

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

November 2007 Calendar:

November 5 Monday
Officers meeting at Greg's home. 3030 Williamsburg Drive, Lincoln 7 p.m.

November 8 Thursday
Jackson's Pub, Gretna, Hwy 6/31 6:30 p.m.
Technical session and Guest speaker. Pg. 8

November 10 Saturday
Breakfast at Mahoney State park, 9 a.m. or so.

November 16 Friday
RPP Hosts Ericksons 1801 C St. 6:30 p.m. Pg. 3

November 22 Thursday
Thanksgiving Day

November 30 Friday
No Fish this month.
Next fish
December 7 Friday
(See page 3)

SCCA Racing
Page 5-6

What the HECK?
Page 7- 8

Officer Elections
Page 9

Winter Storage Tips
Pg. 10-11

LOESS HILLS FALL COLOR DRIVE



Mike Howard and his 1960 Triumph TR3A

The threat of more October rain deterred all but 8 FAHC members who made the Sunday drive Loess Hill drive organized by Joe Guinan. The colors were sparse; it was windy, overcast and chilly. All in all it was a typical British day except it did not rain. However there were plenty of bends in the road for driving enjoyment and the venue included: lunch at the Pisgah's Fill'er Up and Keep on Trucking Café, a stop at Small's Fruit Farm and wine tasting in Crescent. We all got to see Roger Charette's new Mini Cooper S and Jane Goldsmith got a test drive. Could the Mazda's days be numbered?

Mike Howard gambled against the prediction of rain with a top down run, (he had no choice – he has no top) and it paid off as he stayed dry and he won the Poker Run prize with a perfect hand of four aces.

Best Darn Web Site Ever

By Greg Lemon

Take a look at the clean and pristine message board on our website at www.flatwater.org I have visited many other car club websites upon which most of the information is months or even years out of date. Our website is a great resource, gets a lot of use, but I still feel it is underutilized. Ron Bonstetter does a great job of keeping it up to date with updated information on a very regular and timely basis. FAHC Message Board Cleaned--Take a Look.

For many months the club message board on our website was sadly plagued with ads for cheap drugs, pills that are purported to make my body parts grow, and pictures of friendly ladies who your mother would not approve of. I am very pleased to report that I think we have those issues solved and it is once again a great place to see what members have for sale, ask for technical advice, and get updates on events and caravanning.

I really want to thank Barb Rixstine and Rich Brunke for their ongoing efforts to clean the thing when were having this problem. You may not have known it by looking, but this was done pretty much on a daily basis. Chris St. Pierre also deserves a big hand for setting up the page for us and implementing the fix.

PRESIDENTIAL PONDERINGS

by Greg Lemon

I have always considered the fall show to be the big event of the year for the club. It is the event that gets by far the biggest turn out of people and cars and the weather usually cooperates for a great show. That being said I was as nervous as a bride with storms forecast for her outdoor reception before the show this year. Somehow, despite being sandwiched by storms before and after the event, and a strong forecast for rain at the event, the skies opened up and we even had a little sunshine. To the many that ventured out despite the strong possibility of monsoon like conditions thank you very much. To those who stayed home we always have good weather for the fall show, it just seems to work out, please remember to ignore the weatherman (who is about as reliable as a 40 year old Lucas ignition system anyway) make it if you can.

Those that came, and we weren't down all that much in numbers, will tell you that it was a great show and the club was even politically correct in that we "embraced diversity" and invited the Porsche club, who came with a good dozen of their cars. A French Citroen Traction Avant even showed up, a very advanced car for its day (they first came out in the 30s if I recall correctly) which I have read a lot about, but never seen in the flesh.

On a personal note I have faced on of my fears and come out a better man, or at least a better British car guy because of it. My SU fuel pump gave up the ghost last year. I soldiered along with an aftermarket piece that just didn't make the right noise for a year, but now have the old unit rebuilt and it has been ticking merrily away for a month or so. First time I have messed with one of these beyond a simple whack with a hammer or cleaning and adjustment of the points. As I get a little older I tend to like the jobs that involve pulling components and putting them back together on a nice table or bench much better than the leaning over the fenders/crawling under the car variety. Do not fear the S.U. fuel pump, just get to know it a little better and it too can be your friend.



