



Flatwater News

June
2007

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

June 2007 Calendar:

June 3 Sunday

Airport Speed Run 10 a.m.

June 4: Monday

Officers Meeting 7p.m.
Gary Pence's 707 Forest
Ave. Crete, NE

June 8 & 9

Heartland MG Regional

June 14: Thursday

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

June 16: Saturday

Breakfast at Mahoney State
Park, 9 a.m. or so

June 16: Saturday

Le Tour de Fleur 9 to 5

June 29 Friday

Don's Bar, 207 Cario St.,
Memphis, NE. 6:30 p.m.
Help us prepare -RSVP
(See page 5)



SCRIBNER AIRPORT PERFORMANCE RUNS

Join us Sunday June 3rd for fast driving or just to watch the fun as Club members run through a challenging course in an attempt to beat their best time or the best time of the day. Participants must be members for insurance purposes. Membership applications will be available for anyone wanting to join the club and the fun.

Plan to arrive at 10 a.m. to help set up the course and get your vehicle inspected. If you can't arrive until later, no problem, we'll fit you in. The runs will start as soon as setup is complete. We try to give everyone at least 3 runs. Last year we were able to give 5 or 6 runs. We set up out on the runway and of course there are no trees for shade. We recommend you bring sunscreen, water and possibly a sunshade canopy. The event usually ends around 4-5 p.m.

To get to Scribner follow Hwy 77/275/91 north out of Fremont and stay with Hwy 275/91 as it turns west through Hooper and proceed through and out of Scribner for a few miles. Watch for the left turn to the airport. It will be marked. The last two miles are gravel.

Call Joe Guinan if you have any questions. (402) 727-8011 /joeg@neb.rr.com

CARAVAN TO THE HEARTLAND MG SHOW JUNE 8TH

This event is a FAHC favorite. See the details inside on page 2.

FUNKHANA RESULTS FINAL

Who are the big winners and what is the buzz about this event (pg 3)

BY LAW CHANGES PROPOSED

FAHC representation without taxation. Now that's different. (Pg 4)

Le Tour de Fleur

Where have all the flowers gone? Drive the back roads of Iowa and find out.
This event brings gardeners and LBC drivers together. (Pg 5)

!! CAUTION !!

This issue is full of
information and events.
Read it closely to avoid
missing out on all the
FUN

Got a hot project or
something LBC
worthy to share?

Send it to Editor Joe



Heartland MG Show Moves to Overland Park June 8 & 9

By Barbara Rixstine



Santa Fe Commons Park



Holiday Inn Mission/Overland Park

there at about 1:30 p.m. From Nebraska City, it's back roads to OP, taking nature breaks and gas stops along the way, and arriving in Overland Park about 4:30 p.m.

We've been to Independence. We've been to St. Jo. Just last year, we went to Cabela's in KC. This year, the annual Heartland MG Show moves to downtown Overland Park, Kansas, in a nice little spot of greenery.

The show will be **Friday evening, June 8 and all day Saturday, June 9** at the Santa Fe Commons Park on 81st St. and Santa Fe Drive. The park offers 4 acres of space, tables, shelter, restrooms, drinking fountain, parking and is ADA-accessible. The show now ends on Saturday afternoon, with no awards show in the evening. Awards will be distributed immediately after the show at the Santa Fe Commons Gazebo.

This is one of the most continually popular events on the FAHC calendar, partly because of our continual "win" list which, in 2006, included Brian Goldsmith, Rich Brunke, Leo Thietje, Jim Danielson and John Ulrich. It's a nice drive down there, nice folks to talk cars with and just a nice event all around.

Downtown Overland Park also offers several walking-distance eating and shopping opportunities. Check them out at:

<http://www.360kc.com/Attractions/DowntownOverlandPark.html>

Caravanning from Lincoln? Meet at the 56th and Highway 2 U-Stop at 12:30 p.m. We'll travel to the Sapp Brothers fuel stop past Nebraska City, on Hwy 2, meeting Omahans and other travelers

*To find out more, or to register online, go to:
<http://www.heartlandmg.com/>*

Host hotel is the Holiday Inn Mission/Overland Park at: 7240 Shawnee Mission Parkway, OP, KS 66202

Phone: (913) 262-3010 or (877) 531-5084. **Mention the Heartland and get a room rate of \$69.00 plus tax and fees.**

Directions: from north: I-29s to I-635s, exit 3B (this turns into Metcalf Ave.) To Shawnee Mission Pkwy West/US56w. Hotel on right. Note: the hotel is not within walking distance of the park.

