

**October 2007
Calendar:**

**October 6:
Saturday**

FAHC Rally and
Barbeque at Brunke's
Lincoln, NE

October 7: Sunday

FAHC All British Car
show Lincoln, NE
Officers Meeting at the
Show site. Time posted at
the registration tent.

October 13: Saturday

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

October 11: Thursday

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

October 20: Saturday

Officer Nominations due.

October 26 Friday

Fish at the Press Room
Lounge and Restaurant,
Wahoo, NE RSVP please.
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Bill McKay
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FAHC FALL RALLY AND SHOW WEEKEND OCT 6-7



Lots to see and talk about photo: Greg lemon

FAHC kicks off Fall with a fun filled weekend starting with Tim Creger's time – distance-speed rally on Saturday followed by a club sponsored barbeque. Sunday features the ever popular all British car show with Porsche as the guest marque. This is the 15th consecutive year for the show which led to the formation of the FAHC Club and fueled growth to a membership of over 130.

Members are encouraged to participate in the rally especially if they have never run one before. This is your chance to sample a rally event in a forgiving environment to see if you like it. You will have a fun drive regardless of the outcome.

Bring your cars in any condition to the show on Sunday. Drive, push or trailer them and help fill the lot. Awards include recognition for the biggest oil spot and the personal accolades bestowed by members and total strangers.

(See page 4)

CLUB MEMBERS BRING HOME AWARDS



September was a great month for FAHC members as they attended many events and brought home awards. The Kansas City All British car show was a premier event where many members won awards. Awards were also earned at Herman Days in Nebraska and The Colorado Conclave in Arvada Colorado. Read about the adventures and miss-adventures of our members starting on page 5.

PRESIDENTIAL PONDERINGS

by Greg Lemon

As you read this we are heading into the fall show weekend of activities, Tim Creger has planned a great TSD rally for us that I think the club members will really enjoy, the fall drive with a little competition, fun, and navigation skills thrown in. The Brunke's will once again host the night before party as they have in years prior. Rich and Pam have also hosted our Drive-In night, the Funkhana, and probably some other things I have forgotten this year. If you think about it be sure to give them a "hey thanks for..." the next time you see them. Jim Danielson is providing the burgers and dogs for the party, as he has in the past and that is a great help as well.

We continue to have great fish nights, I think the set up we have is good, so good the questions becomes how long do we continue to do it this way, rotating from town to town, before we pick a more or less permanent home or homes for fish. Maybe we should continue the adventure of a new town every month 'til we run out of options.

Kansas City was great this year with weather that was a little cooler than many years past (80s instead of the usual 90s). It was still hot in the sun, but the EZ-up shelter the Goldsmith's brought seemed to be a popular oasis for the club members to get a little shade and congregate. Brian Goldsmith, Jim Danielson and Terry Davis once again ran a popular Funkhana in KC as well.

We still have a garage tour to plan as well as a the Loess Hills run around the corner, as well as our regular events for the rest of the year, so plenty of good club camaraderie and driving opportunities yet to come.



Lots of Austin Healey competition at the Colorado Conclave *photo: Joe Kueper*

PIT STOP

By Joe Kueper

September was good to me. I attended the KC All British show, the Colorado Conclave, the Fremont swap meet and Fish. Terry Davis sold me his car hauler which will help me rescue "barn finds". Also, I got my fishing boat back from my son. When will I ever have time to use that? Members also had a great time going to events and picking up awards. Find these guys at the next event and give them a pat on the back. They have good stories to tell.

If you are contemplating a restoration or are bogged down in the middle of a project want true inspiration, check out the Seduction of Bill McKay this issue and look at his achievements in some of the other articles. Bill and his wife Colleen are new members, first time British car owners, and their MGA coupe is Bill's first ever restoration. Seek out Bill at our events to talk with him about his restoration experience.

Please help me. My restoration and repair projects are backing up and I am looking for contributing editors or anyone who likes to write or edit to help in producing the news letter. No experience necessary (this is a club of volunteer amateurs who do this for fun). Will train or will trade for car repairs. No, I am not desperate but I am sure that there are folks out there that want to be more involved, have something to say, want a creative outlet or are just sick of my point of view. Of course if you want to rebuild a transmission for me, replace some rocker panels on my MGB-GT or paint a car or two, I'll continue to write and you wrench for me.

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

2008 OFFICER ELECTIONS - NOMINATIONS OPEN

Nominations for the election of officers will be accepted by until October 20.

