

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

April 2008 Calendar:

April 7 Monday
Officers meeting 7 P.M.
Cubbys Cafe I-80
Greenwood Interchange

April 10, Thursday
Jackson's Pub, Gretna,
Hwy 6/31 6:30 p.m.

April 12, Saturday
Breakfast at Mahoney
State Park 9 a.m. or so.

April 25 Saturday
Fish at the Ponderosa
Saloon in Weston
6:30 P.M.
RSVP NOW!
Page 3

April 26 Saturday
Taulborg Tour
Saturday April 26th, 1:30
Elkhorn -Page 2

April 27 Sunday
Scribner Airport Speed
Runs - Page 3

More Fish
Page 3

Healey Make-a-Wish
Page 5

Marty's Marques
Page 6-7

Garage Tour Top 10
Page 8

Shade Tree Tools
Page 9



**TRIUMPH TR3A
NEW YORK TIMES CAR OF THE YEAR**

Ann nd Bill Redinger entered their Mini in the New York Times popularity contest for selecting the most desired collectable car of the year. The competition was tough as they went head to head with a lot of American iron and European classics. Alas, the popularity of the Mini did not prevail, but much to their chagrin they weren't far off the "marque" as America's love affair with British cars selected the poor mans Jaguar the gutsy TR3A. In retrospect Bill probably wishes he had entered the winners older brother, his TR2.

Taulbourg Car Museum Tour Pg 2

Scribner Speed Runs Pg3

Racing at Hastings Pg 4

May Newsletter Deadline –April 20th

Mile Manager Appointed

By Lee Pedersen

Last month Jim Danielson wrote about tracking the miles we all put on our LBC's. The officers have decided to track this information so that we could record and recognize all those miles we're putting on our LBC's as a group as well as individually. I have volunteered (been appointed) to handle the mileage tracking for the year.

So, if you would like to participate please send me the following information: Make, model and year of your car and the odometer reading as of the start of the year or currently, whichever you know.

You can email me this information at lpedersen@cox.net or lee@ritewayoil.com. Or if you prefer you can call 402-575-5558 and talk to me in person. Then we will ask you to record your mileage again at the end of the year and I will tabulate everyone's total miles.

It's not too late to run out to the garage, peek under that car cover and record a starting odometer reading.



1980 MGB LE AUCTION SATURDAY 5 APRIL

This great car will be auctioned off at the Gold Rush fund raiser at Aquinas High School in David City NE. You can attend the event to bid or bid on line. To bid on line the night of the event check out bid instructions on the web site ProxiBid.com. Call auctioneer Russ Moravec for questions. 402-376-6040

Because the auction proceeds go to a nonprofit organization, any amount over the estimated value may qualify for a charitable tax deduction.

For further information contact Steve Reiter for 402-538-4435 or smreiter@yahoo.com



ELKHORN TAULBORG MUSEUM TOUR

If you missed the March Speedway motors tour you can lick your wounds by visiting the Taulborg Museum. This premier event occurs on **Saturday, April 26th at 1:30**. Mr. Taulborg offers this tour with no admission fee but he does accept donations, which go to charity. Club members are encouraged to be generous.

The Taulborg collection has over 120 autos with some very unique British cars to include a Rolls Royce and Jensen Healey. The collection is housed in a series of remodeled dairy barns for appropriate display. All the cars operate and are well maintained in Mr. Taulborg's body/mechanical shop. Visitors are encouraged to wear walking shoes as there is much to see and it is spread out.

Leo and Joanne Thietje have hosted this event for the last several years and will again be at the museum early to direct visitors. Thietjes have also made arrangements for dinner after the tour for those who want to caravan to Hooper and eat at The Office Bar and Grill at 5 P.M. (about 30 minutes on paved roads) The food is good and the prices are reasonable. Don't forget to thank Leo and Joanne for organizing this fine event. If you have questions. Call Leo at (402) 712-8585

Directions: Find Maple Street (Highway 64) and follow it to 180th Street turn north and continue about 1 1/4 miles through an intersection with at least 2 stop signs. The museum is located on a former dairy farm on the East side of the road.

FIRST FISH at the Double Down Bar in Plattsmouth

The first Fish of the season had a great turnout with about 35 people who joined in the festivities at the Double Down Bar in Plattsmouth. We were well taken care of by the efficient service staff and owner, and the food was tasty and inexpensive. We had British flag table centerpieces and great prizes for the two winners of the RSVP drawing. Everyone was having such a good time with food, drink and conversation that the karaoke machine was never used!

