

# Flatwater News

June  
2008

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

## June 2008 Calendar:

### June 2 Monday

Officer's Meeting 7 p.m.  
Cubby's, North Side of  
I-80 Greenwood exit

### June 8, Sunday

Autocross I  
Southwest HS Lincoln

### June 12, Thursday

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

### June 14, Saturday

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

### June 14-15, Sat – Sun

Heartland MG Regional  
Overland Park

### June 27, Friday

Fish Pg. 3

### June 26-29

Austin Healey Sprite 50th  
Anniversary, Lake of the  
Ozarks MO.

## DRIVE BRITISH WEEK



May 31 -- June 8

**Funkhana Pg 2 & 3**

**June Events Pg 5**

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**Scribner Race Results Pg 7 & 8**

**FOR SALE Pg 9 & 10**

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## FUNKHANA AKA WATER WORLD

*By Jane Stone*

In spite of a miserably wet day, Five devoted fans of the Funkhana showed up to drive it in the pouring rain. Terry Davis, Rod Chvatal, Jim Danielson, Rich Brunke, and Dennis Stone were the hardy participants. We ran it a little different this year with each driver taking his three runs one after the other. We figured who would want to go back out in the rain once they got dry. Everyone drove it with their tops down in the pouring rain. Jim Danielson tried to run it with his top up for his first run, realized his visibility was reduced, then removed his hard top for his following two runs. Brunke's opened up the garage and room was found for all the cars to keep them dry or to dry out. The cars, I believe were drier than some of the drivers. I know they were drier and warmer than the judges and the timer.

The Funkhana consisted of 7 stations that tested drivers skills on a tennis ball slalom, driving forwards and backwards, a bean bag basketball toss, jousting event, plate pick up and a dual garage along with everyone's nemesis the coasting event. A bucket of water to wet the plunger was not needed for the plate pick up this year.

Once again the Bug Eye Sprites and the Spitfires conquered the field of participants. Those two marquees are just very nimble cars. Drivers aren't too bad either.

The scores for the days events are as follow. Terry Davis took 1<sup>st</sup> Place with a time of 3:50 in his Bug Eye Sprite. Rod Chvatal earned a 2<sup>nd</sup> Place with a time of 4:20 in his TR Spitfire and Jim Danielson posted a 3<sup>rd</sup> Place with a time of 4:46 in his Bug Eye Sprite. The best times of the remaining two drivers were Rich Brunke in his MGB with a time of 5:08. and Dennis Stone in his MGA had a best time of 5:09.

We want to thank all those who ventured out to watch us play in the rain and a few of you did. Also to all the participants, without your help when you weren't driving the Funkhana would not be possible. A special thank you to Tim Creger and Marty Klein who just showed up to help and not drive. Tim walked fifteen laps around that course tallying the drivers for errors on the moving part of the course for a full running of the event. He then sat down and helped tally the winner's scores for the day. Marty Klein manned the Bean Bag basket ball hoop station on and off throughout the afternoon.

The Brunke's and the Stone's want to thank everyone for coming out that wet Saturday. A lot of planning goes into this event and having the cold and pouring rain was a little disappointing to us.



THE FEW, THE PROUD, THE ???? FUNKANA DRIVERS

**A FUNKANA TO REMEMBER**



**Quintessential British Sunshine**



**Keep Your Eye On The Ball Jim**



**NON-FISH FRIDAY JUNE 27<sup>th</sup>**  
*By Pam Brunke*

For the June Friday Night dinner we are detouring from the normal FISH theme and going for a BBQ night. We will be meeting at "Parker's Smokehouse" in Ashland. Parker's Smokehouse is located on Hwy 6 in the former "Geerjammers" one of our former meeting sites location. For those of you that are familiar with Rib Ranch in Lincoln this location is operated by the same owner. Their specialty is BBQ but they also have burgers and sandwiches on the menu. For those die hard fish eaters, they do have catfish fingers ! Join us for great food, a leisurely drive and British car talk on Friday evening, June 27, 6:30 or so. All are welcome and encouraged to join us. RSVP's are appreciated so we can give them an idea of how many will be there.