The nominating committee members are Tim Creger, Brian Goldsmith and Jane Goldsmith.
Submit nominations to Tim at cregers5@inebraska.com or Brian and Jane at gold@stratomail.com.

Candidates for nomination at time of publication are:

President:	Greg Lemon	Vice-Pres:	Dave Erickson
Treasurer:	Brent Kasl	National Delegate:	Terry Davis
Officer at-large:	Gary Pence	Officer at-large:	<u>vacant</u>
Secretary:	<u>vacant</u>		

There are no limits to the number of nominations we can have for a position.

Officer at-large: The purpose of this position is to act as a representative and voice for the membership at meetings and assist the president from time to time. *(Editor: Holding this position offers and excellent opportunity for a member to learn how the club operates and help mold the direction of the club to serve its members.)*

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. Officers must be members of the Austin-Healey Club of America and the annual dues is \$40.

Meetings: Meetings are held monthly. Currently officers meet the first Monday at 7:00 at officer homes or designated locations usually alternating between the Lincoln and Omaha Area.

Voting: Ballots will be mailed to each member after nominations close on 20 October. The ballots will have a space to vote for a "write-in candidate". Ballots must be returned by Monday 3 December where they will be opened and counted. Officers will be elected by a simple majority.

OCTOBER FISH FRIDAY

Press Room Lounge and Restaurant
Down town Wahoo, NE will be the
place to be Friday, October 26th, 6:30.

RSVP by October 21 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 Wahoo is West of Omaha
on Hwy 92, South of Fremont on Hwy
77, and North of Lincoln on Hwy 77.

BEN ANDERSON'S FINAL TRIBUTE

By Joe Kueper

Ben Anderson was a true gentleman and a friend to many. During the Kansas City All British car show, Flatwater Club members posted memorial photos of Ben Anderson on the windshields of their cars in his honor. This was done as a sign of respect and as a final personal tribute to Ben.

Late in the afternoon the temperature had risen over 90 degrees as the sun blazed down on us through a clear blue sky. The event field was hot and air was still. The condition was stifling. People were seeking shade for relief wherever they could find it. Flatwater members had congregated in the shade of the clubs tent canopy.

Suddenly a stiff breeze blew through the area for a mere few seconds and then stopped as quickly as it had started. The wind had lifted several of Ben's memorials off the windshields and took them into the air. Several Flatwater members ran off to retrieve the memorials and waited for them to fall back to the ground. However, despite the now still air they fluttered in the sky continuing to move up and up and up, higher and higher until they were out of sight. To the members present, Ben made his final appearance and this was his way of issuing us his farewell.

FAHC RALLY, BBQ AND 15TH ANNUAL ALL BRITISH SHOW

SATURDAY AFTERNOON

FAHC 2007 Time/Speed/ Distance Rally

Saturday, October 6th, FAHC will host a Time/Speed/Distance Rally starting in the main parking lot of Lincoln Northstar High School, Lincoln, NE, at **3:00 p.m.** Lincoln Northstar High School is located at 5801 N. 33rd St. and N. 33rd Circle in North Lincoln. Those of you traveling in on I-80, take the 27th St. exit south to Fletcher Ave. (the second light), left/east on Fletcher 5-6 blocks to N. 33rd Circle. Fletcher becomes N. 33rd St. as it bends south. Turn west on N. 33rd Circle, which is the entrance to Lincoln Northstar High School. We will assemble on the south side of the main parking lot.

Teams will register upon arrival, receive their instruction packet and car number, and be provided time to read the preliminary instructions prior to the rally **meeting and lineup at 3:45**. It is critical to arrive on time, as the **first car departs at 4:00 p.m. sharp**, with remaining cars leaving in 2-minute intervals thereafter.

The event has been planned with the novice in mind (since it was planned by a novice!), and fun is the word. The rally will culminate by 6:00 p.m. when drivers can attend the BBQ at Brunke's (which is NOT the finish line of the rally!).

BARBEQUE 6 PM TILL?

This event is sponsored by the Brunke's at their shop at 20th and Yolande, just South of 20th and Cornhusker Highway. We will have burgers and dogs compliments of Jim Danielson, tableware, condiments and soft drinks provided by Brunke's. **You bring**, side dishes, a chair and alternate beverages if desired.