The owner was preparing to ship out overseas to Iraq and this was the last night that the kitchen was going to open until he came back. We are invited back on his return for special accommodations for our group.

APRIL FISH FRIDAY 25th

(By Pam Brunke)

The April Fish location is Ponderosa Saloon in Weston, NE on April 25.

We will do one more RSVP drawing.

You must RSVP by April 23 to be eligible for the door prize drawing that night

Don't miss the chance for a really great time RSVP to one of us NOW:

Jim / Theresa Morgan	jm93552@alltel.net	
Dennis / Jane Stone	janes_54@msn.com	402 397-2385
Rich / Pam Brunke	p_brunke@yahoo.com	402 438-3330

THE AIRPORT SPEED RUNS SUNDAY APRIL 27TH



Joe Guinan

This event is a favorite annual event held at the – Scribner, Nebraska airport. This is an inactive old Air Force Base that we make screaming active for a day. We are allowed one of the three runways all to ourselves which gives us a place to really open the throttles and experience our cars full capabilities of speed and handling. The course for this event is normally an “Out and Back” run with a cones set up to make challenging chicanes to keep things interesting. We have had cars reach over 80 mph, and we are waiting for someone to crack the 100 mph mark. Each run is timed electronically and you get at least three runs to establish your bragging rights. We usually run cars until drivers have had enough fun.

Technical Inspections and Helmets ARE required. Loaners are usually available. First timers need not fear. We will arrange for a ride along to get you acclimated with the track and the process. You must be a member to participate and we can sign you up that day. The fun starts at 11 AM with sign in, tech inspections and course setup. We plan to send the cars through an orientation run no later than 12 noon. Joe Guinan is our Driving Events Chairman organizing this event. He recommends you watch the Club web site for any updates on this event. Contact Joe at joeg@neb.rr.com if you have questions. Joe has been extremely busy lately with his real job lately so you can also contact Joe Kueper at editojoe@msn.com. Joe needs volunteers to help with setup and operations. If you have helped in the past or want to help this time please call contact him and confirm your support.

If anyone has access to a radar gun we could use, please let us know, as we would like an accurate record of our top speeds.

RACING AT HASTINGS MAY 3-4

By Terry Davis

Hi all - Forms for the May 3-4 Drivers Ed at Hastings are now up on the Porsche club website. You can either register online as previously described or register by mail using the forms from the website. Go to <http://gpl.pca.org/> click on "upcoming events," then "May 3-4 DE @ MPH," then download the forms listed at the bottom of the page. There is an information form, entry form, tech form, and Driver's Handbook. While the Driver's Handbook describes the track at Glenwood (MAM), it contains much useful information that you will learn and practice at the weekend DE. Check it out. Also, I'd like to get a rough headcount of who is planning to attend so if you can email me if you're planning to go, that would be great. Thanks. Terry

DETAILS

This is a track weekend, with two full days of instruction and driving. The first Porsche Club Driver's Ed weekend of 2008 will be on Sat & Sun May 3 & 4 at Motorsports Park Hastings. We would need to get to Hastings Friday night because tech inspections start at 7:00 a.m. Sat at the track with the drivers' meeting at 8:00. Anyone who does not have track experience or a previous driver's school / driver's ed will be assigned to the Novice group. You get classroom instruction and usually 2 track sessions Sat morning and 2 Sat afternoon. On Sunday more instruction with 2 track sessions in the morning and 2 or 3 in the afternoon (usually solo in the afternoon). You need to stay for both days to get a certificate so you can solo. There is usually an informal dinner Sat night and the cost for the weekend should be about \$325.00 plus motel, gas, food, etc. Re: cars – you can use about any street car, including an LBC, with the only requirements being that you have a fire extinguisher (bracket can be mounted with zip ties).

All open cars must have a roll bar. The type is not specified, but it must be either bolted in or welded in. Also it must be high enough so that the driver's head while wearing a helmet does NOT rise above the line between the top of the roll bar and the top of the windshield (the broomstick test). Closed cars do NOT need a roll bar, roll cage, etc.

All cars must have at least a three point restraint system (lap belt and shoulder harness) for each front seat. Lap belts alone are NOT acceptable. Also, 4 point restraints are NOT acceptable. So you either need a standard 3 point lap and shoulder belt type system or a 5 or 6 point system. You also must have a Snell SA2000 or SA2005 helmet.

