



Flatwater News

May
2007

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

May 2007 Calendar:

May 7: Monday

Officers Meeting 7p.m.
At Terry & Kathy Davis
16205 Capitol Ave. Omaha
Go south off Dodge on
156th to Nottingham Drive.
Turn right (West) into
Greenfields then right onto
157th which becomes
Capital Ave. go 5 blocks to
the red brick house on the
left. (402) 637-0101

May 10: Thursday

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

May 12: Saturday

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

May 19: Friday

Funkhana 1 PM followed
by a party at the Kasl's
6818 South 34th, Lincoln.

May 25 Friday

Fish at Cedar Creek Inn Bar
& Grill 6:30 P.M.

Help us prepare -RSVP
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IT'S FUNKHANA TIME!!!

Hosted by Rich & Pam Brunke, Dennis & Jane Stone & Marty Klein.

Flatwater's first driving event this year will be held on Saturday, May 19th. This is a new day and time for this 3rd Funkhana that many of you have asked for. The location is the same; Rich & Pam's business parking lot at 20th and Yolanda which is one block south off the Cornhusker Highway in Lincoln.

This might be the first outing for our cars this year, unless you are one of those lucky enough to have gotten an early afternoon or evening drive in already. So, let's tune up those cars, give them a shine and come on out and join us for an afternoon of guaranteed fun. We will have 7 skill stations for the drivers to test their abilities on. We have added a couple of new ideas this year along with our old favorites. This is not a speed event and just basic car handling skills are all that is required.



EASY DOES IT

Photo: Greg Copeland

We would also like to encourage more women to give the course a try again this year. The first year five women gave the course a try and they did well. Last year it was a bit nippy, and the women sensibly declined. Let's keep our fingers crossed for better weather this year. We will run the Funkhana no matter what the weather is like. We will plan on starting at 1:00pm. Every car and driver will get at least one run through and more runs if time permits. Pam and Jane have planned on snacks and drinks to keep us sustained throughout the afternoon.

All participants in club driving competitions must be FAHC members for us to comply with our club insurance. Guests who wish to participate may purchase a membership at the event for \$15.

If you are driving from outside of Lincoln, take I-80 to the 27th street exit in Lincoln. Drive South on 27th street until you reach Cornhusker Highway. Turn Right onto Cornhusker and merge toward the left lane. Proceed west on Cornhusker until you reach 20th street. Here you will make a left turn. The business is one block off Cornhusker. Look for the British Flag to your right. If you have further questions or if you would just like to volunteer and help us run the cars through the stations give Rich, Dennis or Marty a call.

Do mark your calendars for that Saturday and think about coming on down and check out the fun. Find out for yourself why they call this a FUNKHANA. If you don't want to drive that's okay, spectators are always welcome.

Rich 438-3330

Marty 781-2263

Dennis 397-2385

Presidential Ponderings

By Greg Lemon

Whew, I don't know where to start, we had a great April and we are heading into a big May. In addition to our regular monthly events we had the first FAHC RPP at Jim and Dorsey Olson's in downtown Omaha. I couldn't make it but heard it was a super event, thanks to the Olson's for kicking off this new event. The same weekend we had a tour of the Taulborg Auto Museum near Elkhorn, Nebraska. Leo and Joanne Thietje deserve special recognition for setting this one up for us, there is a story about this tour elsewhere in the newsletter, but it was a really outstanding collection, I have paid a lot more to see a lot less. Lastly we keep trying new places for fish, and lots of members keep showing up, maybe we just keep moving it around and have a FAHC RPP (Rotating Perpetual Fish).

May kicks off big as well, we have the first driving event with the Funkhana, which is becoming an annual event, thanks to the Brunke's for hosting this event once again, and thanks to the Stone's for helping to plan the event. We are moving the RPP, which is usually the third Friday of the month, to the third Saturday, so that it can be held the same day as the Funkhana, Brent Kasl will host, more details to follow.