Loess Hills Run Line Up *photo Roger Charette*

PIT STOP

By Joe Kueper

Some where in November our top down quality driving will come to a screeching halt as the cold winds of winter start to blow. I'll put off the winterization of my cars until the last minute and then turn my attention to organizing winter projects and hint dropping for Christmas gifts. Hummm, maybe this year I'll get that plasma cutter and a new set of screwdrivers as stocking stuffers to replace the ones I ruined using them as chisels and pry bars. Next I'll find a calendar and start marking of dates for car events I missed this year and start planning for next year. Then toward the end of the month I'll gather with my family around the turkey to give thanks. I'm grateful for many things not the least of which is the FAHC club and its members. Thanks to the efforts of our officers, event organizers and the many volunteers, I have enjoyed some really fun activities plus the camaraderie of good friends.

Winter does not have to be dull. I know many of you are involved in your special projects and are thinking that they are no big deal. Wrong! To the guy who never changed his own brake pads, put on a muffler, installed points or replaced them with a Petrox Electronic Ignition it is a big deal. Take the extra step and share your experience by writing a short story about your experience. You may help the next guy by giving him the extra confidence he needs to tackle the project himself.

Want to know what projects I'm doing this winter? You show me yours ---and I'll show you mine.

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

FINAL FISH OF 2007 December 7th

There is no Fish Friday in November due to the Thanksgiving holiday. The last Fish of the year will be Friday December 7th at Lee's Restaurant in Lincoln. This change from our normal fourth Friday date is due to the Christmas holidays. Lee's Restaurant is located at 1940 West Van Dorn and is a long time Lincoln favorite. Lee's is famous for their fried chicken but they also has an extensive menu including fish, steak and burgers. Join us in December for car talk, socializing and pre Holiday cheer.

Please RSVP to: James & Theresa Morgan - jm93552@alltel.net
Dennis & Jane Stone - janes_54@msn.com
Rich & Pam Brunke - p_brunke@yahoo.com
Call Pam 402-438-3330 or Theresa at 402-944-2526

FISH IN REVIEW

2007 brought on a change from our long-standing tradition of meeting in Nehawka due to the restaurants closure. We have enjoyed our rotating Fish Fridays and hope that you have also. Here is a recap of the places we have been. Let the club officers know what you would like to see for 2008. We think all of the locations we tried worked out pretty well. All of the restaurants did a good job of accommodating us, with our average attendance of 40, in addition to their regular patrons. If you know of a location that might work, share the information with a club officer. Or better yet step up to the plate and offer to organize the Friday night Fish nights.

We have also included an additional list of small town eateries that we tried that just wouldn't have worked for a club gathering place but would be great places to stop when you're out cruising on a summer day. (See [Fishin Holes](#) pg 4)

Your unofficial restaurant scouts - Dennis & Jane Stone, Jim & Theresa Morgan, Marty Klein, Rich & Pam Brunke.

March - Long Branch Bar in Leshara. This is the location with the keyboard player.

April - Bulldogs in Murdock.

May - Cedar Creek Bar in Cedar Creek. The cars came out in mass and even brought in a new member from the area.

June - Don's Bar in Memphis. Home of the buckle buster !

July - Surfside Club in Omaha. We were disappointed by not having a full moon!

August - One Eyed Dog in Eagle

September - Stardust Bar in Colon

October - Press Room Restaurant and Lounge in Wahoo

December - Lee's Restaurant in Lincoln

November RPP Party at Erickson's Historic Near South Home

The November Flatwater Austin Healey Club Rotating Perpetual Party will move to Dave (our Vice president) and Susie Erickson's house 1801 C St. in Lincoln. The party will be on Friday, November 16th at 6:30 p.m., food and beverages will be provided by our hosts, all members welcome, Dave and Susie have a great place for a nice evening event--so stop by if you can. RSVPs would be helpful. Contact Ericksons at 402-474- 1157 or email:dave_esa@alltel.net

Last month's event was hosted by Jim Danielson and Barbara Rixstine. Jim's famous blue light special chili was on the menu. Jim's Garage was party central with it's original theme décor. The tasty food and lively conversation made it a great time for the 20 or so Flatwater members that attended.