PIT CREW & SPECTATORS

By Joe Kueper

Several members had the best of intentions to get a car ready to run at Hastings, but for a lot of reasons just couldn't pull it off. If this describes you or if you want to see what all the racing buzz is about and are looking for an excuse to drive your LBC on a road trip, call me. I am planning to drive out to be a spectator and learn what I need to do to be ready for the next time. Call Joe Kueper 402-592-3132 or editorjoe@msn.com.

Lincoln North East Car Show Saturday April 12th

By Tim Creger

My kids attend Lincoln Northeast. The Automotive Tech Class is in the process of rebuilding a Model T hotrod as a class project and to help defray the costs they have decided to try holding a car show. This is their first-ever show, and they are opening it minimal entry fee, and they have set up 11 categories with plans to award trophies in each.

The show is Saturday, April 12th at Lincoln Northeast (63rd St. parking lot between Baldwin and Adams). Registration is 9-11 a.m., show starts at 10 a.m., Judging is at noon, awards at 3:00 p.m. The show will be held rain or shine. Entry fee for non-students is \$15 the day of the show. If you have an LPS student, they can register the car in their name with a student ID for \$5, non-LPS students are \$10 (these fees are good until April 1st).

My son wants to enter my Bugeye, so I will be going. If anyone else would like to help the automotive tech class out this way, just show up the day of the show, or let me know and I can get you a registration form.

The classes for the show are: Youth (18 and under), Stock '91 and newer, '65-'90, and pre-'65, Modified '69 and newer, '48-'68, '29-'47, and pre-'28, Truck 2WD, 4X4, and Sport Compact. Hope to see you there!

Austin-Healey Club of America Cross-Country Caravan for Kids Benefiting the Make-a-Wish Foundation[®]

By Greg Lemon

I have had many formal and informal discussions with club members about what we might do to use the club to give back or benefit people that are not as fortunate as our members. The Austin Healey club of America is sponsoring a cross-country drive with benefits going to Make a Wish and you are invited to participate.

Here it is from the horse's mouth: "I'm Gary Brierton, of the AHCA, and we are doing a "Coast-to-Coast" drive to raise money for the "Make-a-Wish" Foundation. Local AHCA clubs are being encouraged in 2008 to engage in some type of fund raising event, and then to give their results to a caravan of Healeys that is making the cross-country drive. I am leaving Bennington, VT, the home of Hemmings Motor News on June 14th, in the "Silver Bullet" and I plan on arriving in San Diego around June 25th. I've attached our tentative route. Remember, all "Make-a-Wish" funds raised locally, stay local."

I have corresponded with Gary and he said that driving part of the route is fine, they will be passing through South of us and be in the Kansas City area around June 19th.

If you want to caravan for a day or two with some Healey nuts in your LBC or can't participate and want to donate to the cause contact Gary for more information, gbrierton@hotmail.com I don't have an exact deadline but I would assume the sooner the better for planning purposes.

Presidential Ponderings *by Greg Lemon*

Well I just got back from Friday Fish at Bulldog's in Murdock, and I have to say that the rotating fish still seems to be working great, we are getting great numbers (50 tonight) and people keep coming back, if you haven't made it to this event it is a great way to meet members and experience new places.

I would like to put one more plug in for the Taulborg Museum tour coming up this month, this is really a great event for anyone who likes old cars (me for instance), thanks to Leo Thietje for setting this one up for us again.

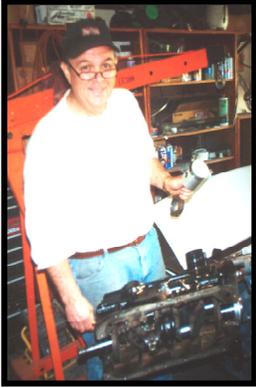
Rust, the word seems to strike fear into the hearts of car restorers everywhere, but I am beginning to have mixed feelings about the natural and inevitable (eventually) transformation of nice strong shiny metal to flaky brittle iron oxide. Sure there are cars out there with terminal rot, like the MGB GT I had in college that was so bad the leaf springs separated from their mounts, and such cars are pretty much worthless except for parts.

But some isolated rust, hey MIG welders have gotten pretty cheap as is wire and sheet metal. So a mildly rusty car suddenly becomes one I can afford that maybe I couldn't otherwise. And having done repairs on a few cars it seems to be possible to keep the stuff at bay a little easier these days with a car in a sheltered garage most of the year rather than the daily driver that sees snow and rain year round.