Time is running out to sign up for the South Sioux City weekend, let Howard Larson know if you are planning to come, also we still have many dates open for the FAHC RPP, so let me know if you want to host.

Pit Stop *By Joe Kueper*

I think my computer is made by Lucas. Last night I was happy with myself for having the newsletter about 85% complete when It disappeared!! I could not find it anywhere and I had to start over at 1 P.M. in the morning. This issue is full of event information and you don't want to miss anything. I missed the museum tour for the second time and it is killing me. I also missed the RPP hosted by the Olson's. My sources tell me it was a top notch event. So here it is you lucky people, read and enjoy.

After being a member of FAHC for over five years I thought I should find out what Jackson's Pub was all about. I fired up "Parts" my MGBGT diamond in the rough contender and headed West on highway 370 toward Gretna. I found Jackson's on the South side of town just off highway 6/31. As I pulled into the parking lot I spotted some familiar LBCs. Inside I found familiar faces and in total 16 members eventually shuffled in. Jackson's is kind of a peanut shells on the floor kind of place, clean and casual. I enjoyed happy hour dollar draws and free popcorn. Others had hot sandwiches, BBQ seemed to be the favorite. Events were coordinated, fix it projects discussed and engaging stories and lies told. I mistakenly left Linda at home thinking it was only a guy thing. The event was definitely coed and Linda will be with me the next time. It was fun, so there will be a next time. Need a car fix or just need a couple of hours socializing? Check out Jackson's.

I want to make sure my LBC's are ready for the up and coming event. I'm heading to the garage.



FISH FRIDAY LAST AND NEXT

The rain stopped and the clouds parted in time to make the Fish Friday season opener a pleasant drive and a well-attended success. The LaShara welcome committee a black and white dog greeted forty members. The little British cars squeezed in among the pickup trucks of the regulars who were friendly and viewed our cars with curiosity. The Long Branch served up good food and good service. The club members served up great conversation and Gary Lien treated us all to the first issue of nametags. As you read this, the second Fish at the Bull Dog Bar and Grill in Murdock is still a fresh memory with 42 members 10 LBCs attending. The fish was plentiful and tasty.

NEXT FISH

Pam Brunke and Theresa Morgan have lined up the Cedar Creek Inn Bar and Grill for our Mays destination on Friday the 25th at 6:30 P.M.

Take Highway 66 West out of Louisville or East out of Plattsmouth to S13H and head North into Cedar Creek to 104 East B Street.

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.

FOR SALE

1951 JAGUAR XK 120

This Jag is one of only 700 produced and has only 42,000 miles. This car has been in the family for quite some time. It is a strong runner and has always been garaged. The cream and maroon leather interior looks and feels luxurious. Recent maintenance includes new ball joints and a set of new period correct Cooper tires on steel wheels. Accessories include a black top and side curtains plus fender skirts. If you ever considered getting a Jag, this is a good opportunity. Buy it and drive it for \$38,000 said Dwaine McQuirter 650-1954



PUT THIS IN YOUR GARAGE

Wanna Race?

By Terry Davis

Do you imagine yourself blasting down the Mulsanne Straight at 200 mph in your British car? (Well, maybe not in a British car...) Do you think that Sir Stirling Moss may be a long lost cousin? If so, then the Flatwater Auto Racing Team wants YOU! Announcing the formation of a loose-knit band of n'er-do-wells (also known as The Gang That Couldn't Drive Straight) who are interested in vintage racing. Several of us have had this idea percolating around in our guts for a couple of years now and it's time to go or get off the starting grid.

Seriously, we are inviting anyone and everyone who is interested in getting involved in vintage racing to an informal and informational meeting after the May 19th Funkhana to discuss ways that Flatwater members can get more involved in vintage racing – as drivers, support personnel, or simply as spectators and fans. Joe Guinan and I have done a fair amount of research on the topic and have some ideas that we would like to share with likeminded would-be Fangios, Andrettis, and Nuvolaris.