Jim / Theresa Morgan  
Dennis / Jane Stone  
Rich / Pam Brunke

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## Presidential Ponderings *by Greg Lemon*

We got the date on the calendar, in the newsletter, and out with an e-mail notice for this year's Funkhana May 10, the insurance was taken care of and the Brunke's had their shop set up. All the "i"'s had been dotted and the "t"'s crossed, but there was one little problem. It was a very very wet day in May for the 2008 FAHC Funkhana



But the notice said rain or shine, and since it was in town for me I thought I had better stop by. I thought maybe if nothing else people might be having a few snacks and beverages and maybe swapping stories. Well I guess I underestimated the enthusiasm and spirit of the club, something that is pretty easy to do. When I arrived the intrepid and somewhat soggy course marshals were timing and scoring and the cars were running and spraying rooster tails of water into the air.

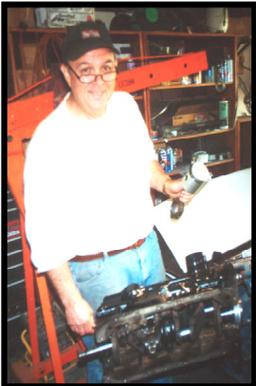
The Brunke's, Stones, and Marty Klein once again put together a unique and entertaining course, and a surprising number of club members running the course, top down no less (there was really no way to complete the course without penalty with the top up).

You guys are too much, and I mean that in a very good way.

### PICTURES WANTED

Kay Kasl is collecting events pictures all year long for the Christmas party slide show. Send your pictures in throughout the year to: [Kaykasl@gmail.com](mailto:Kaykasl@gmail.com)

## PITSTOP *by Joe Kueper*



I think this year is running a month late. It seems we are having May showers bringing June flowers and our driving events are suffering. Hats off to the stalwart group that forged ahead with a wet Funkana while I stayed home giving young Keenan Bash lessons on engine rebuilding. This time next month he should be driving his MGB to many of our jam packed June events.

As for me, work in the garage will cease except for essentials as you will find me at the events listed in this news letter. The month kicks off with "Drive British Week" and ends for me with a trip to the Sprite event in the Ozarks. I'm going to make the most of it and you should be doing the same.

Is your project car not ready for summer fun yet? Check out our For Sale section for a runner you can drive while you are wrenching on the old project car. Heck, you can always sell the runner after your "dream car" is finished.

While you are planing your June adventures I have an engine rebuild to finish, oil to change and cars to polish.

Read and enjoy, I'm heading to the garage and then down the road where I hope to see you.

## JUNE EVENTS DETAILS

**June 1<sup>st</sup> week** Drive your British car week. Drive it everywhere –to work, the grocery store or make up reasons like giving the neighbor kid a ride and show it off.

**June 7<sup>th</sup> Saturday 1-4:30 p.m.** Brit/Euro Auto Fest (Featured Marque : MG) Des Moines, IA. The corner of Beaver and Urbandale Avenues. Host Iowa British Car Club Info: Jack King 515-255-5258

**June 8<sup>th</sup> Sunday** Autocross I at Southwest High School 14<sup>th</sup> and Pine Lake Road in Lincoln. This is one of the official FAHC driving events for which participation points are earned. Signup and car inspections start at 11 a.m. For questions contact Joe Guinan 402-727-8011

**June 14<sup>th</sup> Saturday 9am** The MG Regional show site is in Kansas City at the beautiful Santa Fe Commons Park in the Historic Downtown area. Features are an Upholstery Tech session and trophies at 3:30. The Host Hotel is the Holiday Inn 6 minutes from the show site. 7240 Shawnee Mission Parkway 913-262-3010 For details see: [www.heartlandmgregional.com](http://www.heartlandmgregional.com) or contact Bill Davidson [chairman@heartlandregional.com](mailto:chairman@heartlandregional.com)