Jim's Garage and Chili Shack

FAHC RALLY AND 15TH ANNUAL ALL BRITISH SHOW



Walkin, Gawkin and Talkin at the FAHC Show *Photo: Greg Lemon*

FAHC TSD RALLY

by Greg Lemon

Steve and Tootie Witt won the FAHC Time Speed Distance Rally held in conjunction with the club's Fall Show Weekend. From memory I believe that late arrival Craig Hahn teamed up with Jim Morgan at the last minute and stormed into 2nd place. Nine teams participated in the rally which was timed over two sections and featured a stop at James Arthur Vineyard and a drive through the countryside and lakes North of Lincoln. Joe Guinan recruited a few "Spitheads" from Iowa to run as well.

The Witt's time which was just a few seconds off the rally master's target for both sections (they were under 30 seconds off cumulative for the whole rally which lasted over an hour) was nothing short of amazing. The impromptu team prize for the Spitfire vs. other LBC challenge was declared a draw with Spitfires in 1st and 5th places and other LBCs taking up the middle three spots. Tim Creger planned the route, which seemed to be a popular one with the participants. The Nichols, Stone's and Brent Kasl also helped to plan, time and run the

FAHC Fall Show Dodges Storms

by Greg lemon

Although the threat of rain kept our numbers down a little bit from years prior the fall show was no washout. Serious rain and thunder storms were predicted. Luckily only a few drops fell just as the show started then the storm system literally split in two and opened up some patches of blue sky and no rain in Lincoln for the annual FAHC fall show.

Over 50 British cars showed up at the Lincoln Public Schools Parking lot plus a dozen Porsches representing the guest marque this year. Those that challenged the forecast were treated to very nice weather and a great show.

Bill McKay's MGA Coupe, a first place winner in Kansas City, won people's choice for best in show. Ron Bonstetter's '51 Riley Sedan won Diamond in the Rough, and Jim Danielson's MGB won the biggest oil leak prize.



The Line Up for the FAHC Rally *photo: Joe Guinan*

2007 SCCA National Championship Runoffs – Topeka KS.

By: Jeff Lemon

I'd always wanted to see the SCCA Runoffs, and with their move to Topeka, I finally had the chance. Rain was forecast for the day we planned on going. We went anyway, Brent Kasl canceled, he was afraid the rain would fall hard all day. Brother Greg and I met Doug Taylor in Nebraska City before sunup, and drove south into Biblical rainstorms. Lightening flashed, and Noah decided to delay his 40 day boat trip, hoping for better weather. We kept imagining the sky was clearing... Finally about 40 miles from Topeka the rain stopped, and we never saw another drop until the trip back. It turned out to be a fine day for racing,



Two Racers Find the “Line” Pulling into a Corner *photo Greg Lemon*
Brian Linn (Midget) leads the way for Jesse Prather (Miata)

We went to cheer on the dwindling numbers of LBC's still in SCCA racing. Of course, a Sunbeam Tiger was the favorite in the first race of the day. First lap, first corner, it and two Panoz collided. No LBC to cheer for in this race. The next big chance to cheer for “Queen and Country” was F Production. This was by far the best race of the day. Jesse Prather in a Mazda Miata and Brian Linn in a '72 Midget swapped positions from start to finish, sometimes a couple of times in a single lap. At the end of the race Jesse's Miata was in first place by 1.102 seconds, followed by the Brian's Midget. A little further back, a '62 Sprite and '62 Lotus 7 flew the flag, finishing 3rd and 4th. This race alone was worth the drive.

We watched a wide variety of classes, from spec sports racers to Camaros and Porsches. It was fun to watch different classes of cars take very different lines through the turns, even drivers in the same class had some very different thoughts about what was the fastest way around. I enjoy watching the production based cars the most, the precision of the pure racing cars lacks some of the thrill factor of a Midget getting a little sideways, or diving in hard under braking. Sadly the old Production



Tiger with out it's stripes/skin
photo: Bill Redinger



classes that featured our British cars so prominently are slowly fading away, being replaced by Touring and GT classes. My advice is plan on spending a day in Topeka next year, because rain or shine, a good time will be had by all.