So...come to the Flatwater Funkhana on May 19th in Lincoln and plan to meet with us afterward to talk about, and possibly get involved in, vintage racing. Remember – the Flatwater Auto Racing Team – British car drivers powered by American gas! Any questions call or email Terry Davis – 637-0101, tadavis1@cox.net or Joe Guinan – 727-8011, joeg@neb.rr.com. Hope to see you there!



OF MEMBERS AND MARQUES

by Tim Creger

We've all had that thought run through our minds at one time or another. We're at a car show, or driving down the road, and see an unusual car that looks interesting, catches our attention, and gets us to wondering "What the heck was THAT!?!". Over the next year or so I will be providing photos and interesting stories about some of the more infrequently encountered British cars that count themselves among our club stable. For each offering (probably every other month) I'll be featuring a different marquee and fun or interesting personal stories about them. I don't plan to provide a lot of technical details, instead, I'm interested more in the stories behind the owners and their cars.

This month's marquee: Sunbeam.

Brent Kasl owns two Sunbeams - a 1961 Alpine and a 1963 Imp. He has had both at the FAHC fall show, but for those of you who might not have been able to attend the annual show recently, these are cars worth taking a closer look at. Both cars are in wonderful shape and have won a number of awards. Brent also drives them regularly.



The red Alpine was Brent's first car in high school, and was presented to him in 1971 by his grandfather for a summer's worth of work at his grandfather's gas station. After keeping the car in storage during college and a few years after, Brent spent time, energy, and money on restoring the car and started attending regional and national car shows, eventually getting the car to a condition it was winning awards.



During the SUNI International show held in Wisconsin in 1994, Brent first saw an Imp, and met world famous Imp road rally champion Rosemary Smith. This visit convinced Brent to find an Imp to restore, Traveling back to Wisconsin in 1995 to buy a rusty Imp for \$400. He spent the next three years restoring the Imp (the blue car on the left), and has regularly worked to improve the car with a number of modern modifications, most recently installing front disk brakes this last

September. Brent points out that even though the Imp was notoriously underpowered, overheating on hot days due to a poorly designed radiator, it did have a number of features many other small cars of the time did not, such as independent suspension and aluminum engine block. Brent noted that the engine and transmission case together weighs only 160 pounds!



Grrrrrr! Tiger

Another interesting model of Sunbeam is the Tiger. The name is appropriate on these cars, as many were originally fitted with Ford 260 cu.in. V8 engines. Our club has a couple of these cars, the one featured is owned by Gary Hinkle of rural Martell (southwest of Lincoln).

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Sunbeams



When I visited Gary he had his barn door open. No, not on his trousers, the door on his farm's barn! The Tiger was parked inside, patiently waiting the first spring drive. Gary got it started on the first try after the car had sat for four months. He backed it out and had the prerequisite "top-down smile" on his face as he positioned it for my photos.

Gary related that the car is a 1964 model, and was the 249th Tiger imported into the US. It was originally equipped with the stock Ford V8 260 engine, but through the exchange of hands from the first owner to Gary's brother to him, the engine was removed and he replaced it with a

rebuilt 289 V8. He indicated that the engine is now estimated to generate between 325 and 350 hp! Gary used the word "scream" a few times as he described the speed and attitude of the car as it drives down the highway.

The car has been in Gary's family for a number of years, having his brother buy it from a family friend in the early 70's. He and his brother used it as a commuter car in 1973-1974, and I can only imagine the trips were memorable. Gary had this car at the Scribner race last year, and hopes to have it there again.



COMPETITION DRIVING EVENTS - 2007

By Joe Guinan

The Flatwater Austin-Healey Club will hold several competitive driving events again this year. We realize these aren't everyone's "Cup of Tea", but they have proven to be popular for participants and spectators, and we hope that will continue to be true. Typically, the Club holds four events; the Funkhana (May 19), an Airport Speed Run (June 3), an Autocross (August ?) and a Time/Speed/Distance Rally (September ?).

