

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

**November 2008  
 Calendar:**

**November 3 Monday**  
 Officer's Meeting 7 p.m.  
 Cubby's just North of the  
 Greenwood exit off I 80.

**November 8, Saturday**  
 Breakfast at Mahoney  
 State Park 9 a.m. or so.

**November 13, Thursday**  
 Parker's Smoke House  
 the new place  
 Hwy 6/63 6:30 p.m.

**November 27  
 Thursday**  
 Happy Thanksgiving

**NO Fish in November**

**December 5, Friday**  
 Final Fish at LaShara  
 6:30  
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**MEMBERSHIP**

We have 129 paid up  
 members for 2009. If you  
 think you are **not** one of  
 them contact Gary Lien  
 for questions.

(402) 496-8827 (home)

(402) 598-0689 (cell)

[gslien@cox.net](mailto:gslien@cox.net)

**November News Deadline**  
**Tuesday 25th**



**Seems like Brunke's have a car for every event. Their  
 Jensen Healey made the leaves swirl as they buzzed  
 along on the autumn color run.**

**FLATWATER OFFICER ELECTIONS PG 2**

**Presidents Ponderings & Pit Stop Pg 3**

**OCTOBER EVENTS WRAP UP Pg 4**

**Fumes Pg 5-6**

Terry Davis does another nice job of explaining how to read a race track  
 and take corners fast. Tear this article out and stuff it in your glove box.  
 Next find a nice quiet stretch of winding road. Then re-read the article  
 and practice. Don't try this around your neighborhood. Better yet, hook  
 up with Terry and go to a racetrack.

**CRAPPY OLD CARS AND PROJECTS Pg 7-9**  
**MORE ON RACING Pg 10**

## FLATWATER OFFICER ELECTIONS 2008

*Tim Creger*

### FINAL SLATE OF NOMINEES

President – Gary Pence  
Treasurer - Lee Pederson  
National Delegate - Barbara Rixstine

V. Pres. - Jim Danielson  
Secretary - Sheryl Pederson  
Members-at-large - Michael Gregg and Phil Brauer

Current dues paid members will have a ballot mailed to them in the middle of November and they must mail it back or bring it to the general membership meeting in December where ballots will be counted by the election committee. While there is a slate of nominees, you may also write in candidates if you wish. The general membership meeting is scheduled for Sunday 7 December at 2 p.m. after the 1 p.m. officers meeting. The location of the meeting is the Eiseley Library Room 1 at 1530 Superior Street in Lincoln.

### 2009 EVENTS PLANNING SESSION

That's right. We are looking forward to next year even before the snows of December start. The newly elected board will hit the ground a running and start planning the 2009 calendar of events immediately following elections. This is your club so your input is critical. Show up at the library on December 7th and help us put together a year of great events. Each one of you has an idea for a fun even. Please share it.

### FINAL FISH FRIDAY DECEMBER 5th

*By Pam Brunke*

The final fish of 2008 will be at the "quaint" Long Branch Bar and Café in Leshara. This is a special location because it is the first site picked by the Three Amigos two years ago when we began rotating FISH. Yes the keyboard player is still banging out your favorite tunes and the prime rib is a great alternative to fried fish.

Leshara is about 8 miles South of Freemont. If you are coming from Lincoln you can take Hwy 77 through Wahoo and then turn West on 64 just South of Freemont. Drivers from Iowa and Omaha can follow Maple Street, which is Hwy 64, through Elkhorn and Valley. Just outside Valley 64 turns left and you continue on Hwy 64 until you see signs for Leshara on the right.

RSVP' by November 25th. So we can give them an idea of our numbers.

Jim / Theresa Morgan      [jm93552@alltel.net](mailto:jm93552@alltel.net)  
Rich / Pam Brunke      [p\\_brunke@yahoo.com](mailto:p_brunke@yahoo.com)      402 438-3330  
Dennis/Jane Stone      [janes\\_54@msn.com](mailto:janes_54@msn.com)      402 397-2385

Fish needs organizers for next year. You can be an Amigo, no experience necessary.

Contact [EditorJoe@msn.com](mailto:EditorJoe@msn.com) or 402-592-3132

## PRESIDENTIAL PONDERINGS

By Greg Lemon

We continue to have good luck with the weather and great events, The Loess Hills run last month took place on a very nice fall day and had a great turnout. If you missed it go to the website, [www.flatwater.org](http://www.flatwater.org), where there is a very nice video presentation of the day.

By the time you get this you may have received your ballot for the election of next years FAHC officers, I am pleased we have a full slate of able candidates, though I am not foreseeing a lot of controversy or close races (at least when I last checked we have one candidate for each open office) but nevertheless please show your support and interest by casting your ballot.