This is quite a contrast to my early years when once rust was started it was something that seemed like something impossible to properly repair and stop. My skills with a welder are certainly rudimentary I have plenty of room to improve, if you are in the same boat, or have never tried it at all we are working on a nice hands on shop day to hone your skills, stay tuned to this newsletter for further information.



PITSTOP *by Joe Kueper*



There is an old saying “What goes around, comes around” and I think that it applies to our club and is the reason it is vibrant and operates so well. We have a lot of members who invest their time and efforts in club events and other club members. They volunteer because they like having British car related fun and enjoy helping others. The term that applies is altruism, having a regard for the interest of others. This is not difficult. Just do what you normally enjoy and invite someone to share your experience. I received the following feed back from a non member who joined our garage tour.

I can't express how much I enjoyed Saturday's tour, and I am incredibly grateful that you invited me along. I must confess that when I first found out about the club and tour I did have some pre-conceived notions of a bunch of stodgy purists sipping tea and eating crumpets which did have me a bit apprehensive about coming. Boy was I ever wrong !!! Just to see what can be accomplished on a budget and to be done by oneself was very inspiring and educational. As for the members...What a GREAT bunch of guys !!!, with such a wealth of knowledge to draw from !!! Now I must make another confession, I think that maybe I have been bitten by the Bug (eye) and have not stopped thinking....dreaming since then..... Scott Vadon

It certainly is nice that we make a good impression without even trying. There are major corporations out there spending millions of dollars trying to create a good image and we get it for free just having fun. I think there is a good lesson that we learn from this. It is, if each member helped a little in putting on a club event and shared it with some one new, we would all benefit. Case in point. Because we invited Scott to the to the garage tour he now wants a British car. I'll help him find one, he'll probably join the club, maybe we'll have to work on his new car, and Scott will help with a club activity and, and, and -----I don't know if I can stand all this fun. How about you? Invest in the future of our club. Bring some one to the next event.

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

THE MANY MARQUES OF MARTY KLEIN

By Bart Hamilton

Last month we did a short article on importing a vehicle (that's pronounced v HIC cl) and the gracious victim that supplied the information was Marty Klein. The reality was that I just wanted to spend some time with Marty and see all of his cars. What a great collection. The star of the show was, as he calls it, the Berzerkeley. I would not be so rude as to characterize it as that – it was a near perfect example of a classic 1960 Berkeley trike. The car is complete right down to its Excelsior 2 cylinder, 2 stroke, 18 HP motorcycle engine driving the front wheels. It is in fantastic shape and proudly shows its fiberglass body pop riveted to the aluminum monocoque frame!! And at only 650 pounds (pounds as in weight not the British Sterling stuff) and 3 foot 6 inches wide it can be taken anywhere – as long as the rest of the traffic does not move more than 45 MPH. As you can see from the pictures it is a beautiful green runabout that is just perfect for summer in Lincoln. Marty will have to beat the co-eds off with a stick!!



But that is not the only jewel in Marty's garage. As we all know he has a 1953 MGTD. It is another perfect example of somebody restoring a vintage vehicle to stock condition. The pale green is a stellar contrast to the chrome of the radiator and wire wheels. And when you look into the cockpit and see the wood dash with the pale green-faced gauges that match the body you cannot help but smile. *(Continued on page 7)*

(From page 6) It has the Brooklands windscreens inside the folding windscreen, how much more British can you get?? The car is just a great example of THE classic British sports car. I remember seeing it a year or two ago when it had the supercharger on it. IMPRESSIVE!! I am really ashamed of myself because I have lost my pictures of the TD. Luckily Marty sent me one so you will never realize that I lost it and I can save face.



Then we come to Marty's toys. The Fright!!! An Austin Healey Sprite with a custom front end and

stuck under the hood is a Ford 289 V-8 with a 4-bbl carb. I asked Marty why it had an automatic transmission and not a 4 speed or other manual and the simple answer was that the pedal box only had room for 2 pedals because of the size of the Ford bell housing. You choose the 2 pedals you want and see if it comes out different than Marty's choice!! Of course, it is a B&M Hydro competition transmission. What a neat car all in yellow with a bright red stripe. What a monster on the street!