**June 14<sup>th</sup> Saturday 1 p.m. until 10 p.m.** GRAFFITI Night in Onawa, Iowa. If you don't want to drive as far as Kansas City try this show for fun and variety. Entry is free and the first 500 cars get dash plaques. Show and Shine, Drive on engine dyno, on site pin striping, bands, food, crafts. For more information see <http://www.webspawner.com/users/classicscarclub/>

**June 14<sup>th</sup> Saturday 10 a.m. –1 p.m.** FLYING CONESTOGAS in Beatrice NE. Join Sean Cahill and the Porsche Club for a car show and shine and airplane events including rides for Youth and other City wide events going on all day. Call Sean for specifics. 402-239-1238

**June 21<sup>st</sup> Saturday 2 p.m.** CLAY POLISHING with Bart Hamilton 1108 Clearwater Drive, Papillion. Putting dirt on your car and rubbing it in does not seem natural but, Bart swears that it give you an unbelievable shine. Learn this time-honored process from Bart. He is looking for a dull neglected donor car for the demonstration. Call Bart if you have a candidate and to RSVP so he has enough refreshments. 402-592-5228 Dinner at a local restaurant will follow for those who are hungry and inclined to pursue friendships and more car talk.

**June 21<sup>st</sup> Saturday** Rendezvous with the Porsche Club at 6 p.m. for a Sonic Drive In night and half price meals. Meet in Lincoln at the Sonic on South 48th St. just South of HWY 2.

**June 26 through June 29. The National Sprite Midget 50<sup>th</sup> Anniversary** Lake of the Ozarks, Missouri  
Jim Danielson is on the planning committee for this event and anyone interested in going should please contact him at 402-464-3733 or through e-mail at [jdanielson2003@yahoo.com](mailto:jdanielson2003@yahoo.com).



### WELDING CLASS

Sparks were flying and the metal was red hot metal as five novices tried their hand at MIG welding. Bill McKay set everyone up with a work station and metal cards to weld together for practice. The biggest lessons learned were that it takes a steady hand and practice-practice-practice.



# THE SAGA OF ME AND MY B

## (Part 2) Joy and Despair

By Keenan Bash

I remember driving to the car shop with my dad where the B was stored, or continently worked on "wink, wink – know what I mean. My dad took it for a test drive and I didn't get to drive it for a while since I had never driven a stick shift before. When he got back from the test run he gave his approval of the car, so we signed the check over to the original owner. Later dad took me out the high school parking lot and started to teach me how to drive a manual stick shift car. I learned quite fast, or at least I thought I did. It took me awhile and a few jerky starts to learn how to handle a stick shift by my self, but I finally got the hang of it.

I loved my MGB. It was a very cool ride. I normally loved to drive but what teenager doesn't? However, the MGB really took my love for driving to a new level. I drove that B for about 2 months before my first real problem occurred. I had a electrical problem that keeps coming back, the engine wouldn't fully turn it off some times; even if the keys out of the ignition. Here's where my MG experience gets shaky. One day the engine started to knock and make a weird noise while I was driving to the grocery store where I work. We'll the next day we took it to the shop where I bought it, and the mechanic looked at and in about a day he gave me the bad news that my engine blew up and was ruined. Well that was some bad news. The mechanic quoted me about 3k to put a new engine in, and that was out of the line for a 16 year old.

I started to look around and found another engine, almost a year later. I can't completely remember the time line but the car was not running for my Junior Prom and that was right after my girl friend and I broke up. She said I spent too much time working on my car, hmp. I was trying to do small things within my capacity, and was also reading about some engine problems trying to diagnose what had gone wrong initially. At the time I still fully did not comprehend what had happened, and the mechanic never told me. After much searching I finally found a used engine and started the resurrection of my B.