I often use this column to thank people for their assistance in setting up or running an event. Many times it is the same people setting up the various things, which is great, but I would love to see new names to print here—if you have an idea for an event (that you would like to organize) or see something on the calendar you would like to help with let me or any of the officers know, we may have it all covered, but if we don't we will appreciate the help, and if we do we will still appreciate the offer.

I generally write about club stuff in this column, I think because that is expected, but I really want to write about cars, so I'll give you a little of that too. I spent this weekend buttoning down the motor on the Triumph TR250 I am restoring. Genius that I am I am reading the manual *after* I have put it together and sealed it up. I did double check the torque on all the rod and main bearing bolts before I slipped on the pan, but looking at the manual reminded me that I had not bent up the lock tabs on the cam gear. I had of course meticulously cleaned and sealed the timing cover gasket as well as painting the thing before realizing this....

Plan ahead for the Holiday Party. Mark January Saturdays 17 and 24<sup>th</sup> on your calendar. The party committee will confirm a date, finalize plans and post details in the next newsletter.

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### PITSTOP by Joe Kueper



It's time to shift gears from outdoor driving events to indoors. Some of you will tuck your cars in for a winters nap and await next springs driving weather. A stalwart few will drive through the winter and for others it is that glorious time to focus on the "winter projects" I'll be finishing Keenon's motor so he has college transportation when it is not snowing. Then it will be time to tweak my fleet with new seats and an alternator conversion for the TR-4; fitting my TR-3 with John Ulrich's original designed turning signal conversion and putting a rear disk brake kit on my MGB. My big project however, will be restoring Parts my 70 MGB-GT. This will include body work, a paint job and transplanting a V-6 from a 95 Firebird with a five speed for power. Any one got a spare 5 speed. I'm missing that part. Winter may be too

short.

Many of you must have your own projects and we want to know about them. Don't be shy. Call me or send me an e-mail about what you are doing so the winter news letterscan be more interesting.

Don't forget to vote and step forward to help run an event in 2009.

I'm headed for the garage to tune Keenon's engine.



## Classic Car Show 2008 – Christ Community Church in Bellevue

Joe Kueper

I have attended many car shows and after awhile, although they are enjoyable, they all start to look the same. The show hosted by Christ Community Church in Bellevue turned out to be a little unique. They had several of the usual categories, best muscle car, best truck, best paint job etc. and they were nice enough to have a British car category just for the 8 to 10 that showed up.

This was the churches first attempt at running a car show and their objective was to promote fellowship and I think it worked. We signed up two new club members and Bill Redinger and Phil Brauer were enlisted to help judge the cars. To top it off we were invited to break bread. They actually fed us free brats and hamburgers chips, potato salad, cookies and lemonade. I've never been fed at a car show. After that, I don't think anyone cared if they won a trophy or not.

Everyone got a dash plaque and leave it to the church to come up with a car show biblical reference. The plaque read: *"Some trust in chariots and some trust in horses, but we trust in the name of the Lord our God"* Psalms 20:7 This is probably good advice for the driver of a vintage British car who doesn't have a AAA membership.

The day ended with Bill and I arguing over what car women would like best my TR-3 or his Mini Cooper. So we each gave the Pastors wife a ride around the church to solve the argument. I told Bill that she said she like my car best and he made the same claim. Women!



Two fisted winner, Best British and People Choice –Foreign  
Tom Turners 1948 MG-TC

## Autumn Color Run

If you find another fall day this year as beautiful as the one enjoyed by FAHC members during the Autumn Color Run you better bottle it and sell it. A long line of 24 to 30 cars paraded through the Loess Hills. The number varied as some dropped off and others caught up and joined the tour along the way to include the Larsons who came all the way from Sioux City. It was a record day for MGA drivers who showed up in force.

All cars operated flawlessly although a dead battery led Tim Clark to O'Reilly's for a quick replacement. Planned stops gave us good opportunities to socialize and catch up with old friends as well as enjoy a variety of different fun events. The antique mart sent many down memory lane with stories of "I use to have one of these". Smalls Orchard of course is an all time favorite stop for taffy apples, popcorn, pumpkins, colorful gourds and mmm-good pie.

Willow State Park just outside of Pisgah provided a nice background for photo opportunities before we wound through the hills and ended up at the Loess Hills Winery in Crescent. Wine tasting or "personal refueling" was the perfect beginning to a perfect end to a perfect day as 30 members finished the event dining and reveling at Quaker Steak in Council Bluffs.

Hats off to Phil and Tracy Brauer who did a masterful job of planning and directing the tour which served as a fitting crescendo to the FAHC driving season.