Well, last but far from least are Marty's 2 Mini Coopers. I did not get close enough to them to get really good pictures and what I did get have, apparently, been stored with the MGTD pictures!! In any case I do have a great picture of Marty's engine that he rebuilt for the one Mini Cooper. It has been completely rebuilt and now displaces 1380 cc. It has been rebuilt according to David Vizard's book "Tuning the A Series Engine" – the bible of A series engine builders. The engine has been ported and polished and the improved flow through the head should yield beaucoup horsepower and torque – for a Mini engine. Well club, try and keep up with Marty this summer – you have your work cut out for you.

PLAN AHEAD - COMING SOON

The National **Sprite Midget 50th Anniversary** event is at Lake of the Ozarks, Missouri **June 26 through June 29**. While this is the location of the Sprite Midget Club USA part, all British marques are invited to attend. There will be a show, and autocross, a funkhana (imported from the Flatwater AH club) and possibly a drag race. Jim Danielson is on the planning committee for this event and anyone interested in going should please contacting him at 402-464-3733 or through e-mail at jdanielson2003@yahoo.com.

2008 HEARTLAND MG REGIONAL Saturday June 14 in Overland Park Kansas

Plan ahead for this event. Register by May 15th and get a free pancake breakfast and T-shirt. The show site is in the beautiful Santa Fe Commons Park in the heart of the Historic Downtown area. It is surrounded by many amenities such as eight different restaurants in a two-block radius. Special features are an Upholstery Tech session and a walking rallye that covers the historic district.

The Host Hotel is the Holiday Inn 6 minutes away from the show site. 7240 Shawnee Mission Parkway 913-262-3010 For details see: www.heartlandmgregional.com or contact Bill Davidson chairman@heartlandregional.com

We need a photographer and reporter for this event. Take this opportunity to support your club. Contact editor Joe to help with a newsletter article.

Top 10 Garage Tour Lessons

The March garage tour gave 21 members and 3 new guys a large dose of car talk and male bonding after they languished all winter with out an automotive fix. There was plenty to see and talk about as the group moved through four garages and got a glimpse of what other guys are doing. The following list kind of sums it up.

Put 24 guys in several garages on a Saturday morning and what do you get?

1. A bunch of men in their element (a garage) chattering more than a women's sewing circle
2. Joe Kueper's magic trick- how to hide 10 cars and 2 trailers at a house with a 2 car garage.
3. Seven ways to heat your garage including the efficient use of your barbeque propane tank during the winter as well as the summer.
4. Bill McKay's amazing rust bucket featuring a way to use your wife's laundry soda to remove rust.
5. Different ways to fix rust and body damage inexpensively by making your own patch panels from confiscated realtor signs.
6. A convoy of cars that resembles a funeral parade moving from garage to garage which causes the neighbors to bow their head as you pass by.
7. A portable paint booth that a boy scout could assemble.
8. Three project cars undergoing restoration to include: 1970 MGB-GT, 1959 MGA roadster and 1968 Triumph Spitfire.
9. Treasures from trash. Larry Symodynes offers great left over tips on how to make use of anything someone else is throwing out.
10. Priceless advice. A dozen ways to get the car stuff you want and make your wife happy you did.

..... and you passed all this up to sleep in late on Saturday?



Brent Kasl demonstrates how to make an improvised dust mask

Photo by Phil Brauer



**If you can't weld,
try your wood working skills**

SHADE TREE MECHANIC TOOLS

Contribution Bill Redinger

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted vertical stabilizer which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, "Oh shit!"

ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until you die of old age.

SKILL SAW: A portable cutting tool used to make studs too short.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

WELDING GLOVES: Heavy duty leather gloves used to prolong the conduction of intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub you want the bearing race out of.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

EIGHT-FOOT LONG YELLOW PINE 2X4: Used for levering an automobile upward off of a trapped hydraulic jack handle.

E-Z OUT BOLT AND STUD EXTRACTOR: A tool ten times harder than any known drill bit that snaps neatly off in bolt holes thereby ending any possible future use.

BAND SAW: A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

TWO-TON ENGINE HOIST: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

CRAFTSMAN 1/2 x 24-INCH SCREWDRIVER: A very large pry bar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

AVIATION METAL SNIPS: See hacksaw.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids and for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER: A tool used to make hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

MECHANIC'S KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

DAMMIT TOOL: Any handy tool that you grab and throw across the garage while yelling "DAMMIT" at the top of your lungs. It is also, most often, the next tool that you will need.

"JESUS CLIP": A small circlip or hairpin-style retaining clip typically used to hold small shafts in place (ie: carburetor throttle shaft). The name comes from every mechanics' expression the moment when a circlip pops off the shaft and falls under the car.

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