I would like to take a time to thank Ryan Reis for all his help during that time. It was Ryan who explained to me what really happened to my engine. He showed me where a nut on the bottom of the third rod came off and the loose rod beat on the crankshaft bearing destroying it. It was a very cold winter when we installed the second engine and Ryan took a lot of his time helping me on my new engine. You're a good man Ryan and I can't wait to take you on a driving tour with the club. I remember pulling the engine with my friend Steven as well and have you ever seen a not-to-do-list before? Yea, that is how it turned out. I did not mark anything. I laid it all in separate piles. When Ryan came over it was darn cold. I have a garage with no heating and no insulation. I tried turning on a little heater an hour before we started and it did nothing. Through out the next couple months we worked on installing the used engine.

Finally we got it running some time in the spring. I got help rebuilding dual carburetors, which where given to me by Bob Shaw. It took about a month working with my current mechanic to rebuild them, but we got them done. We installed them but they wouldn't work right so I called around and found out the Brain Goldsmith was a local wiz at carbs so I took my car to him. Brian tuned them and found that we did a little mistake on the rebuild so he corrected it. I was so excited that my B was running great and every thing was fine so I started off on the drive home from Brian's. On the way back I started to notice the oil pressure was dropping at every stop. Finally about 18 miles from home I got worried, I refilled my oil and called my dad as oil was spraying out some place on the engine. Well about 9 miles from home the B died so I pulled over and waited for help. This was pre cellophanes days. A lot of choice words were said when I went from being to be so happy and euphoric to frustrated and upset in a few short miles. There I was with my B dead on the side of the road. Next month, "If I didn't have bad luck, I wouldn't have any".



## MEMBERS ONLY

### NEW MEMBER – TONY KOESTER

Tony came to our Scribner Race day event and had fun. He liked the high speeds plus the laid back and low-pressure atmosphere. It didn't take much to convince him to join our club.

Tony offers this insight into his background. I love cars. I am an automotive technology instructor at Lincoln Northeast High School. This is my third year as a high school teacher and I am trying to build a project-based program for the students to build cars instead of the repair-based program that has been the norm for so many automotive programs. We are currently working with the Nebraska Land Model T Ford, an antique car club, building a Model T Speedster project from miscellaneous parts. We did not start with a complete vehicle only a couple of rusty chassis and are picking up parts as we go. We are also working on a 1982 VW Rabbit Diesel and hoping to run it on bio diesel made in the school's chemistry classes.

I have been building relationships with some local car clubs like the Rebels Auto club which helped us put on our first car show which attracted over 60 cars on April 12, which was a less than pleasant day. I also enjoy autocross and rally cross racing which I have been involved with for the last 10 years. I autocross my Suzuki Swift GT and rally cross my 1969 Datsun 510. My British car is a 1953 Morris Oxford which I have owned for over 15 years. I have had the car in storage in pieces more or less waiting for the right time to dive into the project.

I hope to get the Flatwater club involved with our auto program and hopefully get my students more involved with the car hobby. It is obvious the passion you all have for your cars and I think it positively influences our youth. I have found from my work with local car clubs that memberships are getting older and there is a need to get the kids into the car hobby. Thanks, Tony Koester

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**Morris Oxford**

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## THE FINISH LINE – Scribner Speed Run Reflections

*By Joe Guinan*

Scribner Speed Runs 2008 are history. A report of the results can be found in the box below but I'll make just a couple observations here to give you the flavor of the event. Some pretty impressive times were recorded. The "Big Guns" were knocking on the door of the "Under 1 minute" category, but nobody broke into the 50's. I think if John Ulrich ever really hit one run just perfect he could get REAL close to the 1 minute flat mark. You could tell he wasn't babying the car though...