SUNDAY MORNING

ALL BRITISH CAR SHOW

10:00AM to 3:00 PM

Location: LPS Administration
Building 5901 O St., Lincoln

The Show—bring yourself, your car if it is running, your car and a trailer if it is not. We don't want to hear "but mine's not a show car" or "mine isn't quite ready". We want to see any and all British cars up close and personal, regardless of pedigree or condition.

If you are in the Lincoln area, have more than one car to show, but no way to get the car there call Greg Lemon for shuttle service 402-310-5950. We are as always shooting for a record number of cars and attendees. We had about 80 cars last year. Remember, this is a very grass roots friendly show, all cars welcome.

There will be plenty of door prizes- and Porsche is invited as a guest marque. If you have a friend with a Porsche, invite them. The show is across the street from dining and shopping at Gateway/Westfield Shopping Towne FAHC will have at least two ez-up shelters for sun protection and on site toilet facilities. Prizes will be given for people's choice, biggest oil leak, diamond in the rough, and farthest drive to get to the show

2007 SCCA National Championship Runoffs – Topeka KS. 8-14 Oct

If you like racing, you will love the runoffs. Regarded as the Pinnacle of American Motorsports, this venue features a full week of action. Qualification days Oct 8-11 are capped by three days of racing Oct. 12-14 at Heartland Park Topeka.

Now in its 44th year, nearly 700 drivers annually travel to the Runoffs to race against the best and fight for the honor of being crowned National Champion. There are 25 classes of cars eligible for the SCCA National Championship Runoffs. Participants in these 25 classes compete in National races held by regions around the country. At the end of the season, the top ten cars in each class per division are invited to the Runoffs.

Tag along with other club members who have race fever. Contact Greg Lemon 402 310-5950 or Jay Fluehr 402-334-0509. Tickets range in price from \$15 for a day \$40 for a super ticket. To purchase your Runoffs tickets and get more information online go to web pages at <http://hpt.com>

FAHC WINNERS AT KC ALL BRITISH

By Joe Kueper

It was give and take at the Kansas City All British car show. FAHC gave as it contributed a Funkana for the second year thanks to the efforts of Team Three Amigos; Brian Goldsmith, Jim Danielson and Terry Davis. Then FAHC members took as they brought home many awards.

Accolades go to the following:

1st place Terry Davis for his 1973 Spitfire GT6

1st place Bill McKay for his 1957 MGA Coupe

(This was Bill's first show in his first British car that he personally restored on his own.)

2nd place Dan Forehead for his 1960 MGA

2nd place Jim Danielson for his 1969 MGC

Many thanks go out to Ken and Vickey Grant who were gracious hosts and opened their home to FAHC members for a barbeque and social on Saturday night.



Funkana Time Photo: Phil Brauer

COLORADO CONCLAVE GOOD FOR BILL MCKAY

Bill McKay walked off with a 1st place win with his 1957 MGA Coupe at the Colorado Conclave. This was the second big win for Bill and the second consecutive year that a FAHC member represented the club with a big win at the Conclave. Last year Jim Danielson took a 1st with his 1969 MGC.

The Conclave hosted almost 400 British cars and cycles. Terry Davis had to compete with his pristine Austin Healey against a tough field of over 18 cars and came up empty handed. This year the event featured a wide array of vintage race cars. Put this on your list of "must do" events for the future.

FAHC LOSERS AT KC ALL BRITISH

By Joe Kueper



FAHC President Greg Lemon
(aka Shade Tree Mechanic)

Greg made it all the way to KC on a newly rebuilt engine and discovered that he should not have trusted the old water pump. As usual just put the hood up and you get many helping hands. Add a new pump from Victoria British and 8 hours under the shaded tree and Gregs Healey was good to go. Then on the way home he added Teflon tape to a leaky fitting. Once home a dead battery lead to a new voltage regulator. Will we see Greg at Fish?

Brent Kasl also lost the pump on his 64 Sunbeam IMP. Vicky British couldn't handle that request but, Brent lucked out when he hooked a ride home with someone who had room on his trailer for Brent's small car. What does "IMP" stand for you may ask? Rumor has it that the vehicle is so small the full name won't fit on it and the first three letters "SHR" were left off.

Editor Joe only made it one mile from home when his 70 MGBGT "Parts" began backfiring and dying. Disappointed that his diamond in the rough candidate would not make the trip to compete with Brian Goldsmiths MGA, Joe returned home and switched to his 80 MGB for a trouble free trip. The problem was later diagnosed as a loose distributor cap due to operator-mechanic error.