Vintage racing news from the Flatwater Auto Racing Team (FART)

Fumes *By Terry Davis*

It may be only early November, but Team Sprite and Team Spitfire are working hard to get our cars “track-ready” by April. I joined Rocky Mountain Vintage Racing (RMVR) at the Colorado Conclave in September and will be enrolling in their Drivers’ School this Spring. Joe Guinan has also expressed interest in attending. The school is a BARGAIN. It costs \$60.00 to join RMVR (join after October 1 and it’s good for all of 2008). The 2007 Drivers’ School cost only \$250.00 and included 3 days of instruction and track time. Trust me, this is a BARGAIN. Skip Barber has a 3 day course for \$3700.00 to \$4000.00, and Bondurant is \$4250.00. Did I mention, THIS IS A BARGAIN!!

Of course those more expensive guys do supply a car for you to drive, but you can use a race car or a street car at RMVR. Once you complete the school you are licensed as a student driver to participate in RMVR driving events and after a few races receive a Competition License that allows you to race with any vintage group. The 2008 school is scheduled for April 18-20 at LaJunta Raceway in Colorado. I’ll be there – let me know if you’re interested.



If you want to get your LBC onto the track but aren’t quite ready to plunge headfirst (Oops, bad choice of words!) into a racing school, there is another excellent and very reasonable option – a car club’s Driver Education (DE) weekend. Clubs such as the Porsche, BMW, and Audi clubs hold DE weekends several times a year at a reasonable cost, approximately \$250.00 to \$300.00 for 2 days of instruction and track time. All you need is an approved helmet, a fire extinguisher, and some kind of rollover protection if you have an open car.

My old Porsche friend Sean Cahill, Great Plains Region Porsche Club Race Chairman (and new Flatwater member!), told me that the first DE weekend in 2008 for the local Porsche Club is scheduled for May 3-4 at Motorsports Park Hastings. MPH is a very nice track with a great staff and several Flatwater members have been there for the RMVR vintage races in 2006 and 2007. I’d like to see if we can get several Flatwater members to sign up for a Novice class for this DE. It’s a great way to improve your driving skills, it’s safe, and most of all, it’s GREAT fun. Once you complete your Novice class you receive a certificate and can drive solo in other track weekend events. Again, let me know if you’re interested.

Along those lines, I’d like to establish an email list of people who want more information and updates about vintage racing and track days. I want to provide information about how to get started, what equipment you need and where to get it, events, and other related information. Email me at tadavis1@cox.net if you would like to be on the list.

See you in the paddock! Terry Davis

NEW BOOK FOR RACING BUFFS

Pete Hylton's Ghost Tracks

In his newest book, the SCCA historian and archivist revisits the "asphalt playgrounds of bygone eras," Hylton has taken a "then-and-now" look at some of sports car racing's greatest tracks. The book is on sale now for \$31.45...a 10% discount off of retail price. There are a limited number of copies signed by the author are still available. To purchase go to www.legacyinkpublishing.com/reserveorder.html Visit <http://ghosttracks.wordpress.com> to see excerpts from the book, a list of the tracks profiles in Ghost Tracks, and more about the author.