First, this was the best turnout we've had for this event over the last few years. Was that because of earlier date, or in spite of it? That summer heat gets a bit tough to take, but MAN it was cold up there on the hill. I'm happy it didn't rain, but a little more sun and a little less wind would have been nice. Maybe next year we won't see such a long cold winter. *Continued on page 8.*

*FINISH LINE: From page 7.*



Once again, the willingness of everyone to just jump in and help get things done jumps out at me. I really appreciate all the help - many hands do indeed make for light work. I want to single out Deb Lampe for driving over to help with the timing. Her help made it easier for me to "go play". All the hands working on Gary Pence's MGB didn't go unnoticed either. Terry Worick was up to his elbows in that job, and quite a few others were struggling to get Gary on the track. We're all hoping an easy fix is found, and sad that Gary didn't get to make any timed runs.

I was surprised by a few cars this year. The Minis really showed they can get up and run, with two of them in the "Top 5". Jim Danielson's Sprite was out there playing with the big motors this year. I guess an intercooled turbo will do that, eh? The car was impressive, and Jim did a good job wringing everything he could out of it. I'm no longer surprised with John Ulrich's MGB V8, Marty Kleins' "Frite", or the Hinkley's Tiger (or Susannes' driving ability for that matter!) but I certainly like seeing those cars run on that long track layout.

I really liked the addition of the braking point cones. This was Jeff Lemon's suggestion from last year, and was a great idea. We probably will add another couple cones next year to give the faster cars a better spot to start braking, but I found I had to stay on the gas all the way past the first marker cone to not give up too much time. If anyone has other ideas, please send them to me for consideration.

Our timing equipment worked almost flawlessly. We did have two "no time" runs because the wind knocked a finish line flag into the reflector stand. Other than that, the gear worked great. Thanks again to Mike Nelson for putting that system together for us and letting us use it.

Once again, Gerry Conant designed a GREAT course. It was a really "Fast" course which was easy to "read" but somewhat difficult to run smoothly. I felt it rewarded a well positioned car and punished you if you were lazy about getting the car where it needed to be. That's a good "Speed Run" course, in my opinion. I included a copy of last year's results so you could see the difference made in the results by the longer course. We measured it at .45 of a mile on the way out. You can add a few feet because of the features on the return trip, so the entire course is over 9/10ths of a mile long. We didn't measure last year, but I'm guessing it was between .75 and .80 of a mile last year.



Oh - and the large nut found at the far end of the course by the Hinkley's? Yeah, that was my crankshaft pulley nut. It fell off the engine some time during the day. At least the crank pulley didn't fall off, so I didn't suffer any damage. Whew!

Last - send me photos! Thanks everyone. I had a great time, and hope you did as well. Joe Guinan

## Scribner Individual Fastest Times

| Driver / Car    | Time             |          |
|-----------------|------------------|----------|
| John Ulrich     | MGB-GT V8        | 1.02.79  |
| Brian Goldsmith | MazdaSpeed Miata | 1.03.68  |
| Doug Taylor     | Mini Cooper S    | 1.04.99  |
| Susanne Hinkley | Sunbeam Tiger    | 1.05.21  |
| Skip Charette   | Mini Cooper S    | 1.05.47  |
| Tony Koester    | Sunbeam Tiger    | 1.05.5   |
| Jim Danielson   | Turbo AH Sprite  | 1.05.53  |
| Marty Klein     | AH Sprite V8     | 1.05.804 |
| Gerry Conant    | Triumph TR7      | 1.05.833 |
| Joe Guinan      | Triumph Spitfire | 1.09.846 |
| Gary Hinkley    | Sunbeam Tiger    | 1.11.43  |
| Jeff Lemon      | Triumph TR7      | 1.11.466 |
| Matt Gelvin     | Triumph Spitfire | 1.13.52  |
| Joe Kueper      | MGB              | 1.14.844 |
| Bill Redinger   | Honda CRX        | 1.15.176 |
| Terry Davis     | AH Sprite        | 1.16.091 |
| Greg Lemon      | MGB              | 1.19.849 |
| Rod Chvatal     | Triumph Spitfire | 1.22.168 |
| John Martin     | MGB              | 1.31.255 |
| Chris Martin    | MGB              | 1.34.483 |