Herman Days Car Show

by Philip and Tracy Brauer

The first real taste of fall was felt during the 23rd annual Herman Days Car Show held in Herman, NE on September 9. With a high temperature barely making into the 60s and being overcast, it was the first event since spring where everyone had to wear coats and sweaters. While the cool and threatening weather may have scared off participants, over 120 cars registered for the car show. And the weather did not deter the hardcore convertible lovers as all showed up with their tops DOWN!

Being held at in a small town, the annual show during Herman Days has a welcoming, quaint feeling to it. There were lots of games and activities for the adults and kids as well as music and several food vendors. The show organizers also gave away lots of door prizes ranging from t-shirts to auto accessories to cash prizes, in addition to trophies for the best cars in several different categories.

While almost all the cars were classic American cars, a few of us LBC lovers showed up. And, it was a rewarding event for FAHC members. Howard and Kay Larson from South Sioux City, NE, won the **first prize trophy** in the Import Roadster class with their beautiful and very "Husker" red, 1959 MGA. It drew a lot of attention at the show. Phil and Tracy Brauer from Omaha, NE, also took home a trophy winning **second prize trophy** for their "Bora Bora" blue 1971 MGB. We had a great time at the show. It's one we plan on making an annual event.



FOR SALE 1955 MG TF



This car came to Omaha in 1996 from an uncle in Billings Montana who collected and restored cars. The car has been driven 2-3 times a year and currently shows 1153 miles on the odometer. It is reported to run fine and is in very good condition over all. For details contact: Chris R. Dickey (402) 496-5176 or (402) 589-9402. E-mail: Christopher_dickey@ml.com

1980 MGB LIMITED



Auction 5 April 08

Steve Reiter drove this restored classic in the David City parade and you can own it. The car will be auctioned off at a charity event on 5 April. Contact Steve for details. (402) 538-4435

WHAT'S WRONG WITH THIS PICTURE AND WHY IS GAS \$3.00 PER GALLON?



PHOTO: Bill Redinger

INTAGE RACES AT HASTINGS



PHOTO: Greg lemon

I am British.

I was built in the 60's.

What am I?

THE SEDUCTION of BILL MCKAY

A Saucy Tale by Joe Kueper

Major Life changes often begin with a very simple circumstance that sets in motion a sequence of happenings that result in a catastrophic event. It is like the little pebble on the mountaintop that finally comes loose after years of storms and rain that erodes the soil holding it in place and allows it to begin rolling down hill. Billions of pebbles before it have broken loose and rolled an inch or a foot only to come to rest for another thousand years. But this one pebble collides with another, and they into another and another multiplying until they produce a tremendous land slide.

So it was that day as I was checking out with the grocery cashier. She was bagging my eggs when in through the door came a familiar face. He did not notice me at first; probably intent on remembering the list his wife had given him. Poor unsuspecting soul he had no idea of what was to come. It was Bill McKay, a church going family man of character and high values. I knew Bill from my involvement with the Boy Scouts. Bill was the Scoutmaster.

As Bill came around the cashier stand my transaction was complete and I was picking up my bags to make a quick exit because the line was long with impatient customers. Our eyes finally met and a broad smile of recognition filled his face and he slowed his pace. "Hi Bill", I said and he responded back with a "Hi how are you doing? I haven't seen you for a while. Are you still working on all those little cars you have?" "Yep". I replied, as I headed toward the door "I'm deep into a couple of projects. If you have some time some day, you should drop by and I'll show you what I'm doing." "That would be nice, I'd like that", he replied as he passed the bread aisle. "I'll give you a call and we'll set up something," I retorted as I backed out the door. "Ok", he shot back as he turned down the soft drink aisle and disappeared out of site. It was an innocent conversation that lasted a mere 15 seconds. The pebble began to roll.

I sensed a certain vulnerability and restlessness in Bill so I wasted no time setting up a rendezvous. My wife was at work so there were no distractions. I showed off my current project a 1959 Triumph TR-3A. I knew he would be impressed with the new brilliant wet red paint job I had just done. I did my best to enthrall him with the joys of restoration, the hours of lovingly rubbing the body to feel smooth gentle curves, the throaty resonance of a fresh engine as it gasped back to life for the first time and the ultimate climax of the first ride. After three hours, Bill was hooked. He admitted that he desired a metal mistress. The big questions were, what would she look like and when could he have her? I sent Bill home that night with several books and magazines of autographic material to keep his passions aroused. I did not want Bill to get cold feet.