What the Heck IS THAT?!.... By Tim Creger

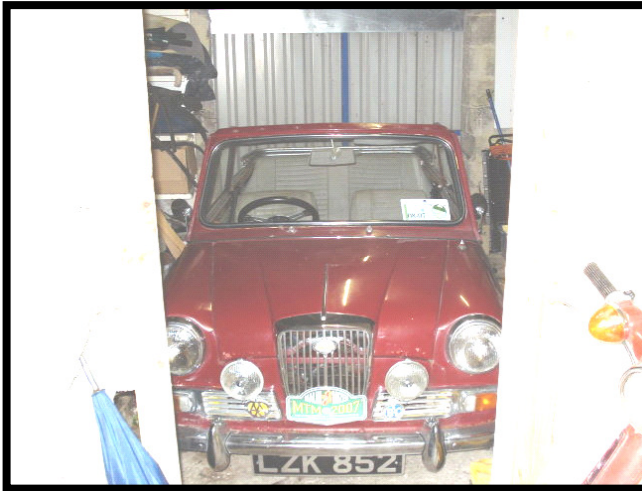
In this issue of *What the Heck is That?!...* I will take a look at the stable of cars owned by Mr. Billy Mulqueen of Ballyhooly, County Cork, Ireland. (I know it sounds like I'm pulling your leg and not hitting all cylinders, but please bear with me.) This past summer I took my family on a two week excursion of Ireland and England. While my kids and wife were busy looking for castles and Beatles memorabilia, I was looking for little British cars. One of the goals of our trip was to visit my wife's ancestral homeland of Ballyhooly, Ireland (just north of Cork City). As luck would have it, there was a bed and breakfast in this town of 500 that advertised as one of their attractions a collection of old British cars. How could I resist? We booked our first night in Ireland at the Old Train House B&B and had a most enjoyable time. Billy Mulqueen and his wife Majella had purchased the refurbished train station a few years ago, and have since created a very charming and comfortable spot. One of the reasons they settled on this location was that it had a large garage under much of the living space, and Billy had a collection of cars he used for personal and business reasons. The first photo below is Billy enjoying a morning cup of tea leaning on his 1967 Morris Mark 1 Mini Cooper. He indicated this car is rare because it was actually made in Ireland rather than England. Billy also owns another '67 Austin Mini that his wife drives daily, seen in the second photo.



Besides running his B&B, Billy also drives two Daimler DS420 limousines and a 1950 Triumph Renown for weddings and other special occasions. The third photo shows my son David next to the Triumph, still decorated for a wedding it was in a couple of days before our arrival.



Finally, Billy also has tucked away in a space no larger than the closet of my house a car few in the U.S. have ever heard of. It is a 1968 Wolseley Hornet convertible. When I spent the summer of 1976 in England as an exchange student I drove a mid-60's Wolseley four-door automatic. Billy's car is a lot sportier than the "land crab" automatic I drove, and it is unique because few Wolseley's were ever made as convertibles.



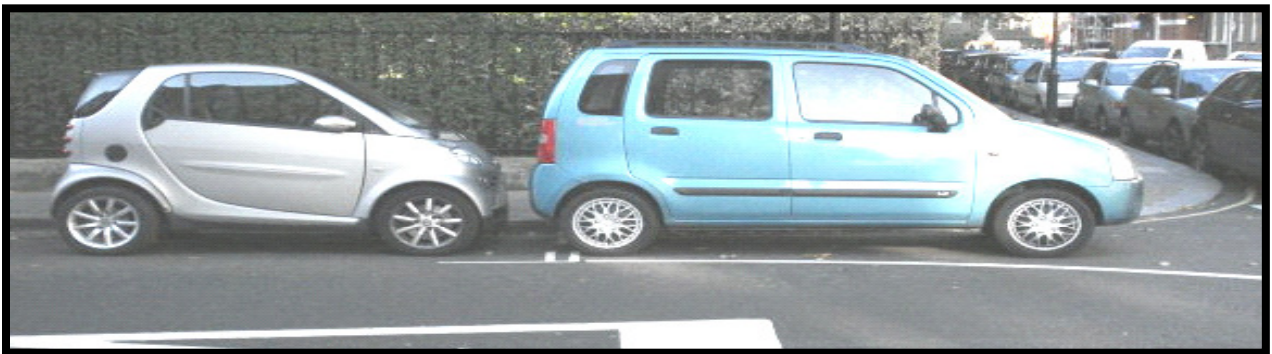
Wolseley Hornet



Wolseley Hornet Interior

We spotted many, many other British cars during our trip, but this first stop on our itinerary was probably the best since we were not only able to get “up close and personal” with the cars, but had a wonderful visit with the warm and personable owners of the B&B. If you would like to read a little more about the Old Train House B&B, their web site can be found at <http://www.oldtrainhouse.com/index.html>

Just for kicks, I'll throw in a photo I still chuckle about. This is a shot outside our hotel in London of a British “minivan” parked in front of a new Mercedes Smart Car. The Smart Car is due to be marketed in the U.S. starting in January, and I am still amazed at how small these things are. They run on a three cylinder engine that gets over 40 mpg. No, it's not British, but it certainly meets the “little” requirement! Smart Cars of America can be found at <http://www.smartcarofamerica.com/>.