SAFETY FIRST

We have been very conscious of safety when we design course layouts, and we have no problems getting people to behave in a safe manner. On the other hand, we have been a little lax on technical inspections. I have copies of the Inspection Form and I'll make sure these are available at all of the events that FAHC holds in the next month or so. I will also send these by e-mail or US Mail to anyone, so please feel free to request a copy. We will also do a "Preliminary Inspection" for anyone that is interested. We will offer this service at the Funkhana event on May 19.

We don't require a Tech Inspection for the Funkhana, but we will have several people there who will go over your car and point out things that need to be corrected before one of the other events. We will also do informal inspections at other events if requested. This should give everyone time to get their car ready for the other events. *(Continued page 6)*

Competition Driving

We have had two or three occasions that I can remember where a driver lost control of his vehicle for a moment. That is to be expected in some of these events, as we are trying to push the envelope a bit and see what we and our cars are capable of handling. Still, we want to be sure that everyone is safe - so technical inspections will be more rigorous than they have been in the past.

THE FUNKHANA

Held **May 19** at Rich and Pam Brunke's place of business in Lincoln, this is a lighthearted event that is fun for everyone. While our lady members are always welcome at all of our competition events, the Funkhana usually has the highest proportion of women entrants. The Funkhana is a low speed timed event, involving stopping, starting, backing up, and performing various zany antics along the way. The Funkhana is sometimes driven by a team of driver and co-driver, with plenty of activities for both participants. We don't want to give away too much, but the word "fun" is right in the title. (It's fun to watch, too.) Technical Inspections and Helmets are not required.

THE AIRPORT SPEED RUN

This event is planned for **June 3** – Scribner, Nebraska. Russ Devoe used to hold this for the club at the North Omaha Airport, but rules changes mandated by the FAA make it almost impossible for us to hold this event at any active airport. Fortunately, we found an inactive facility with the old Air Base at Scribner. We are allowed one of the three runways all to ourselves for the day, which gives us a place to really open the throttles and see what our cars are capable of. The course for this event is normally an "Out and Back" run with a few cones set up at either end to make things interesting. We have had cars reach over 80 mph, and we are waiting for someone to crack the 100 mph mark. Technical Inspections and Helmets ARE required



Sample of the Contenders

Photo: Phil Brauer

TIME / SPEED / DISTANCE RALLY

A TSD is planned for sometime in **September**. We are still looking for someone to handle the "Rally Master" duties for this event. These are held on public roads and highways, and all traffic laws are to be strictly followed. This is not a "high speed" event, not a "race", but it is a competition. a Road Rally, each team of two people -a driver and a navigator - is given a set of route directions to follow, and the speeds at which they should travel the route. The route will generally consist of rural and quieter back roads. The goal of a Road Rally is to travel the correct route at the correct speeds, and arrive at "checkpoints" precisely on time. You are scored on how closely to the correct time you arrive. A Road Rally is not a race, and no rally will ever require you to drive in a reckless or illegal fashion. Arriving too early at a checkpoint hurts your score, as does arriving too late. Technical Inspections and Helmets are not required.

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THE AUTOCROSS

We are **looking for a location** in Lincoln to hold this event, and planning it for sometime in **August**. 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. Autocross tends to place more emphasis on [car handling](#) and driver skill than on sheer horsepower. Autocross courses consist of several 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 when compared to other forms of motor sports, usually not exceeding highway speeds. Most drivers probably won't get out of second gear. The activity level when measured in turns per minute can be higher than even [Formula One](#) due to the large number of elements packed into each course. Technical Inspections and Helmets ARE required.