FUNKHANA RESULTS



Who put the Fun In Funkhana?

I don't know who enjoyed the Funkhana more the participants who tested their driving skills or the organizers who laughed as the 17 drivers fiercely attacked their 8 challenging skill stations in search of the perfect run. The lone casualty of the day was Gerry Conant who sought first aid to bandage a blistered hand from his numerous attempts at picking up plates with a toilet plunger.



Yes Terry, all the way around the building.

The course circled the Brunke's warehouse and the LBC must have felt at home running through the British style roundabouts and participating in the jousting. Competitors took their best of three runs, which took 3-4 minutes on the average. The event combined driving skills, eye hand coordination, some strategy and luck to turn in a winning score.

Speaking of winners, Terry Davis (last years champion) driving his Bugeye aced out Joe Guinan in his Spitfire for first place by 1 second. Joe's second place earned him the opportunity to hear about it from Terry for another for a year. Brian Goldsmith drove Old Blue, his trusty MGA, to a close third place. Gerry Conant finally got the knack of picking up the plates with the toilet plunger and snagged 4th place.



Stick! Darn it!



Stay! Darn it!

Mega thanks to the Funkhana organizers for a truly superb event. Hats off to Dennis and Jane Stone, Rich and Pam Brunke and Marty Klein. The post event Bar-b-que hosted by Brent and Kay Kasl was enjoyed by over 35 members. Their lakeside location was enjoyed for its beauty and tranquility.



Gotcha!

See detailed results on page 8

PITSTOP

By Editor Joe Kueper

I just filled up my Triumph TR-3A at the local gas station and it cost \$40.00. Back in 1966 it cost me \$3.50 to fill one up. The price of gas has increased almost 12 times. I then took my 1966 wages and multiplied them by 12 and found that it was less than what I'm making today. So I'm ambivalent. Given my comparison, gas prices seem fair but I'm still not happy. However, when I consider that back then I had one LBC and today I have 4 that run, two in project status plus two real family cars in my driveway, I guess I have no room to complain. I have resolved to ignore rising gas prices when I fill up my LBC's and not let it interfere with the enjoyment I get from my hobby. But come Monday morning after I fill up the daily driver I'll hang out around the water cooler and bitch about the prices with everyone else.

Speaking of petroleum, we have more information on the conspiracy to reformulate oil to kills British cars. (See page 3) The search for reliable oil goes on.

My plans are to be running the 55th Glenwood Springs Rally through the Rockies while many of you will be in Overland Park Kansas attending the 18th Annual Heartland MG Regional British car show. I'll chronicle my mountain driving experience in the July issue. Until then I need to spend quality time with my MGB to tune it for high altitude driving.

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



By-Law Changes Requested

by Jim Danielson

A couple of years ago when the club by-laws were revised, the committee recognized that even with the many hours of time that were devoted to the revision, there would need to be tweaking needed to meet the club's needs. Two amendments have met the criteria necessary to bring them to the membership for approval. In the next few weeks you will receive ballots to approve changes in the number of officers who serve the club.

One amendment will make the Immediate Past President a voting member of the Officers. The President does many things on behalf of the club that others might not be aware of and having the Past President continue serving as an officer makes for a smoother running club. As the Past President I fully support this idea and hope you will support it. If approved, the first person eligible for the position would be Greg Lemon, so this position would not be filled until Greg becomes Past President.

The second amendment will make the newsletter editor an officer. Since the newsletter editor must be one of the best informed members of the club, it makes sense that this person be able to help guide the club in an official capacity. Past editors Barbara Rixstine and Greg Lemon have signed on in support of this amendment and the current editor, "Editor Joe," is willing to serve.

Please take time to read the amendments when they arrive in the mail. Make your decision and return them in the enclosed stamped and addressed envelope. Jane and Brian Goldsmith will be receiving the returned ballots.