TECHNICAL SEMINAR AT JACKSONS PUB

by Bill Redinger

George Dail, Adhesives and Sealants Specialist of Loctite, will give an informal technical presentation with a questions and answers session on how to use their products to keep our cars together and leak free. Loctite has a very broad and useful line of products that you should become familiar with. Racers know all this and you should too! Samples and literature will be provided for all that attend. Bring your ideas, problems and solutions to share with the group.

We will cover creative ways to: Repair damaged parts. Housings, Shafts, Damaged Surfaces & Soft Gears.

Make parts that are no longer available.

Make emergency road repairs to get you back on the road.

Make gaskets, seal engines, transmissions and rear ends better than OEM !

Use of sealants and thread lockers, to keep things together.

With age our BRITISH cars break down, replacement parts are harder to find and of course they leak fluids. You need this information. Join us at Jackson Pub Gretna NE Hwy 6, Thursday November 8, starting at 6:30 PM.

FISHIN HOLES

Fish organizers found these locations worth mentioning! These are places we have tried out but due to the numbers we have been averaging they would not work for a club-gathering place. Well worth a stop when you're out and about.

Uncle Earnie's Beer Bait And BBQ in Cedar Creek. Looks can be deceiving. This is a gas station, convenience store, bait shop and BBQ. They have limited indoor seating with an outdoor beer garden. Menu is limited to BBQ ribs and sandwiches, beans, potato and macaroni salad. The food is very good.

Heron Bay in Springfield. It's actually closer to Louisville just on the north side of the Platte River bridge. The first time we went on a Friday night they had a huge choice of specials. On subsequent visits the specials haven't been available but there is a variety of choices on the menu and the food has always been good. Sunday afternoons during the summer there was live music on the patio. Indoor seating is limited but there is a large outdoor deck area along the river. Talk to Rich, Dennis and Marty about planning a canoe float down the river and stop at Heron Bay afterwards for food and music !

Firehouse Grille in Murray. Wide selection on the menu and the food was good. Save room for desert because you won't want to pass it up.

English Rose in Murray. We passed this one up as a club possibility because they do not serve alcohol. Variety of choices on the menu and the food was good. They did run out of a few items the night we were there.

Get Away Bar And Grill in Manley. Food was good, had a Friday night fish special. Close to the Loft Community Theater so a good place to eat before a play.

Ruli's Pour House in Nehawka. Some of you will remember it as The Windmill, Bo's Place or Erma's. Our former gathering place is open under new management and seems to be doing well. We visited on a Friday night and by the time we left, around 7:00, there was only one empty table. They have added a sand volleyball court. Menu is about the same, with fish and burgers .

Barn Door Restaurant in Ceresco. Nice family restaurant with very good food. Highly recommend the chicken, prime rib or fish.

Cheri 'O's in Ashland. This is an ice cream parlor but they do serve sandwiches. Limited hours of operation so check hours before going. A nice stop for a treat after a visit to the SAC Museum or a drive through Mahoney

2008 OFFICER ELECTIONS THE SLATE IS SET – TIME TO VOTE

The following candidates have accepted nominations for office.

President: Greg Lemon
Treasurer: Brent Kasl

Vice-Pres: Dave Erickson
National Delegate: Terry Davis

Officer at-large: (Vote for two) Gary Pence, Lee Peterson, Bart Hamilton

Secretary: vacant.

Secretary: Key duties include: Keeping the minutes of meetings, record attendance and competition results of FAHC (*This may be done by ensuring event directors file a report*), act as the custodian of FAHC records, send any legal notices required for the club. See by-laws on line for more information or contact current officers.

Terms: Officers serve one year terms, January through December. Officers can be re-elected to the same position for a second term but cannot serve more than two consecutive terms in the same position

Voting: Members as of November 1 will receive an officer ballot by mail in November. The ballots will have a space to vote for a "write-in candidate". According to the by-laws, each paid membership shall have not more than two votes regardless of national and/or local membership. A membership shall include an individual or two individuals in the same household. Voting rights shall be determined by how the Membership Form is completed. If no "spouse/other" is identified on the membership form, the membership will be considered one individual with one vote. If a "spouse/other" is identified on the membership form, the membership will be considered as two individuals with each individual entitled to a vote. Instructions for submitting ballots will be included. Ballots will be counted at the December meeting.

