



Flatwater News

January
2008

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

January 2008 Calendar:

January 7 Monday
Officers meeting 7 P.M.
Jackson's Pub

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

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

January 12 Saturday
Shamrock Chili Feed
and Swap Meet
Beatrice, NE
Page 11

January 19 Saturday
Holiday Party at Misty's
In Lincoln. 6:30 Social
And dinner at 7 pm
RSVP NOW!

Page 2

NEW ARRIVALS

Page 8

FUEL TANK PART 2

Page 9

2008 CALENDAR

Page 10

**CHILI FEED AND
MEMBERS FORUM**
Page 11

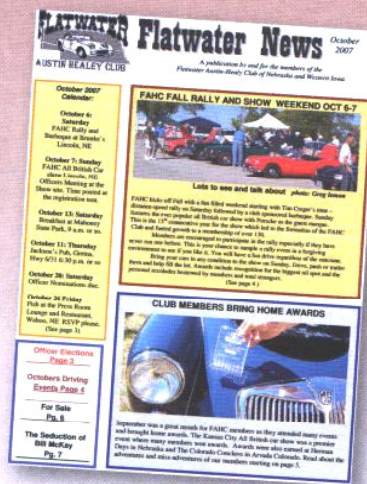
Newsletter of the Month

Each issue of Classic Motorsports spotlights a standout club newsletter. If yours is chosen as our Newsletter of the Month, your club will receive a free one-inch classified ad in the magazine. So keep those submissions coming to clubs@classicmotorsports.net or 310 Division Ave., Ormond Beach, FL 32174.

Ritzy coastal locations like Monterey and Amelia Island get most of the press, but there are classic car enthusiasts doing their thing all over the U.S. of A. It's hard to get more smack-dab in the middle of the country than Nebraska, and that's where the Flatwater Austin-Healey Club of Nebraska and Western Iowa can be found.

The club's monthly newsletter, *Flatwater News*, is the quintessential club publication. It chronicles the club's recent special events and goings-on and is written by the club's officers and members themselves.

While browsing through a couple of issues we downloaded at their Web site (flatwater.org), we found jokes, autocross reports, club news, classifieds, event reminders and even a touching obituary honoring a lost member. Best of all, the online versions are in full color and can be downloaded for free. If you're not able to access the club's Internet page, you can reach them at 914 Hickory Hill Road, Papillion, NE 98046.



IN COLOR & ON LINE, – GO PAPERLESS PAGE 2

HOLIDAY PARTY RSVP NOW
Carrol Lemon crlmn@neb.rr.com
Or call 402-310-5950 Page 2

OFFICER ELECTION RESULTS PAGE 4

FUMES – GET READY FOR RACING PAGE 5-7

TOP TEN REASONS TO GET YOUR NEWSLETTER ELECTRONICALLY

By Bill Redinger

1. You get full color photos and graphics, why settle for black & white!
2. You get access to the newsletters days earlier. Why wait for printing and snail mail?
3. You get e-mails of club updates, new event listings, reminders and other valuable information made available thru out the month!
4. You save the environment and global warming by not killing as many trees with your paper habit!
5. You save the Club the cost of printing and mailing the newsletter each month, which is more than the \$15.00 dues you paid! (10 pages x 12 mo.= \$17.76/ yr)
6. Money saved could be put to better use at other social events! I will drink to that!!!
7. You need not worry about missing out on a club event because your newsletter was lost or delayed by the postal system!
8. You avoid adding paper clutter to your home or garage! I hope you do not use them to collect oil under the LBC?
9. You get to look at all the other great items our club web site has to offer!
10. You feel good that you have saved the Club, Universe and David Letterman's Wahoo from destruction!

NEW YEARS RESOLUTION; For the members who still get the paper copy newsletter PLEASE give us your e-mail address by sending it to Gary Lien :glien@tconl.com and help yourself, the environment and the club enjoy life a little better. If you do not have internet access or a computer, consider the local library. Libraries have both and while you are there check out all the motor books and other literary finds. Then report back to us at the next club gathering. You will be rewarded for your efforts.

IT'S PARTY TIME !!!!!!! SATURDAY JANUARY 19TH

RSVP NOW! WE NEED A HEAD COUNT BY 5 JANUARY

You can RSVP to Carrol Lemon, crlmn@neb.rr.com or call 402-310-5950

The party site is Misty's restaurant 6235 Havelock Avenue in Northeast Lincoln,

A cash bar will open at 6:30 with a buffet dinner starts at 7:00 or so.