MORE POWER

By Joe Kueper

I recently got treated to a ride in Rich Brunke's V-6 powered MGB with a 5 speed. I have been reading about these conversions for a while and thought that they looked easy enough for a shade tree mechanic to accomplish. If I had any reservations about attempting a conversion they were dispelled as quick as the turn of the ignition key. The engine sprang to life and a deep rumble burred from the dual exhaust, which gave me an immediate anticipation of what was to come next. The acceleration was quick and it pressed me back into the seat in each of the first three gears. Third gear took us from 40 to 80 in a snap and there was plenty of room to wind the engine out before the needle hit the red line. The speedometer reads 120 and while we didn't risk the speeding ticket, my money says it's not enough for 5th gear. Rich had fitted the front end with poly bushings and the conversion lightened the front by 35-50 pounds, which made the car sure footed, and the handling nimble. Everything was tight except for the fit of the engine and transmission, which slips under the hood easily leaving a surprising amount space around the motor. The performance was incredible and when you add in the reliability of electronic fuel injection ---Awesome. This definitely on my gotta have list. Boy could I have a lot of fun surprising those over confident young bucks and their rice burners.

FISH BURGERS?

Fish Friday meets at Don's Bar 207 Cario St., Memphis, NE. Don's gained fame as the Home of the Buckle Buster Burger. Memphis is located north of Ashland West off Hwy 63 about a mile. From Omaha: go south on Hwy 6 out of Gretna. Shortly after crossing the Platt River turn right on Hwy 63. From Lincoln: head north on Hwy 6 and turn left on 63 and follow it through Ashland

This is a small town establishment so it is prudent to give them some warning. RSVP please.

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

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

Le Tour de Fleur

Grist Mill Fine Arts Council has organized a tour of 8 gardens located in and around small towns east of Council Bluffs on June 16. This is a great opportunity to spend a Saturday visiting gardens and touring in your LBC. Brian and Jane Goldsmith have volunteered to be the information contact for this event and if it generates enough interest a caravan and social event can be organized starting mid morning. Advance tickets at \$8 per person can be purchased at Sherbondy's, 319 Sixteenth Avenue in Council Bluffs. Tickets are also available the day of the event for \$10 at any of the garden sites.

Brian reported that four gardens are on hard surface- 2 in Oakland, 1 in Macedonia and 1 in Carson. Those 4 are about 70 miles round trip from Council Bluffs. The other four gardens are on 1-4 miles of gravel. Jane noted that Whispering Hills Vineyard located between Carson and Oakland involves about 2 miles of gravel and Prairie Crossing Vineyard & Winery south of Treynor involves about 2 miles of gravel.

Goldsmiths live on about 1/4 mile of gravel and can host the start or end of the tour. Another possibility is meeting in Treynor and ending at Goldsmiths. Contact Jane or Brian if you are interested in attending. (712) 566-2400, gold@stratemail.com

A CAUTIONARY TALE

By Joe Kueper

Saturday at the Funkhana several members viewed my TR-3A upgrades including rack and pinion steering and replacing the generator with a GM alternator. I remarked to one of the guys that the alternator conversion was cheap and easy but the pulley on mine was positioned slightly behind the water pump pulley making the belt run at a slight angle. I remarked at how sometime I should shim it out with a washer or two to avoid uneven wear.

Heading home I decided to take the interstate with the idea of seeing how this old car would run at sustained high speed. In their day the TRs had a reputation of operating comfortably at 80 MPH for long periods. I was not disappointed. Little Red still had the guts and the stamina and despite being 48 years old it ran smooth held the road rock solid. My curiosity got the best of me and I quickly discovered that if I mashed the accelerator it could still push the speedometer into triple digits.

Shortly after taking the Papillion exit off I-80 I heard a "thunk". I checked my rear view mirror to see if I had hit or dropped anything but, the street held no evidence of a problem. However a rapid increase on my temperature gage soon showed a problem. Lifting the hood for an inspection quickly disclosed the fault. The fan belt had worn out all too quickly. It had shredded and there were several lessons to be learned. A call to a friend was made and he brought me the spare fan belt I had hanging in my garage.

My day started at 9 A.M. getting ready for the run to Lincoln for the Funkhana and ended at 9 P.M. as I pulled into the driveway. Snapping the top off a cold one I reviewed my day. The Funkhana was yet another great FAHC event, hitting triple digits in Little Red was exhilarating, two hours on the side of the road fixing a British car is a common place challenge, cost of a spare fan belt to carry in the trunk \$16.95. Grand total for the day --- Priceless.