Prize winners Jane and Brian Goldsmith. Other winners were Skip Charette, Jim Danielson and Jay Fleur



# Fumes

## A Primer on Track Driving for the Complete Idiot Part 1 – Learning the Track

*By Terry Davis*

It's late September – getting close to time to put the racecar away for the winter – but I wanted to get one more track weekend in this year. Corinthian Vintage Racing was going to be at the Hallett Motor Racing Circuit just west of Tulsa on October 3-5 and Rocky Mountain Vintage Racing was at Pikes Peak International Raceway on October 18-19. Which to choose? I've always heard what a nice track Hallett is, and I've been wanting to get there for the last couple of years, but the planets were never in proper alignment (or maybe it was my suspension) to allow me to go. A friend from Age and Treachery Racing said that it would be a good idea to get some practice at Hallett before actually racing there, which I plan to do in March. The Cimarron Region Porsche Club was planning a Driver's Ed weekend there in conjunction with their Club Race on October 17-19. That was just what I wanted – a relaxed, low stress weekend to learn the track. The only downside was that since it was their Club Race I was told that I couldn't bring the Sprite, but would have to drive the Porsche. Oh well.

Going to a new racetrack, either as a driver or as a spectator, is exciting and the experience can be enhanced by studying a track map or an online track guide. Many, if not most, racetracks have a website with a track map that you can look at before going to a race. There are also websites such as trackpedia.com and namotorsports.com that offer information on tracks nationwide. Often there is a "hot lap" guide written by an experienced driver that will provide you with invaluable information. Some even have a video that will give you a taste of what it's like to drive the track.

Such information is essential for a driver and beneficial for a spectator as well. For the driver it can greatly decrease the amount of time it takes to learn the racing line (the fastest way) around the track and to become comfortable with driving it at speed. For the spectator it can help you learn where the action will be during a race and help you find the best place from which to watch. While much of the speed and noise takes place on the straights, the real action is in the corners.

So what do you do with a track map and how does it help you learn the track? One approach is to first identify which are the fastest parts of the track, which will be the straight aways and the sections with gentle or increasing radius turns (more on them later). It can be helpful to break the track up into sections, one for each straight (and long increasing radius turn), and the series of turns leading up to those straights, then analyze how to get through each section the quickest way possible. Since your obvious goal is to get around the track as quickly as possible, the most important turns are those that lead onto the straights since they are the places where you will be able to drive the fastest. You need to get your car as straight as possible as soon as possible when coming onto a straightaway so that you can fully accelerate as early as possible. Often that requires a late apex for the last turn before the straight.



**TURN #3**

Okay, so what is an apex and why is it late? An apex is simply the point at which you are closest to the inside of a turn. There is a geometric or classic apex, which is the center of the turn and bisects it – halfway around. You can choose where you place your apex in a given corner by choosing your turn in point, i.e., where you start to turn into the corner, and how sharply you turn. The earlier you turn in, the earlier your apex will be. The later you turn in, the later your apex will be.

So why does all of this matter? Why shouldn't you just follow the inside line around a corner, after all isn't that the shortest distance? While it may be the shortest distance, it's not the fastest way through a turn. To get through a turn the fastest, you need to straighten it out as much as possible. Your car can go a lot faster in a straight line than around a corner. To do this you need to increase the radius of the turn.

You may be thinking – “Aaaargh! What is this geometry?!?” Essentially yes. Physics comes into play too, since physical principles govern the forces acting on your car as you drive both in a straight line and around corners. But don't worry, you don't really need to know a whole lot of science stuff. I know I've forgotten most of what I learned in college physics (if I even learned it then!).

The radius of a turn is, of course, the distance from the edge of a turn to its center if it were a circle. The longer you can make this radius, the gentler the turn (the straighter it is), and the faster you can drive through it. How do you lengthen the radius of a turn? By doing what's called “using all of the track.” For a right hand corner you want to move to the far left side of the track before turning in. You then steer to the right, toward the inside of the corner, smoothly increasing the sharpness of your turn as you approach the apex. Once you reach the apex you smoothly accelerate as you unwind the steering wheel, allowing your car to exit the turn on the left side. That's “using all of the track” and is the basic way you drive the racing line through a corner. Track maps and track guides will show or tell you the racing line and help you find the fastest way around the track.

Going back to the sections of the track that you've identified – you've found the straights and you know that the last turn before each straight is the most important one in that section or complex. So now what do you do? One thing is to start with that last turn and work backward through the complex so that you ensure that you are set up to properly take that last corner, and therefore properly set up to accelerate down the straight. The apexes you make through the earlier turns are adjusted so that you take that last corner with the best apex. It helps to think of each turn in a complex as flowing into the next turn, which then ends in a straight. By working backward you can see how you have to approach each corner, because if you take one of them wrong it can mess up the whole section. How do you take them right? That's for next time.