COMPETITION DRIVING

THE COMPETITION DRIVER OF THE YEAR AWARD

Flatwater presents an annual award to the competitor who garners the most points throughout the year in our competitive events. Car Classes are assigned for each event, and each event is scored differently. The Funkhana has a "Large Car/ Medium Car /Small Car" classification. The Speed Run and Autocross have multiple classes based on engine size and level of modifications done to the car. The TSD Rally is not classed, which is important in the overall championship. Typically, several drivers are able to win their classes at other events, and so may be carrying the same number of points into the TSD Rally. The TSD event has only ONE winner. Points are assigned in a sliding scale down quite a few places, but the overall winner of the TSD will have a big advantage toward winning the overall award given at the annual winter party.

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? A special price of \$79 per night (plus taxes) is being offered with riverside rooms promised. Call 402-494-4105 and say you are with the Flatwater Austin Healey Club to receive this discounted price. Then look forward to a fun "tri-state" drive on 07/07/07 of about 90 miles. Included will be a driving the total distance on the shortest highway in the United States (anyone know what the highway is?). Then on to Ponca State Park (state park permit required) for some great scenery including a view of the Missouri river very much like it appeared when Lewis and Clark traveled through the area 200 years ago. A light breakfast is suggested Saturday morning because we will be stopping at Sharla's Copper Stop Steak House in Newcastle for lunch where a \$5.95 lunch special is guaranteed to fill you up (or you can order anything from the menu). Then cross the newest bridge over the Missouri to Vermillion, South Dakota with a winery/bed & breakfast tour and a wine tasting (\$5.20 per person) will be available. On to the National Music Museum on the University of South Dakota campus where every musical instrument imaginable is on display – this museum recently outbid a museum in New York paying \$180,000 for a one-of-a-kind instrument that should be on display by the time our group is there. The museum is free but donations are suggested. We hope you've walked off breakfast and lunch by now because the drive continues on via old highway 50 to Elk Point, South Dakota with a stop at Edgar's Old Fashioned Soda Fountain where a soda fountain first used in 1906 is still in use. Phosphates & pop, sodas & floats or things like a CCC (Calories, Cholesterol & Chocolate), a Guilty Conscience, Dastardly Duo or Coconut Almond Frenzy will be available. *(Continued on page 8)*

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. Howard needs (Continued page 8)

Sioux City-

to let the various stops know how many to expect. He would also like to know what time the group from “down south” expects to arrive on Friday 7/6 and if you would like to have something planned for that evening. There are lots of choices in the Sioux land area for food, entertainment and shopping.

Make plans now to be in the northeast corner of Nebraska the weekend of July 6-8.

The 18th Annual Heartland MG Regional British - June 8 and 9th.

The host hotel is the Holiday Inn - Mission/Overland Park and the traditional Friday night cookout will be in their parking lot from 6 PM to 8 PM. The show will be on Saturday at the Santa Fe Commons Park in downtown Overland Park, Kansas. Log in for details at www.heartlandmgregional.com

Jim Danielson is setting up a rendezvous point for those who want to caravan down to the event. Watch for an informational E-mail or contact Jim at jdanielson2003@yahoo.com or call 464-3733.

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

www.healywerks.com/20th or 1-800-251-2113

Taulborg Museum Tour *By Greg Lemon*

Thirty-six Flatwater members enjoyed a tour of the Taulborg Museum near Elkhorn on a bright and windy spring Saturday afternoon last month. The Taulborg Museum is open by arrangement only and we were fortunate to have Leo and Joanne Thietje for setting the event up for us. The collection includes many American cars from all eras, including Pierce Arrows, Packards, Oaklands, Hudsons, Cadillacs, Locomobiles, Studebakers and Packards, just to name a few!



The TR7 Convertible is Nice, but the great thing about the museum is the number and variety of cars, as shown (in part) in the background.

Over 150 cars grace the collection all are in excellent cosmetic condition either through restoration or careful preservation.