May 5th Healy Werks 20th Anniversary Car Show Sioux City, IA



Photo by Howard Larson

Howard and Kay Larson represented FAHC with their MGA. They reported that the turnout was good after the rain stopped.



OH! OH! *Picture by Howard Larson*

Presidential Ponderings

By Greg Lemon

Another month, another slew of great events, the third annual Funkhana had more participants than ever this year with 17 cars running, weather was beautiful, if a little windy. I had never been to a funkhana and still have not competed (car is laid up still) but got a chance to drop by this year for a good portion of it. Didn't realize how much support work was needed, thanks to the Brunkes for hosting and all the others who helped.

Brent and Kay Kasl hosted the party which I have called the RPP (I am not sure if that is going to catch on) after the Funkhana, about 35 members showed up, many with their cars and we had a nice car show on Brent's street as well as a very nice time on the Brent's deck on a beautiful spring night and a view to the neighborhood pond, flora and fauna.

The upcoming months promise more, more and still more events; so far the members have made my job easy. The "usual suspects" know the routine and are making events happen, and we are also getting participation and event sponsorship from members who haven't done an event before.

Would also like to mention that Terry Davis is spearheading an effort for Flatwater vintage racing, drop him a note (his info is on the back of this newsletter) if you are interested in learning more and didn't get a chance to talk to him after the Funkhana.

We are rolling into summer in fine form, hope to see you all soon.

DON'T MISS THESE GREAT EVENTS

Sioux City trip – July 6-8, 2007 –Details-

Have you made your reservations at The Marina Inn in South Sioux City for July 6 & 7 yet? It's not too late. A special price of \$79 per night (plus taxes) is being offered with riverside rooms promised. Call 402-494-4105. See last month's newsletter for more details.

The Larson's are eager to show us a good time. It is **IMPORTANT** that you let Howard Larson (beahusker@aol.com or phone 402-494-2353) know as soon as possible if you are planning to join the fun of this trip so he can make final arrangements.

Kuepers plan to leave Papillion and drive up Hwy 75 on Friday afternoon/evening and return on Sunday taking back roads through the Loess Hills. Anyone wishing to caravan with us call Editor Joe (402) 592-3132

THE AUTOCROSS – AUGUST?

We are **looking for a location** in Lincoln to hold this event, and planning it for **August**. High place sources say that we may have finally found a host site. An autocross is a timed competition where drivers navigate through a temporary course marked by [traffic cones](#). This is done one car at a time rather than racing on a track with multiple other cars. Technical Inspections and Helmets ARE required.

KEY EXCHANGE –14 July at Mahoney – Your chance to try out a different car.

THE GREAT OIL DEBATE CONTINUES

BY Greg Lemon

For you gents who have been following the oil debate, I just got this forwarded from someone who got it from Castrol, who now is not listing their 20w-50 as one of their recommended oils for older cars they are recommending their motorcycle lubes which makes sense as motorcycles don't have catalytic converters which are harmed by the ZDDP.

E-mail to Greg Lemon, From: "Bob Haskell" <rehaskell@earthlink.net>

I sent an email into Castrol about our concerns with the new GF-4 oils (reduced levels of Zinc / ZDDP). Here is the response:

Castrol is aware of articles in enthusiast magazines and web-sites, as well as after-market parts manufacturer discussions concerning GF-4 engine oils and cam-shaft durability issues in older performance vehicles. Some consumers suspect the lower level of ZDDP in GF-4 oils may be causing these failures. Castrol is currently investigating this issue. For those consumers that wish not to use a GF-4 oil in these vehicles, Castrol does offer the following products that contain Zinc at a level that is typical of the Zinc level found in oils (API SG) marketed during the "muscle car" era of time:

The following Castrol products have Zinc levels that are typical of API SG oil:

1. Castrol SYNTEC 5W-40
2. Castrol Grand Prix 4T 10W-40 (product has been replaced by Castrol Motorcycle 4T 10W-40)
3. Castrol Grand Prix 4T 20W-50 (product has been replaced by Castrol Motorcycle 4T 20W-50)
4. Castrol GO! ATV 10W-40
5. Castrol GO! ATV 20W-50
6. Castrol TWS Motorsport 10W-60 (full synthetic, available @ BMW (dealerships)
7. BMW Long Life 5W-30 (full synthetic, available @ BMW dealerships)
8. Castrol GO! 10W-40 Motorcycle Oil
9. Castrol GO! 20W-50 Motorcycle Oil

We do recommend you use these oils in your classic cars, however we do not recommend using automotive oils in your motorcycle. Since these oils meet all the specifications of classic cars they are completely safe to use in an automobile.