Cost per person will be about \$20 and you can pay at the door.

The party will feature the 2007 awards and a great slide show.

Kay Kasl is putting together a slide show featuring 2007 people and events and she needs your pictures to make it work, digital only please, e-mail to kaykasl@gmail.com

Please note there are two Misty's in Lincoln. The party is at the original in Havelock on the East side of town, not the downtown one. From Omaha take exit 409 off I-80 onto US-6. Then take the ramp right toward 70th St South and bear right onto N Cotner Blvd followed by a left onto N 72nd St. Proceed South and turn right onto Havelock Ave going West to Mistys.

Thanks to Treasurer Brent Kasl for setting this up.

Presidential Ponderings *by Greg Lemon*



I have used most of my columns over the course of the year to post reminders of events and obligations and thank members for their participation and help. I will make every effort to hit the thank yous for all at the holiday party this month, and if I forgot someone in the process please rest assured that it is not a slight or lack of appreciation, but more likely one more thing that has slipped through the ever growing cracks that let things bounce in and out of my mind on an irregular and unpredictable basis these days.

This month I would like to use this column to talk about an issue that is near and dear to my heart and hopefully to the hearts of many in the club as well, getting your car back on the road.

In this month's Peter Egan column in *Road & Track Magazine* he repeatedly uses the phrase "The owner had bought the car to restore, but then had become discouraged by the sheer magnitude of the undertaking" I hate to see this happen, and I hope these paragraphs will provide a little encouragement to those who are currently or pretty much perpetually "discouraged by the sheer magnitude of the undertaking"

There are a couple of things that hold people back from getting their car projects done, time and skills. I have talked to a lot of people who seem to have a knack for getting hobby projects done, as apposed to accumulating projects over time. The common thread to their success seems to be that they set aside a certain amount of time each week to work on the project. While this may sound simplistic I think it is really an important part of the process. The thought of getting the body done, or getting the engine done can be just plain overwhelming, but if you just go out to the garage and keep plugging away, progress happens and that overwhelming project is broken down into a less daunting task both mentally and physically.

The skills part can be a "gumption trap" as well. Once again, break it down into manageable portions, read a book, take a class, practice the welding or painting on a piece of scrap metal that doesn't matter. Lastly, both for the skills part and even the time part, don't be afraid to ask for help, you would be amazed how owners of LBCs love to help with these things, some even have the skills to match their enthusiasm. If you are stumped or not comfortable with your skill level post a question to the message board, or show up to an event and start talking about what you want to work on, you probably won't even have to ask for help, you'll get an offer, or at least a suggestion of a name of someone that can help. Pick your battles, some guys seem to be blessed with the necessary skill to do a car from start to finish, the rest of us mere mortals may be able to paint but not wrench, or vice versa. There may be some things you need to hire out or get help on.

There is of course a third component to project paralysis, which is lack of money...sorry, can't help you there. Actually while I won't pretend you can fix or restore your car for nothing, once again club members may be able to help with reasonably priced used parts, a less expensive fix, or the loan of that sandblaster, lift, or specialty tool that you need.

So get out there, get to work and network with members and over the 'net. Will you get frustrated at times? Sure, but I bet you will have a great time, make some new friends, and maybe even get that diamond in the rough, or ran when parked project back on the road.

PITSTOP *by Joe Kueper*



When President Greg Lemon asked if I would continue to be the editor for another year, I replied "yes of course I will". My year as editor has gone fast and I have enjoyed it immensley. Producing the newsletters has been a great creative outlet and expanded my circle of friends.

My personal goal is to experience all life has to offer therefore I avoid driving the same road twice. What I'm trying to say is I'm looking for other members to share in producing the newsletter and ultimately take over so I can help the club in other ways. If you want to play cub reporter or editor, call me or grab me at an event.

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

OFFICER ELECTION RESULTS FOR 2008



Tim Creger and Scot Kahler

Counting the votes – checking them twice
Gonna find out who's Pres and who's Vice

Club members put in a full Sunday at the Eiseley Library as they held the officers meeting, then the general membership meeting and annual events planner for 2008. The election committee members Tim Creger and Scott Kahler counted votes and reported they received and counted 99 ballots the following election results.