Oh, yes, there were a few British cars as well, including a 1967 Austin Healey 3000 (identifying plaque marked it as the 1st car in the collection), a Daimler SP250, a 1953 Singer Roadster and a 1930 MG Boat tail Roadster. The only downside of the tour was that it was too short.

GARAGE TALK

A MECHANICS MUFFLER MUSINGS *By Jerry Petet*

I've been told that if you are a little bit mechanical you can do a lot of this stuff yourself. That's what I've been told.

I'm not sure if the people that say those things are trying to be clever and have a twisted sense of humor or what? Anyway, I sent for the tail pipes, header pipes, mufflers, and mounting hardware. If I could get the manifold bolts lose, that should be the most difficult part. Right?

The packages where dropped off at my door. Wow! It's like Christmas morning. Some of it I could only guess as to what it was for, but it was shine and new.

The nuts came off the stud bolts with a little oil and some serious grunting. Then it was a matter of cutting the wires that held the rest of the tail pipe and muffler up.

Putting up the new header pipe should be easy now. Wrong. Did you know there is not enough room up there for your hands? How are you suppose to hold the pipe up there and keep the flanges up to the top and put nuts on the studs with only two hands and one knee and one foot?? When you do get the first nut on and you can relax your hold a little-bit, did you know the other flange will slide all the way down to the bottom? Since I had forgotten the lock washer it all had to come back out anyway. The second time it went pretty good except for that pesky flange slide down. I didn't even know I knew some of the words that flowed from my lips.

The third time the pipes went back in, I had become a Man on a mission. Electrical tape now held the offending flange where it belonged, with enough hanging down so I could remove it when I no longer needed it. By this time my wife couldn't stand the new language that had developed. The dog went with her.

By the way, the new bolts are brass and will strip out pretty easily if your not careful.

Why is the tail pipe 10 inches longer than it should be? I ordered the right year. So why didn't they mention some modification would be needed?

I now have a new exhaust on my car. I'm as proud as a new father after all the trouble and hardship involved. I'll be able to take some of the bandages off pretty soon, from the cuts and scratches. I've washed out my mouth. So I feel pretty good.

Maybe they're right, " If you have little bit of mechanical ability you can do it."

(Editors note: Jerry is a new member and he sent me this in an e-mail about his ordeal with fixing a newly acquired MGB. I share it because I thought many members could relate or commiserate.)

MGB Clutch Throw Out Bearing *By Joe Kueper*

Did you ever wonder what was causing that scraping noise when you stepped on your clutch? When the softer material in your throw out bearing wears down, like the one shown on the left compared to a new one on the right, the metal edge of the carrier comes in contact with the clutch making the noise. The bearing should not touch the clutch when not in use. Properly adjusted it rides above NOT ON the clutch but ABOVE it by 1/16 of an inch or enough so it does not touch the clutch as it spins. If you have the habit of resting your foot on the clutch pedal while driving you may be pushing the bearing against the clutch and wearing it out prematurely.



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A chapter of the Austin-Healey Club of America

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Things that make you go Hummmmmmmmm!!!

As Al Murray would say:

Where would we be with out rules..... France

Where would we be with rules..... Germany

Where would we be driving quaint British Sports Cars..... America

Where would we be driving Japanese Cars..... Britain (doh!)

Q. What do you call shock absorbers on a Spridget?

A. Passengers

--Two guys in an MG were arrested last night in Omaha following a push-by shooting.

-- Moss offers an after market airbag for Triumphs. When you sense an impending accident, start pumping real fast.

-- A driver went to NAPA and said, "I'd like a gas cap for my FIAT".

-- The counter man replied, "Okay. Sounds like a fair trade to me."

-- The blond pushed an Austin Healey into the garage and tells the mechanic, "It just quit". The blond returns later and asks, "What is the story". The mechanic replies, "Crap in the carburetor". To which the blond asks, "And how often do I have to do that"?