Later that week Bill confided in me that he really liked The Triumph for her sturdy frame and sensual curves. I confided in him that the MGA also had similar features but in a more refined way that could please a discriminating owner. The challenge now was to find the right candidate for a *My Fair Lady* make over. The most obvious place to begin my search for a proper candidate was at the local gentlemen's club, where I was a member. I contacted two of the more experienced and knowledgeable members, John Ulrich, and Jim Danielson. These two men maintained fine stables of both homespun and hybrid examples. I explained that my friend Bill appreciated the beauty and quality of a meticulously coifed concourse model but he would rather experience the journey of preparing his own damsel for a coming out event. John knew of a Triumph that was rumored to be tucked away in the rural Central City Nebraska area and held captive in a barn by an unappreciative master for the past 15 years. As luck would have it, Jim had five under appreciated MGA's tucked away and awaiting rescue.

The search was on. Through the internet I was able get a list of every automotive related business in Central City. Then I began the arduous task of calling all the proprietors in search of the waif of a Triumph. It was a lively discussion with a Pontiac connoisseur who led me to Arty at the Ace Garage. Arty it turns out has a MGA Coupe not a Triumph. While this is not the object of my search it is a significant find. Arty enjoyed his mistress for many years and left her under wraps at the cottage to be given a face lift some day. She was "running when parked". Still on the hunt for the Triumph, I finally

tracked down her owner David, proprietor of David's Garage. Success at last, we arranged a visit to see both *Fair Ladies*.

On Highway 30 at the West edge of town we find David's Garage which is a - we fix all kind of vehicles- place. Cars and trucks of all makes and states of disrepair are scattered around the acre lot with the tin garage in the middle. An oil smudged yellow door leads us into a dark and dingy building with the pungent smell of old petroleum products. A treasure-trove of 40's vintage gaskets hangs from a dusty display board long forgotten. A mechanic has his head buried under the hood of a late model non-descript gray vehicle of oriental origin. In the deep recesses of an office in the glow of a first generation beige Hewlett Packard we see David. There is no mistake for he is a slender man with dark hair in his early forties adorned in dark blue coveralls and a white Ford oval patch over his left breast pocket labeled David.

David is a very friendly person who has a lot of automotive knowledge and owns a field of forgotten dreams three miles West of town. As we enter this automotive cemetery David guides us to a wooden barn red tomb. Inside we find the Triumph resting quietly amid the dust and debris. She is oddly adorned with several plumbing fixtures, also treasures of a by gone era no doubt. This is the quintessential barn find! Upon careful inspection we find she is virtually complete and rust free although many of the small parts the front badge, mirrors etc are buried under the chaff of mouse nests. A restoration had been started as she wears only a coat of brown primer. She features a hard top plus an import tag that appears to be Dutch. Possible she is one of those Triumphs that were assembled in Belgium. I am encouraged with the find. Where many first time restorers might look at the mess and begin to think they are making a mistake, Bill's first encounter leaves him with a positive outlook. We agree the Triumph is a very good restoration candidate and head off to an appointment at the Ace Garage.

In contrast, Arty looks dapper in his polished boots, creased dress pants, leather dress coat and wide brim cowboy hat. He leads us to the cottage and we see the tell tale sign of the blue plastic tarp looming in the distance. Beneath the tarp we peel back layers of wet shag carpet to display the paint crumbled rust pock marked fenders. The car had been painted a copper color but, it was hard to distinguish if it had more rust or paint. "I put the carpet there to protect it from hail damage", Arty offers as an explanation. The tires are flat and the wire wheels have settled into the dirt to where the frame is almost on the ground. Mice have filled the engine bay with nests and the tiger striped dashboard is moldy. The trunk mechanism is frozen shut so we can't see whether it contains treasure or trash. As we drove away, I was disappointed with the car and worried that Bill was noticeably quiet. Finally Bill said, "I sure liked the lines of that MGA. I think I like it better than the Triumph" I was elated with Bill's reaction. The fact that he was not put off by the rust bucket condition of the MGA meant he was destined to have a great love affair with a British metal mistress.