If installing a new performance cam in an older performance vehicle, it is important to:

- * follow the installation recommendations provided by the cam manufacturer
- * use the recommended cam break-in lube
- * prime the engine oil circuits
- * use the recommended engine oil
- * confirm valve train geometries prior to starting the engine with the new cam

Castrol Consumer Relations

I have followed this debate closely and seen a lot of information exchanged. Many oils that were "good" last month are reformulated and become less good for our cars the next month. There seems to be a consensus on a product GM makes called EOS or Engine Oil Supplement, it is an oil additive for use after rebuilds and our older engines may receive the ZDDP they need from smaller quantities (4-5 oz) with each oil change.

FUNKANA RESULTS

Terry Davis	1st run	3:19
	2nd run	3:04
	3rd run	1:23
Joe Guinan	1st run	2:36
	2nd run	DNF
	3rd run	1:24
Brian Goldsmith	1st run	3:46
	2nd run	3:19
	3rd	2:37
Gerry Conant	1st run	6:53
	2nd run	3:45
	3rd run	2:46
Tim Creger	1st run	3:46
	2nd run	2:59
	No 3rd run	
Jim Morgan	1st run	3:42
	2nd run	3:46
	3rd run	3:10
Jim Danielson	1st run	4:02
	2nd run	3:21
	3rd run	3:15
Lee Pederson	1st run	4:10
	2nd run	DNF
	3rd run	3:22
Rich Brunke	1st run	4:20
	2nd run	3:26
	3rd run	3:22
Steve Witt	1st run	6:05
	2nd run	DNF
	3rd run	3:25
John Ulrich	1st run	3:47
	2nd run	DNF
	3rd run	3:27
Gary Lien	1st run	3:35
	2nd run	3:51
	No 3rd Run	
Sue Hinckley	1st run	6:13
	2nd run	5:38
	3rd run	3:51
Steve Bryant	1st run	5:06
	2nd run	4:47
	3rd run	4:03
Dennis Stone	1st run	4:11
	2nd run	4:23
	3rd run	4:40
Joe Kueper	1st run	4:49
	No 2nd /3rd run	
P Creger	1st run	7:18
	No 2nd /3rd run	

Editors Note: Results may be discussed and cussed but they are final.

Notes from the Paddock

By Terry Davis

What a great turnout for the Funkhana! 17 cars, 17 drivers, and another dozen or so spectators, timers, scorers, etc. Thanks also to those who stuck around to talk about vintage racing. Joe Guinan and I talked about Rocky Mountain Vintage Racing (RMVR), the closest vintage-racing group to us. Bill Redinger also provided a lot of valuable information for those interested.

One of the questions was about what it takes equipment-wise and money-wise to get started in vintage racing. To actually start vintage racing there are several things you need to do:

1. Join a vintage racing organization. RMVR dues are \$60.00 per year.
2. Pass a medical exam.
3. Obtain required safety equipment – helmet (\$300-\$500), driving suit (\$500-\$1000), shoes (\$100), and gloves (\$100).
4. Attend a driving school. The RMVR Competition Drivers' School is a 3-day school offered every April that costs \$250.00. Either an approved race car or street car can be used to take the RMVR school.
5. Get a race car that meets eligibility rules and safety requirements. Cost – How fast do you want to go??

About now you're probably asking – Is there any cheaper way to get started? How will I know if I like it without spending a boatload (carload?) of money? The answer is yes, there is a cheaper way to get started track driving and find out if Stirling Moss really is a long lost cousin. Several car clubs – Porsche, BMW, etc. – have track weekends where you can attend a drivers' school and get some track time with basically just a helmet and a car for a comparatively modest fee.