## Taulborge Museum Tour



### Members checking out the British Fleet

Many thanks to Leo Thietje for arranging this special tour that was attended by almost two dozen members. The collection includes cars of all years and makes which began with an Austin Healey (the only car that marked its spot in the garage with a telltale oil spot)

## BRITISH IRON FOR SALE

### 1971 Jaguar XKE Coupe

Light blue with CWW, 4.2 Liter engine, 56K miles. Stone color leather interior with no rips or tears. Body is straight with no rust. All chrome and stainless trim is straight and rust free but needs to be re-chromed due to age. All gauges work except clock and the tachometer reads 30% high. Runs great with no vibrations up through 80 MPH (fastest I have driven it). What does it need -- needs the parking light switch rebuilt and the horn switch wired. Passenger door needs to be adjusted to latch easily. Too many cars (hard as that is to believe!). \$27K Bart 402-592-5228



## MORE BRITISH METAL FOR SALE

### 1974 Triumph TR6

Emerald Green, black interior, 4 speed, with Electric Overdrive in 3<sup>rd</sup> and 4<sup>th</sup> gears, Newer Soft, & Tonneau Tops, Rare Factory Steel Hardtop, and car cover. Always garage kept. Great condition, runs great, clutch, alternator, starter, fuel pump, rear springs replaced, rear shocks converted to tube shocks. Electronic ignition. Brand new Mini-lite alloy wheels, and Kumho Tires (195-65-VR15) (20 miles), records available, hate to sell, too busy to drive hate to see it sit. \$9500 or reasonable offer, 402-362-2159 or 402-366-3113

### 1960 Triumph TR3A

Red, black interior, work in progress, runs, great possibilities, 4 speed, with electric overdrive in 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> gears, new gear reduction starter, new clutch, battery, all hydraulics replaced through out (brakes and clutch, masters & slaves), extra TR4 transmission. New TR7 rack & pinion ready for conversion. Newer tires and wheels from a TR6. Hate to sell, too busy to give time required to progress. Yes, this is the TR3 John Ulrich had.

\$6500 or reasonable offer, 402-362-2159 or 402-366-3113 Paul Garnhart

Check out the pictures of the cars on the Club web site [www.flatwater.org](http://www.flatwater.org)

## TRIUMPH TR-4 PARTS CAR

I have a 1964 Triumph TR 4 stored in Grand Island that I had intended to take with us when we moved from Grand Island to North Carolina this last winter. However, the high gas prices have made me think again about making a round trip to trailer the car this far.

It is extremely rough and hasn't run in at least 20 years. The interior is mostly gone, although the instruments may be OK. The 5 wire wheels look good as does the windshield. The drive train is complete, but of unknown condition. It has rust and my intention was to use it as a parts car when I located another TR 4. It has a clear Indiana title, which is where we lived before moving to Nebraska.

If you know of anyone who may be interested in a parts car or a tough restoration please give them my email or phone. I would like to get \$200 for it. I am coming to Grand Island early next week for a load of furniture and another car so could anyone who might be interested.

Dave Kuhlman, Brevard, North Carolina, 828-565-0237, 828-884-4941, Cell: 308-390-3809  
email: [maadhome@charter.net](mailto:maadhome@charter.net)

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## BART'S BATTLE OF THE NEW SWAY BARS

### PART 2 *By Bart Hamilton*

When last we left our hero (at day 9 of the 2 hour job), he was anxiously waiting for new parts (the correct parts?) to arrive and save the day. It would only take a few minutes to install these new parts and the little convertible would be ready for great handling and capable of rounding tall curves in a single FLAT bound. Part curtains, raise the sheets, and set the main sail – we start day 12 of the “3 Hour Tour”.