President – Greg Lemon 2nd term
Vice President- Dave Erickson 2nd term
Treasure – Brent Kasl 2nd term
National Delegate- Terry Davis 2nd term
Officers at Large (2) Gary Pence 2nd term
and Lee Pederson 1st term
Secretary – No one ran for this position
but, there were 11 write-in nominations.
Sheryl Pederson received the majority of

the write-in votes and was offered the position which she graciously accepted.

Two amendments to the bylaws were proposed and passed by a wide margin. These changes established the newsletter editor as a voting officer. This position is currently held by Joe Kueper

Editorial note: Officers that are serving their 2nd term may not run for office again and must be replaced. Each of you as a member should consider running for an office next year. Now is a good time to shadow the current officers to see how things operate. They could tell you how easy it is but, you may not believe them so why not see for you self. Their main responsibility is to see how much fun we can jam into a year. How hard is that? Officers hang out with some really great people, have fun and enjoy the respect and adulation of the members. Did I pile it on too thick?

2008 EVENTS PLANNER

Fifteen members worked on this years schedule at the annual events planning meeting. You will be glad to know that most of your favorites will return. Now is a good time to remember the great events you attended or missed last year. Plan to fit them into your busy 2008 schedule this year. More important, plan to volunteer to help run an event or better yet organize one you think other members will enjoy. Contact any officer to get help with planning your activities. See the 2008 calendar on page 10. Post it on your refrigerator and circle your favorites.

Tim Creger delivers his report



This is serious business. Really

WANTED

1969 OR 1970 TR-6
title of ownership
Contact Chuck Policky
(402) 625-2344
polickc@yahoo.com

Helmets Part 2: How to Buy a Properly Fitting Helmet

Vintage racing news (and other stuff) from the Flatwater Auto Racing Team



Last month I wrote about the Snell Foundation and some of their helmet safety standards. This month I want to talk about how to buy a helmet that will fit you properly and safely. The first question you're likely to ask is, "Do I really need my own helmet?" If you're going to drive competitively to any significant extent, the answer is "Yes." You wouldn't repeatedly play golf with borrowed clubs, play tennis with a borrowed racket, or bowl with the alley's balls, why drive with borrowed equipment? If you're going to be serious at all about driving, you need to have some basic equipment.

There are at least two reasons to have your own driving equipment. The first is safety. A borrowed helmet most likely will not be the right size for you and will not fit you properly. More on this later. The second is that you are likely to drive better if you have your own equipment. You might be saying, "I'm not a professional, I don't need any fancy equipment." While true, you don't need to spend \$1000.00 for a helmet or \$1500.00 for a driving suit, you should buy quality equipment.

This second point was driven home to me in a fishing magazine article that I read a few years ago about buying fishing gear. Someone wrote in saying: "I don't need a fancy graphite fishing rod and a fancy Shimano bait casting reel. I'm not a professional. I can do just fine with my \$25.00 Zebco outfit." The response was, to me, profound: "Wrong! You DO need quality equipment precisely because you are NOT a professional!" A professional fisherman can probably catch fish with a paperclip and a ball of twine. You and I can't.

Likewise, Michael Schumacher could drive my 948 Sprite a heck of a lot faster around a racetrack than I could drive his Ferrari or any other car. Because I'm not a professional (or even that good of an amateur), I need all the help I can get – both from my car and from my driving equipment. Buying quality equipment, from my helmet to my shoes, can only help.

Another question needs to be asked. Maybe you agree with me and already have your own helmet. How old is it? The Snell Foundation and helmet manufacturers recommend replacing your helmet every 5 years. The helmet manufacturers obviously have a vested interest in this, but there are valid reasons for a helmet's 5 year "shelf life." Over time glues, resins, and other production materials can affect helmet liner materials, critical components in helmet performance. Sweat, hair oils, and normal wear and tear also contribute to helmet degradation. Petroleum based products such as gasoline, oil, cleaners, and paint can affect helmet materials. Also, advances in materials, design, production methods, and safety standards typically result in a noticeable improvement in helmet protective characteristics. The bottom line is, if your helmet is more than 5 years old, replace it. [Continue page 6](#)

Helmets from page 5

Okay, so now I've convinced you to buy your first helmet, or replace your old stinky one. Where should you go? Any of at least three places: a racing equipment shop, a racing equipment catalog, or online. Each has its own benefits and drawbacks, a discussion of which is beyond the scope of this article, but I will just mention a couple of things from my personal experience. There is probably no substitute for trying on a helmet before you buy it. That of course weighs in favor of a local racing shop, which is where I bought my first helmet. The problem with that was that I didn't know enough to ask for any help in getting a proper fit (and consequently I don't know how much or how little the clerk knew either). I wound up buying a nice, comfortable, quality helmet that I used for 5 years, not knowing that it was the wrong shape and wrong size for my head!