As we reached the outskirts of Lincoln, on our return trip home to Omaha, I suggested we try to connect with Jim Danielson and possibly view his MGA's. As luck would have it Jim had just walked in the door and 20 minutes later he was giving us a tour of his stable. From there we went to his holding pen to see the MGA's. The sun had come out and it was a beautiful afternoon for the event. All the cars were explored and endless possibilities discussed. Lively conversation followed us all the way home and it was clear that we had to find a way to satisfy the passion growing in Bill.

In the days that followed, Bill and I explored different locations and options for keep and enjoying an MGA because his garage seemed to lack adequate space. In addition I arranged a meeting with Brian Goldsmith another club member and the consummate authority on MGA's. Bill needed that final dose of information and encouragement to help him finally embrace his *Fair Lady*.

Brian lives high atop the rolling loess hills on his acreage at the Eastern edge of Council Bluffs on a great sports car friendly winding road. We found Brian working in his restoration building out behind his home. Getting out of our car we were met at the open garage door by Brian's MGA MK II. Her rich dark tawny skin glistened, the brilliant chrome accessories accentuated her long sweeping curves and her recessed grill offered a gentle smile. "Oh my God!", exclaimed Bill as he approached with a slack jaw and his mouth open in astonishment. Brian emerged from the back of his shop and greeted us in his usual

affable manner. “So Bill, I understand you would like to sit in an MGA that doesn’t have mouse droppings.” Valuable conversation filled the next two hours as Brian shared his experiences and instructed Bill on many of the finer points of this model. Brian took Bill for a drive in the MK II and Bill returned at the wheel with a grin that filled the windscreen.

Before we departed Brian also offered Bill advice on how to acquire a good MGA specimen. Brian observed how people could search for a long time with no results but, just put an MG in the driveway and people will stop by or call volunteering information on available cars. In parting, Brian told Bill, “If you get an MGA you will be my newest best friend for life!” On the way home Bill was as happy as a schoolboy with a new yoyo. “That was awesome, he exclaimed. Do you know that he took a curve at 80 miles an hour? That is an old car. I had no Idea that you could drive it like that!”

The very next day lightening struck, Brian called to tell Bill that a guy in Grand Island contacted him about an MGA coupe project that he had started but could not finish and he needed to sell. As Bill took the news, he was flabbergasted at the quick turn of events and the fact that the car was a rare coupe. He would contact the owner right away and remarked how he would probably have another sleepless night. It sounded like a road trip was in the making.

Two weeks later I called Bill and he was eager to share the details of his weekend trip. He had visited Grand Island where he was introduced to a pile of parts described as a MGA coup by an enthusiastic owner who proudly offered a bunch of other stuff as a part of the deal. The sheet metal looked good to Bill but, he was concerned about the possible lack of “important parts” and not sure about the “other stuff”. After careful thought, Bill convinced himself that the stash of parts would be of value to him so he struck a deal. Then, on the way home, Bill stopped at Central City and tried to work a deal with Artie for the copper MGA coup. The price was agreeable but Artie was not ready to commit and told Bill, “I’ll let you know”. This of course is like telling a little boy with a full bladder to hold it until he gets home. Bill was in limbo and waiting was obviously painful.

Two more weeks passed and I checked in with Bill. This time there was a note of glee in his voice. “I got them both” he said. “I picked them up over the weekend – wanna see em?” That evening Bill showed me his pile of parts and the copper MGA which was on a trailer next to the garage. “My wife made me park it out here so it would not stink up the garage” he said. Bill had cleaned the car with a pressure washer which made it look a lot better than the first time I saw it. Inside the garage I noticed that the floors were painted a light gray and it looked clean enough to eat on. Bill proudly showed me the second parts car and pile of other stuff he had been sifting through. Bill has clean steel shelving and huge new Tupperware tubs in which he was storing sorted parts. He showed me transmissions, engines and heads that he had tank cleaned and neatly organized on the shelf. I quickly realized that Bill plays in a different league than Joe’s garage which is disheveled and has oil, dust and paint film on everything.

The dye was cast and there was no turning back for Bill McKay. He was totally committed and mired deep into this consuming relationship with his metal mistress. No doubt she will be a beauty, sculpted with loving care and precision from the model and the dream that lies deep in the far reaches of Bill mind.



What foolish notion was it that led Bill to stray so far into the auto zone? Maybe Bill can explain it some day. While I eagerly await the final form of his fantasy I know one thing to be sure. The seduction was complete.

(Ed) This piece was written in June 05, two years ago. What do you think of the rest of the story?

Flatwater Austin-Healey Club

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