LETTER TO THE EDITOR

Ben Anderson was a great guy and a perfect gentleman, my wife and I always enjoyed our conversations with Ben and his late wife. He was the one to sit next to at Fish Fridays for all the great stories. He is in our thoughts and prayers and will be deeply missed by us!

Our editor, Joe Kueper does a great job every month with the newsletter and should be commended for his efforts, he should be nominated for club newsletter of the year.

Joe Guinan, Gerry Conant, Jane Stone and Deb Lampe should be commended for putting on two great speed events the Airport Run and Autocross, both were great fun. More people should attend them as it is a great time to play with the cars at any intensity level you like, without hurting the car or yourself. There is also a lot of socializing going on at the same time. You will be rewarded with better car control skills by participating and the cost is FREE, take that to Bob Bonderant's school and compare prices. I would like to see more of them each year as two is not enough! Joe's event reporting is quite the read, maybe he should consider a new career in automotive journalism.

I missed the drive-in movie night as I was busy moving my mother into Assisted Living or I would have been there. I think the event should be repeated several times a year as it would be a great time for all the members. Several communities and some car dealers have these events and the participation and response is always great. The movie selections were two of my favorites. Looking forward to "Grand Prix", "Le Mans", "Italian Job" and several others.

Thanks to all, for all their effort in making this a great and active British Car Club that all our members can enjoy

Bill Reddinger

Ed Note: letters to the editor will be published unless they are crude, rude or socially unacceptable. Of course the usual disclaimer applies. Writer opinions are not necessarily those of the Club or editor.

WINTER STORAGE TIPS

By Bart Hamilton

Information for these tips has been pulled from other sources. The major portion of the following information came from an article by University Motors Ltd. and a piece by William Lamb.

One point to remember as you read through this is that every car will be stored under different conditions. If your vehicle is in an enclosed garage the required protection will be less than for one that is stored in the back yard. Both are likely to encounter freezing conditions but the backyard car will see these conditions more frequently and will suffer it far worse. The backyard car will also be subjected to freezing rain, snow, and various wild varmints. While we don't typically talk about sealing the intakes, exhaust, or any other part of the vehicle and we don't talk about draining any fluids. If you do seal or drain anything, tape a note to the steering wheel stating specifically what you have done. It is embarrassing to remember this only after you have attempted to start the car.

Lets start with the drive train. The engine should contain a 50/50 mixture of water and antifreeze. If the engine oil has more than 2000 miles on it the oil and filter should be changed with high quality non-synthetic oil. On the +8 Morgan, do not drain the sump and remove the oil filter at the same time. The reason is the possibility of the oil pump loosing its prime. Fill the oil filter part way with fresh oil prior to installation. This allows the oil pressure to come up to normal quicker after the change. Before putting the car away for the winter a good run to heat everything up and cook the condensation out of the exhaust system is in order. If the humidity is high it is good to start the car once a month (garage door OPEN) and allow all the juices to come up to temperature and circulate. Consider using rubber and vinyl protectant on all hoses and seals throughout the vehicle. Long-term storage (greater than several months) requires many additional measures, not in the scope of these tips.

WINTER STORAGE TIPS (from pg 10)

While in the engine compartment, remove the battery and store in a warm area with good ventilation. Do not store on a concrete surface, place on wooden boards if necessary. An alternate method when the battery is difficult to reach is to use a trickle charger that checks battery condition so that it will not overcharge the battery. These are available from several sources, Sears, Griot's Garage (on the web), and Auto Europe are just a few. Remember that when the battery discharges low enough it can freeze and crack the case. The resultant fluid leak is highly corrosive. A note on the 1998 to 2001 model +8's. When the battery is disconnected, the computer may revert to its base settings. I have not found this to be a problem but others have.

Service the transmission and differential as normal. Now is a good time to find ALL the grease zerks fittings and lubricate the suspension. Don't forget to put some grease on the damper blades. Add air to the tires to bring them up to their max pressure value to lessen the chance of flat spots.