When it came time to replace my helmet (after 5 years!), I went searching online based on ads that I saw in a national car club magazine and thinking that I knew all I needed to know about buying a helmet. I wound up talking with Jim Bryant at ApexSPG in Oakdale, MN, and eventually bought a helmet from him that I have been very happy with. Again, more on this later.

A basic guide for fitting a helmet can be found on the Snell Foundation website, www.smf.org, from which the following was borrowed (okay, stolen):

"Finding a good helmet is as easy as remembering the 4 S's: **Size, Strap, Straight and Snell.**

- 1. Size: Try on several different helmets before you purchase one.** The best way to gauge comfort level and fit is through comparison. The helmet should fit comfortably all the way around your head. Additional pads can be used to make it snug.
- 2. Strap: Pay attention to the chin strap.** Make sure that the chin strap fits around your ear and under your chin snugly and comfortably. The helmet should not shift on your head.
- 3. Straight: Know how a helmet should fit.** A helmet is meant to be worn low on the forehead, just above your eyebrows. Look into a mirror or have a friend/parent help you determine the proper fit.
- 4. Sticker: Look for Snell certification.** [Snell Standards](#) are the most stringent in the world, exceeding those set by the Consumer Products Safety Commission (CPSC), American Society of Testing Materials (ASTM) and the American National Standards Institute (ANSI). Need to know which helmet is Snell certified? Browse through our [helmet certification lists](#)."

I disagree somewhat with point #1 above. While a helmet should not be uncomfortably tight, it should be **SNUG**. It should not move on your head and you should not have to add pads to make it snug. When you move the helmet with your hands, the skin on your face should move with it. It should push in your cheeks a little around your eyes.



1. Picture of me from the front:

A proper fitting and safe helmet: Notice how the top of the eye port sits just above my eyebrows. It fits snugly all the way around and the cheek pads push in a little below my eyes.

Continue page 7

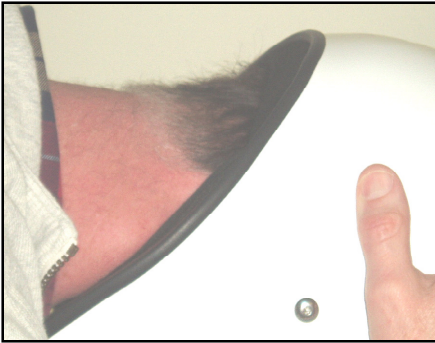
Helmets from page 6

2. Girl in red helmet:

Sure she's cuter than me, but she's wearing an ill-fitting and unsafe helmet: This is a borrowed helmet at the AHCA Conclave 2007 autocross. Notice how it doesn't fit. The helmet is sitting way too high on her forehead. It is way too loose. There are gaps at her hairline on the upper sides. Also notice the condition of the helmet. It is old, banged up, and the padding is worn and deteriorated. This is **not** a safe helmet.



3. Picture of me pulling on the helmet:



Testing the fit: Strap the helmet on snugly and then bend over. Pull on the helmet with both hands, trying to take it off. If you can pull it much farther than this, and certainly if your ears show, it is too big. Also, look in the mirror, hold your head still, and turn the helmet a little side-to-side. Move it up and down. The skin on your face should move with it. If it doesn't, the helmet is too big. Shake your head. The helmet should move with your head and not wobble.