My experience has been with the local Porsche club and started in 2000. I had this great, fast car and wanted to be able to drive it fast and safely. Most Porsche clubs have what they call "Driver's Education" track weekends 2 or 3 times a year and I decided to sign up.

A Driver's Ed track weekend costs about \$250-\$300 for the registration fee, and you must have a Snell SA2000 or SA2005 helmet (\$300-\$500) as well as having a fire extinguisher mounted in your car. Not all clubs require a fire extinguisher, but one is recommended. You also have, of course, motel, meals, and gas expenses.

The weekend lasts from about 7:00 a.m. to 5:00 p.m. on Saturday and 8:00 a.m. to 5:00 p.m. on Sunday. Tech inspections to assure the safety of your car are held from 7:00 a.m. to 8:00 a.m. on Saturday. Any car can be used as long as it passes tech.

(Continued Pg 9)

NOTES FROM THE PADOCK *(continued from Pg 8)*



When I did my Novice class in 2000 we had everything from a lady in a Toyota Corolla to a 20-something “hot shoe” in an Acura NSX. At Hastings in May there was a Mercedes CLK and a rented Dodge Caliber in the Novice Group.

The basic requirements to pass tech are brake fluid less than 6 months old, brake pads or shoes 3/16” or greater, working brakes, working brake lights, battery secured, free throttle return, suspension secure, good tires, windshield not cracked, rearview mirror, fire extinguisher, and seat belts. You must also have all loose objects removed from the car and trunk, including floor mats. Your helmet will be checked for a Snell sticker and you must have long cotton pants, a long sleeve cotton shirt, socks, and leather shoes.

Essentially any regular streetcar will pass. Many of our British cars would pass with a couple of caveats. There are not supposed to be any fluid leaks (get real!) and convertibles or roadsters must be run with the top up if they don’t have a roll bar.

After passing tech there is a drivers’ meeting at 8:00 a.m. on Saturday and all first time drivers are assigned to the Novice run group. Each Novice is also assigned a trained instructor for the weekend. Novices receive classroom instruction on car control, braking, accelerating, shifting, cornering, passing, track rules, and flags. There is also a driver’s manual that contains information about these and other driving skills.

Novices get two track sessions lasting about 20 minutes each on Saturday morning and two more 20-minute sessions on Saturday afternoon. Typically your instructor will drive your car with you as a passenger for the first session. You will then drive with your instructor as a passenger for the remaining Saturday sessions. You will typically have headsets so that you can talk with, and mainly listen to, your instructor.

There is another drivers’ meeting on Sunday at 8:00 a.m. and then more track sessions. After a couple of track sessions on Sunday morning your instructor will sign you off to drive solo if you are reasonably competent and don’t do anything particularly dangerous. From then on, you are able to drive on your own!

By now you are also probably asking yourself – Is this dangerous? Will it hurt my car? Will I get run over? The answers are no, no, and no. Driver’s Education is driving at speed but under controlled conditions with drivers of the same skill level. All Novices and only Novices are assigned to the Novice run group. Passing is only allowed on the straights and only when the driver in front signals you to pass. Track driving is hardest on your brakes and tires. In 8 years of doing DE’s I can only recall two incidents where a car hit something – one being the above-mentioned “hot shoe” in the NSX who was basically stupid.

Driver’s Ed weekends are great for getting a “taste of the track,” learning how to drive a car at speed, and improving your overall driving skills. It’s a great way to get some

Editors Note: Want to know more? Terry will be out a Scribner June 3rd and will be happy to answer your questions. In addition I will be on the lookout for more information for future articles. Anyone who wants to contribute please contact me.

ROAD AMERICA HISTORIC RACES JULY 19-26

FAHC members have been making this pilgrimage to Elkhart Lake Wisconsin for years. Immerse yourself in the world of historic racers for unique experience. A 4 day Super Pass costs \$80 and gets you into everything from track side to the pits. Fifteen FAHC members have signed up so far and will caravan to Sheboygan (13 miles from the track) A couple of spots are still available. Share a room for about \$50 per night. Call John Ulrich for more details (402) 421-9252 julrich@lps.org

Flatwater Austin-Healey Club

A chapter of the Austin-Healey Club of America

914 Hickory Hill Road

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