The new parts have arrived and comparing them to the old parts it is easy to see that the brackets are indeed smaller. The slots for the bolts are closer together. We are really on the last stretch of the road to success. Lube the bushings, install on the sway bar, and .. wait – there is no change in the bush size. So the brackets got smaller but the bush is the same. So what! Plug away and just tighten with the biggest wrench available!! (*Continued on page11*)

*(BART'S BATTLE: from page 10)*

Well, that sounded good but the problem now is that there is no room between the vertical part of the bracket and the stud to put the nut on let alone the washers. If you remember from episode 1, we converted from bolts to studs because of available room and the angle that the bolts had to go in at.

Great! Back to the drawing board with the new set of brackets. Day 13 dawns and a unique solution has been developed. OK, not so unique. I hogged out the holes in the FIRST set of OVERSIZED brackets with a grinding wheel on a dremel. Although I did both sides it left one side still a bit too close to the hoop part of the bracket that goes over the bushing. A 5lb hand sledge solved that, for the most part. (Man, do I love that sledge!!) I still had to use an open end wrench to tighten the bolts because there is NO ROOM to put a socket on the nut. The holes in the brackets are too big for my liking so I need to add washers. (Here comes another however) However, the washers are too wide to fit next to the bracket. About midnight came an ah ha. Use a power grinder to shave one side of the washer, very carefully. This, some lock tight, and lock washers (original application did not use lock washers!) should make a proper mechanical connection. Safety Fast!! Wait, that is somebody else. By the way – the car handles fantastic!

As they say, "All's well that ends swell".

Time to step back and see what we have learned (AGAIN!!). Performance parts for any application may (almost always may!) need a bit of fiddling and re-engineering to make them fit to the designed application. The better the deal on the part (the cheaper it is in relation to what the good stuff goes for) the more likely the part or its environment will have to be modified to fit. Now I won't say that this is time 3 (of 4 times) that I have ordered parts from this group that I had to modify their work. The errors are small but they create those errors in the hardest of steel so that correcting them is very difficult! My advice to you is to buy a 5 lb hand sledge.

Maybe next week I'll tackle the headrest angle on my newer car. Hummm.

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## **PLAN AHEAD - COMING SOON**

### **South Sioux City touring weekend by the Larson's August 22-24**

Start planning now for the cruise to South Sioux City August 22, 23 & 24. Howard and Kay Larson have begun working on "things to do and places to see". Hopefully August will bring a little cooler weather than the group experienced last July 6, 7 & 8. Discounted prices on rooms at the Marina Inn in South Sioux have again been arranged. This year the price will be \$82 plus tax per night. The Marina Inn tends to get a lot of conferences and other events so it is suggested that reservations be made early by calling 402-494-4000. Be sure to mention that you are with the Flatwater Austin Healey Club to get the discounted rate.

Last July the weekend started on Friday evening with, what else, FISH at a local pub that was just a short walk from the



hotel. Saturday highlights were: Ponca State Park via the "Cowboy Trail", Newcastle for lunch, a local winery, the National Music Museum and then to Edgars Old Fashioned Soda Fountain. All via paved roads and only a few miles of interstate high. Saturday night the group was allowed to use a private parking lot on old historic 4th street in downtown Sioux City where a private room was reserved for dinner and "awards" followed by a little socializing on a patio at the Marina Inn.

The group had driven in three states. Some headed home Sunday morning but those who stayed were treated to a tour of The Healey Werks and a visit to Trinity Heights the home of a life size carving of The Last Supper by a local artist. What will be planned for this year and can last years trip be topped? Maybe some of the same stops will be in order? Watch for the schedule in the upcoming newsletter and mark your calendar.

### **Flatwater Austin-Healey Club**

*A chapter of the Austin-Healey Club of America*

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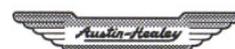
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