More complete fitting guides can be found on two major manufacturers' websites:

www.bellhelmets.com (click on "FAQ," then "Proper Helmet Fit," and then "Please Click Here for Full Sizing Charts and Helmet Fitting Tips")

www.simpsonraceproducts.com (click on "Safety Information" and then "Helmet Info")

The Bell site is particularly helpful and notes: "Remember, most people will select a helmet that is too large for them. They will regret it later, because ill-fitting helmets are more likely to be noisy, windy and fatiguing to wear." An ill-fitting helmet is also an unsafe helmet. Jim Bryant at ApexSPG, a former racer with 15 years' experience, told me that he was at a Porsche driving event and saw a driver's helmet fly completely off in a crash while still tightly strapped because it was simply too big. The padding in a helmet will compress as you wear it and loosen up a bit, so again, it should fit snugly when new (see pictures below). If you can stand wearing it for 5 to 10 minutes, it's not too small.

Jim at Apex was quite helpful when I bought my new helmet. He said that he would rather not sell me a helmet than sell me one that did not fit right. He had me email him pictures of my head, as well as measurements, so that I could get a good fit. He noted that Simpson helmets tend to fit better on people with more oblong heads, while Bell helmets fit better on people with rounder heads. He also directed me to a helmet style with a larger eye port since I wear glasses. Jim has been trained in helmet fitting and has a good return/exchange policy. I have since met him in person at a track weekend and bought some driving shoes and a helmet restraint from him. Jim is quite personable as well as knowledgeable. When it's time for you to buy a new helmet I highly recommend contacting him at www.apexspg.com or calling him at 800-375-3942.

See you in the paddock!



Picking up Bill McKay's Kit Car

Dear Mike Mechanic

I hope you can help me here. The other day I set off for work leaving my husband in the house watching the TV as usual. I hadn't gone more than a few hundred yards down the road when my engine conked out and the car shuddered to a halt. I walked back home to get my husband's help. When I got home I couldn't believe my eyes. He was parading in front of the wardrobe mirror dressed in my underwear and high-heel shoes, and he was wearing my make up.

We have been married for twelve years and when I confronted him, he tried to make out that he had dressed in my lingerie because he couldn't find his own underwear. But when I asked him about the make up, he broke down and admitted that he'd been wearing my clothes for six months. I told him to stop or I would leave him. He lost his job six months ago and he says he has been feeling increasingly depressed and worthless. I don't feel I can get through to him anymore. Can you help? *Stalled in Seattle*

Dear Stalled:

A car stalling after being driven a short distance can be caused by a variety of faults with the engine. Start by checking that there is no debris in the fuel line. If it is clear, check the jubilee clips holding the vacuum pipes onto the inlet manifold. If none of these approaches solves the problem, it could be that the fuel pump itself is faulty causing low delivery pressure to the carburetor float chamber. I hope this helps.

Now you know why men don't write advice columns.

NEW ARRIVALS

No one has more driving ambition than a man who wants to buy a sports car. Several of our members must have thought they were naughty not nice this year therefore they took matters into their own hands to ensure they got a Christmas present. Here is a list of the suspects that recently brought home new toys. Maybe we can convince them to share pictures and stories in the near future.

Phil and Tracy Brauer decided their 71 MGB named Eddie needed company so they found 1973 B they call "Gene". He has issues and now Phil has a winter full of projects before we will see Gene at spring events.

Greg Lemon was looking for something different and unique but not too exotic. He located a red 68 Triumph 250 which is being shipped and should show up any day now.

Lee and Sheryl Peterson also decided that one is not enough. Their little red Spitfire now shares the garage with a GT-6. Now they can drive year round in all kinds of weather or is this one of those his and hers things?

New member Sean Cahil also got a 79 Spitfire which he says is for his daughter. He bought it from our membership chairman Gary Lien who sold it so he could buy a Triumph GT 6. Talk about shuffling the deck.

Bill McKay can't get enough either. After the restoration of his MGA Coup had so much fun he and Colleen decided they also need a convertible. Bill went to Bertrand Nebraska and found a kit car which he just brought home. Ok, ok it is really a 1960 MGA roadster that was disassembled and sat in boxes for 20 years awaiting a restoration. Knowing Bill, he'll attack it like he is killing a snake and have it done in no time.

Finally there is Marty Klien who really went the distance literally to get something different. A little 1960 Berkely is migrating from the British Islands via Huston Texas where it must clear customs. You know that has got to be an interesting story.

All right guys and girls, enquiring FAHC members want to know the details. We are waiting for show and tell.

