shirt. Peoples Choice voting ends at noon. A camshaft timing session is held at 1PM and awards are at 3PM. The show covers every British marque from A to Z. They literally have a class and award for every letter in the alphabet and Jags have the letter "O" three times for different age ranges. You get the idea. You will be able to see a huge variety and some very unique cars and cycles. In addition, this years guest marque is the DeLorean. There is usually an assortment of vendors to include purveyors of used parts. Looking for something hard to find? You might get lucky.

The meet is being held at the Kansas City International Airport Marriott Hotel. The Hotel has a special rate of \$70 if reservations are made by August 12th. Call 800-810-2771 or 816-464-2200. To register your car for the show to get the latest information on this event check out the web site at kcallbritish.tripod.co

ELKHART LAKE 2007

by John Ulrich

The Weather Was The Star. The 2007 edition of the Elkhart Lake tour was definitely one for the books. In addition to the usual great cars, great food, and great fun, those who made the trip were treated to near perfect weather. Twenty plus year veteran Doug Taylor pronounced the days in the high 70s and evenings in the 60s as good as he could remember.

However, the trip was about the cars, and even though Porsche was the featured marque, there were still plenty of cars that use radiators and leak oil for us to cheer. High points? Here are just a few.



Can-Am McLaren intake stacks *Photo by John Ulrich*

Jesse Prather and his MGB ran the pants off every “Porsche” in the field for a win in D Production, and was only beaten for the overall win in his group by a Lotus 7 and an obscenely fast Lotus Europa Twin Cam. A beautiful Ford GT40 with Le Mans history from the Shelby American Collection did a text book “run away and hide” from the field in Group 5. The Lolas, Elvas, Devins, and Chaparrals could only battle for table scraps as the GT 40 motored around the track emitting the best V8 “shriek” I’ve ever heard from a pushrod engine.

The Post Historic (exhibition) GT group was highlighted by the Bentley Speed 8. (Google it for fun) This car ran Le Mans in 2001, and was the first step to an overall win in 2003. As we walked up to the car in the pits, we were at a loss to even identify some of the mechanical bits visible with the engine cover off. An interesting side note is that one of the car’s head mechanics earned his spurs working for a Triumph dealership in the 70’s and early 80’s.

Big Healeys, TR3s, MGA-B-Cs, Spridgets, Spits, Minis were as usual in abundance, and the odd Turner, Wolsey Hornet, Unipower GT, and Ginetta provided us with many a “What the heck is that?” moment. A crowd pleasing MGB-GTV8 ran again this year and a brave soul even had his TR2 out for qualifying. Sadly, the TR2 and the famous #4 Devin-Healey-Corvette must have made expensive noises and didn’t take the grid for the race.

Denny Stone and John O’Brien drove “touring laps” in their Jensen-Healey and Healey 3000 respectively. Denny had Brian Goldsmith as a passenger on Friday, and John took Greg Copeland on Saturday. This is the best way to learn the track and appreciate the skill (and courage) of the drivers. The Friday session was the one to lust for as Denny was grinning, the tach touched 5000 in fourth gear, and Brian’s footprints are still visible on the passenger floorboards.



MGC IN THE PITS *Photo by John Ulrich*

(Continued page 9)

ELKHART LAKE (Continued from page 8)

The race car parade and concours, street car concours in "The Village", were excellent. Making it even better was the designation of the original race route around and through Elkhart Lake as a "Historical Site" thus insuring it's preservation. As is always the case, there are two car shows each night. One is the official show and the other is what everyone drives to get there. There are only a select few places where you walk past countless Ferraris, Lambos, Porsches, E-Types and Vetts without a second glance because you see something REALLY interesting down the street. Monterey, Watkin's Glen and Goodwood all provide these thrills, but are a heck of a long ways away. If you love cars, history, scenery and food, you owe yourself a trip to Elkhart Lake. I'm making my reservations in December.

24th COLORADO CONCLAVE September 15-16

Arvada – North side of Denver

This is a great show attended by more than 500 cars of every marque last year. The weekend starts with an all day scenic tour and opportunity to ride the Rockies on Saturday.

The Sunday show in Oak Park starts at 8 with voting until noon followed by awards. There is a good selection of vendors, plenty to eat plus a swap meet for bargain hunters. Early registration is \$20 and more information is found at www.thecoloradoconclave.com

SCCA Runoffs By Jay Fluehr

How would you like to watch MG's, TR's, and Healeys mix it up on the race track, just like in the old days? Or perhaps Formula Atlantic is more to your taste? If it runs on a road course, you can probably spot it at **Heartland Park Topeka October 8-14.**

Following prolonged stays at Road Atlanta and Mid-Ohio, the national championships of SCCA club racing moved to Topeka last year, just down the road from us! Commonly know as "the runoffs", there will be more than 700 drivers competing for 25 class championships. Most of us spectators don't really want to dedicate a whole week, but Monday for Thursday is for qualifying anyway. The actual races take place Friday through Sunday. Check this URL for more info: <http://www.scca.com/Event/Event.asp?Ref=07-runoffs>. If you like road racing, you will love the runoffs.

MEET NEW MEMBERS

Welcome Kevin and Tracie Jackson from Herman Nebraska. They were introduced to the club by member Tom Kegler also of Herman. Kevin is a paint contractor and Jackie is a dietitian for Methodist Hospital. They have two teenage daughters and it was Kevin's search for a car for the oldest, who turned 16, that brought Jacksons to own a British car. Kevin found a Jaguar XJ 6 and his daughter thought it was ugly but, wife Tracie took a shine to the Jag. Kevin passed on that car but for Christmas surprised Jackie with a Maroon 1977 XJ 12 L 4 door sedan. Kevin mentioned that Herman has a car show in September. Hummmmm consider the possibilities.



Vice President Dave Erickson

Meet our new VP. Dave is a resident of Lincoln and has a 57 MGA and a 2001 Jag. He likes the restoration tips fellow members share. We thank him for volunteering his time and leadership.

Flatwater Austin-Healey Club

A chapter of the Austin-Healey Club of America

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Jag Chases a Vette out of Canada Corner at Elkhart Lake

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