With the clutch (and brakes) a couple problems can occur in long-term storage. The hydraulics may leak, keep an eye on the levels. With the clutch, the clutch disc can rust to the flywheel or pressure plate. Exercising the pedal on a regular basis can help this situation. Also the brake pads and shoes can stick after long periods. Rocking the car gently can help. It doesn't take much to keep everything loose and the rolling will also keep the bearings lubricated so they won't rust. Do not apply the handbrake, they have the greatest tendency to stick.

For the interior, go over the leather or vinyl with a high quality moisturizer. I have used Leatherique with very good results but your favorite will probably do the trick. Keeping the leather soft in the winter when it has a tendency to dry out and crack is vital. Clean the carpets and glass so that strange things will not grow and there will be no attraction for rodents. If you have a rodent problem – get a cat! To keep the cat off the car, get a dog. OK, I'm lost about what to do about the dog. Try to seal the car so rodents cannot get in. Cover the car with a soft cover – after washing and waxing. This gets the dirt off and seals the finish. Parking the car on a plastic sheet keeps the humidity from the cement (or earth) from reaching the underside of the car. Also, if you believe that items may be laid on the car be sure to put padding where necessary to keep the paint from getting scratched. We know that you wouldn't put objects that are so heavy as to dent or crush areas of the vehicle, so we won't go into that.

Fill the gas tank and add dry gas and gas stabilizer. Then run the engine to circulate it through the lines and engine. The full tank will keep the residual air pocket small. This is the area where condensation will form. The dry gas should help keep what condensation that does occur from settling in the bottom of the tank and starting to rust. The gas stabilizer will keep the gas in the tank and lines from turning to sludge and plugging everything up.

Install the side curtains and the hood now, not later. This will help keep out unwanted guests. In the middle of winter if you decide to put the hood on it may well be impossible. Remember, the hooding shrinks with the cold weather and the windscreen is not strong. Trying to install a shrunken hood can result in a cracked windscreen.

If you have the room, a car bag that encloses the whole car helps to keep things tidy. But if going this route, desiccant is a must to keep moisture from forming. If you are fortunate enough to have a car bag or have made a mini car garage from vinyl and wooden sticks, using mothballs or other smelly things to keep out "guests", can leave the smell with the vehicle for a long time as the vapors penetrate everywhere.

The New York Times collector Car Contest

Anne Redinger has placed a picture of her Mini in the NY Times Web site collector car photo contest, for most popular collector car. Voting starts in November so place a few words in the newsletter to tell members to vote for her and if she wins any prize money, it will be used to rent the Lotus for the club's autocross. [Voting is from Nov15-Dec 31.](http://collectiblecars.nytimes.com/Contest/)

[Website is: http://collectiblecars.nytimes.com/Contest/](http://collectiblecars.nytimes.com/Contest/) (or) <http://collectiblecars.nytimes.com/>

Flatwater Austin-Healey Club

A chapter of the Austin-Healey Club of America
914 Hickory Hill Road
Papillion, NE 68046

WEB SITE: www.flatwater.org

FAHC CLUB OFFICERS 2007**President:** Greg Lemon

3030 Williamsburg Drive

Lincoln, NE 68516

402-310-5950/ glemon@neb.rr.com

Vice President: Dave Erickson

1801 C Street

Lincoln, NE 68502

402-474-1157

Secretary: Jane Goldsmith

18787 290th Street

Treynor, IA 51575

712-566-2400/ gold@stratemail.com

Treasurer: Brent Kasl

6818 South 34th Street

Lincoln, NE 68516

402-423—4471/ kasl@windstream.net

AHCA National Delegate: Terry Davis

16205 Capitol Avenue

Omaha, NE 68118

402-637-0101

Officer-At-Large: Brian Goldsmith

18787 290th Street

Treynor, IA 51575

712-566-2400/ gold@stratemail.com

Membership Chair: Gary Lien

11523 Ruggles Circle

Omaha, NE 68164

Webmaster: Ron Bonnstetter

402-423-9138/ rjb@unl.edu

Newsletter Editor: Joe Kueper

914 Hickory Hill Road

Papillion, NE 68046

402-592-3132/ editorjoe@msn.com

Newsletter Co-Editor: Joe Guinan

75 Day Drive

Fremont, NE 68025

402-727-8011/ joeg@neb.rr.com

LONG AND WINDING AUTUMN ROAD