How To Replace a Fuel Tank – Part Two

By Howard Larson



While reading Phil and Tracy Brauer's story in the December newsletter about replacing the fuel tank in their MGB memories came back about replacing the tank in our 1959 MGA. This will also be a plug for Victoria British so if you don't already have a catalog you can go to www.victoriabritish.com now and order one.

We (I say that to give my wife credit for letting me buy the car) had owned the MGA less than a year when we learned about the Flatwater Austin Healey Club and that a trip to Okoboji was in the works. Wanting to find someone who I could get technical help from I had joined the club and decided to join the drive to Okoboji. Just 3 days before the Okoboji drive I decided to paint the bottom of the gas tank with some paint that was to turn rust in to a hard finish. I thought it would make the underside of the car look better. The instructions said to brush any loose rust off before painting. Well, I barely touched a wire brush to the underside of the tank and three tiny holes quickly started leaking gas. I had filled the tank just the day before so, like Phil, I scrambled for whatever would hold gas and used the drain plug to drain the tank. It was tricky to time moving

containers under the running gas but I wasted very little.

The next step was to locate a new tank. Not having time to scan Ebay I first called Moss Motors. They didn't have a tank in stock and said it would be 10 to 14 days before they could get one to me. I then called Victoria British and had a tank shipped over night. The tank arrived the next day (yes I paid a premium but I didn't want to miss the Okoboji trip) and that evening I dropped the old tank and, with the help of my wife, was able to get the new tank installed. It was a relatively simple process with just two bolts to remove after disconnecting the gas line and sending unit. Two wrap around straps hold the tank in place. The new tank was installed and we left for Okoboji the next day.

A few days after the Okoboji weekend I pulled in the driveway in my pickup and noticed an unusual wet spot under the back of the MG. Further inspection revealed a leak at a defective weld in the corner of the shiny new gas tank. I called Victoria British and explained the problem. Now, I suppose I could have drained the tank and taken it to a professional welder for repairs....but I had paid for a new tank. VB simply said they would send a new tank and they didn't want the old one returned. Wow, I thought. But I still had to once again replace the tank. With the help of my oldest Grandson the exchange of tanks was completed about a week later and all looked great until the following Monday when I pulled into the driveway and again noticed a wet spot under the back of the MGA. This time there was a leak in the weld around the drain plug. I again called Victoria British. They again said they would send me a new tank. I said it was really great how they were willing to replace these defective tanks but couldn't they pressure test a tank before sending one out? Although not a difficult job it was kind of a pain to change tanks every couple of weeks. I don't know if VB did any kind of test but the next tank that arrived was nicely painted. It was installed, with the help of my wife, and has now lasted over a year with no problem.

I decided I had no use for the two defective tanks now sitting in my garage so explained the story for each, stated where each leaked, provided photos and listed them on Ebay. I didn't receive much but shipping was additional so the cost of the tank I ended up with was reduced. I thought it amazing how Victoria British stood behind their product. Labor isn't included but I learned a lot and if anyone needs to put a new gas tank in their MGA I can consider myself an expert.

FLATWATER AUSTIN HEALEY CLUB 2008 EVENTS CALENDAR

January

7 Officer's Meeting
10 Jackson's Pub
12 Breakfast at Mahoney
12 Shamrock Chili Feed Beatrice
19 Holiday Party

February

4 Officer's Meeting
9 Breakfast at Mahoney
14 Jackson's Pub
29 Fish (Leap Year Fish!)

March

3 Officer's Meeting
8 Breakfast at Mahoney
13 Jackson's Pub
15 Garage Tour (Papillion)
30 Fish

April

7 Officer's Meeting
10 Jackson's Pub
12 Breakfast at Mahoney
25 Fish
27 Scribner Airport Speed Run

May

3-4 Track Weekend With Porsche Club
5 Officer's Meeting
8 Jackson's Pub
10 Breakfast at Mahoney/Funkhana
30 Fish

June

2 Officer's Meeting
8 Autocross I Southwest HS Lincoln
12 Jackson's Pub
14 Breakfast at Mahoney
14-15 Heartland MG Regional Overland Park
27 Fish
29-30 AH Conclave

(Non Club Events we usually attend)

July

1-4 AH Conclave
7 Officer's Meeting
10 Jackson's Pub
12 Breakfast at Mahoney/Key Exchange
18-20 Elkhart Lake Vintage Races
25 Fish

August

4 Officer's Meeting
9 Breakfast at Mahoney
14 Jackson's Pub
17 Autocross II Lincoln SW HS
29 Fish
30-31 KC All British

September

1 Officer's Meeting
11 Jackson's Pub
12-14 Colorado Conclave
13 Breakfast at Mahoney
20 TSD Rally BBQ
21 FAHC All British Show Lincoln
26 Fish

October

6 Officer's meeting
9 Jackson's Pub
11 Breakfast at Mahoney
11-13 South Sioux City/Loess Hills
31 Fish (Halloween Fish!)

November

3 Officer's Meeting
8 Breakfast at Mahoney
13 Jackson's Pub
No Fish
December

1 Officer's Meeting
5 Fish
11 Jackson's Pub
13 Breakfast at Mahoney

WANTED: Organizers to sponsor the following events. Here is your chance to run an event for your fellow members and have fun.

- Museum Tour
- Winery Tour/Art Darts
- Key Exchange
- Host and FAHC Party (usually 3rd Friday)
- Black Hills Tour
- Endurance Rally

SHAMROCK CHILI FEED AND SWAP MEET AT BEATRICE

By Editor Joe

The enemy has invaded our camp and is tempting us to walk on the dark (Deuch) side. New member Sean Cahill invited both the Porsche and British clubs to his shop in Beatrice on Saturday Jan 12th at noon for a chili feed and swap meet. Sean is a cross dresser wearing both British and German colors. I can't imagine being so conflicted but what ever turns your crankshaft. I consider myself to be British biased but open minded enough to attend. I will be cautiously optimistic.

Sean is setting the trap with some very tasty bait. He is laying on chili and beverages in his really kick butt garage complete with a factory Porsche RSR that was a factory racecar that was driven by David Murray. Additionally, Sean has several other projects going on for us to view.

Being a gracious guest you can bring something else to share. If you have your own special chili bring it or a side dish like some munchies. If you can convince your wife to bake a tray of brownies, bring them. Any questions call Sean (402) 239-1238 or Email wldrvr@aol.com Noon on the 12th at Shamrock Racing.

Did I mention swap meet. Humm! I can't remember the last time a Porsche wore a set of SU's so this part may take some creativity. If your swap stuff is to heavy to carry, draw up a list and bring pictures to post. If you think you'll be embarrassed by showing up without anything, go to Auto Zone and pick up something from the \$5 and under barrel.

Directions: Take I-80 to the West side of Lincoln and head south at exit 397 on Hwy 77 and find 2002 S 6th in Beatrice. It is about 90 miles and takes an hour and a half. Look for Shamrock Racing

Members Forum

By Bill & Colleen McKay 58 MGA Coupe Owners

I would like to thank all of the people involved with Flatwater. My wife and I got involved with little British cars for one main reason, we have been married for 25 years, raised 5 great kids and now we have some free time. When the kids were small we used all of our free time running them here or there. Many times we would be going in 2 different directions. Now the kids are independent and don't need as much of our time, we needed a common interest. Colleen is a Senior Systems Analyst with Mutual of Omaha and I work for Mack Trucks in the Service Department. Colleen and I would see couples cruising in their old cars on nice summer evenings and thought that would be fun, so I began the hunt for our "old car". That's when I talked to Joe Kueper and the rest is history.

Rebuilding the car was a challenge and great fun. Colleen and I were focused on an end goal together. In the old days Colleen would have never gotten dirty with me but this was different. She spent many evenings blocking out the body with me. It was great. We didn't really think that car events would be for us until we got the old MGA on the road. Joe convinced us to drive it to KC for the all-British show. When we arrived in KC on Saturday night, we were invited to Ken and Vicky Grant's for dinner with other Flatwater members. We weren't sure what to expect but we had a great evening making new friends. We couldn't get over how welcoming these little British car people were.

Since KC, we made it to Denver and made some more friends. The shows are a little uncomfortable for me because after investing all that time and work I wonder what all the experts will think. I'm still trying to deal with that. We were able to attend a few other functions and have been welcomed with open arms. Our experience with the car has been awesome. Colleen and I are on the hunt for another project. I'm sure we will have many years ahead of us in our little British cars and taking part in Flatwater events.

Flatwater Austin-Healey Club

A chapter of the Austin-Healey Club of America

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LOOK WHAT FOLLOWED GREG LEMON HOME

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