By the way, Hallett is a very nice and very challenging track with significant elevation changes, off camber turns, and blind approaches in a couple of spots. I learned that Turn 9 is called “The Bitch” for a reason! Ask me about it sometime. See you in the paddock!

**For Sale**  
**73 MG Midget Parts**

**Front Fenders Good Condition \$50.00 pair**  
**Hood - Good Condition \$30.00**  
**Doors with Glass \$50.00 pair**  
**Trunk Lid – has four holes for luggage rack. \$10.00**  
**Radiator Cowl \$10.00**

**Chuck Policky**  
**402 625 2344**

**FOR SALE**  
**1973 MGB ROADSTER**

Excellent condition-corrosion free Texas car- New minilight wheels and tires. Runs great. Everything works. Asking \$8500

Brad Swiggart 402-430-6380

BRADSWIGGART@NMFN.COM

## MY CAR IS NOT NICE ENOUGH TO DRIVE TO CLUB EVENTS----- BALONEY!

We have many beautiful concours condition cars in our club and we are proud that their owners take such pains to prepare their cars in such a meticulous manner. They set the standard to which we all aspire and appreciate. However, ours is a club where cars of all conditions are held in high regard be they a unique marque or one of common heritage. No member should avoid club events because of the condition of their car or even because they may not have one. You are not judged by the condition of your car. You are not judged period. You are accepted and expected to join in the enjoyment we have using our cars as the excuse for our fun.

FAHC is a club not of British cars but of members who appreciate British cars. Join us. *Editor Joe*



The tatty interior of this 1947 MG-TC is original and not what you would expect at a concours car show yet it drew attention and accolades at Pebble Beach this year. It was shown in the survivor class. *Photo: Bill Redinger*



Pederson's love driving their latest acquisition even though "Old Weird Herald" is worn, rough, and one expensive restoration away from being concours condition. Despite its condition it draws a lot of attention wherever it goes.

Brian Goldsmith has produced some spectacular cars yet his road worn pale blue MGA "Old Blue" is a familiar site at many club events. Most recently he drove it in the October Autumn Color Run. People often ask him when is he going to restore it? His answer is "probably never". The car has character; it is fun to drive and is a conversation piece. Bob Shaw recently remarked, "Brian, I've known you so long that I remember when Old Blue was just Blue".



Phil Sauvago from Dennison IA shows what you can do with a wrecked 82 Toyota Celica and an MGA. Think total transplant from the 22R engine to the steering column and Toyota instrument package. Phil explained how he even transplanted the rear end gears into the MG rear end. All it took was an inquisitive nature to see if it might work, a 1/16<sup>th</sup> inch shim and it slipped right in. Phil's success comes from being financially challenged and having a McGiver attitude. We just scratched the surface with Phil. We'll try to bring you some more mechanical feats ala Phil Sauvago in the future.



“Searching for my next project. The penchant for little British car salvation that leads to heart pounding, hand ringing, depression curing pleasure!”

*Steve Reiter*

After reading the October News Letter, and viewing some of those great classics motoring around and creating the atmosphere at local or national shows, I kind of slipped back in my chair wondering when my three year old would be six or seven. Not soon enough! Just this morning my five year old daughter asked me, “Why aren’t you a fireman anymore?” How does one answer that politically without indicting such a beautiful young child? I can’t say, “Well, because of you.” Nor would I. In fact, I would never trade the experiences of my children for anything. Really, children are great resources! They can sand a vehicle without warping the metal, run interference with my wife (after all, they have each claimed one of the cars in my full and very junky shed), and come up with some really great metaphors: “That yellow car I can taste dad, not that it will ever be a lemon, he he.” With that said, I’d sure like to go to a car show, driving my car rather than simply attending, or remembering. Believe me, making the Loses Hill run in a twelve passenger van just doesn’t contain the ambiance our club run I’m sure exudes.

But like all dark tunnels, there’s always a taste of the light. Sometimes the search for my next project gets enough adrenaline pumping to once again check out Craigslist, and type in “jaguar,” or get on ebay. Heck, I might even actually attempt to finish one of the projects I have now.



I’ve always enjoyed quiet afternoons picking through a junkyard, or perhaps finding someone in a club that has this much needed piece or that old intended project packed away waiting, and waiting.... I don’t know if I could compare this experience to stalking the next duck or turkey; these birds are to be shot and consumed. A classic piece of iron, though, is to be savored.

As I journey through this hobby, I’ve had some great experiences I’d like to share. Each one has been very special. The International Mercury club has an awesome

national show that is quaint and tucked away like a Northeastern bed and breakfast in the fall. There are yards in Western Nebraska and Eastern Colorado that act as time machines for the imagination. Ever been to Erie Colorado? Even my wife remembers traveling around in a greasy chopped top Subaru Brat, holding my two year old son, looking for windshields for my Hillman in that amazing foreign yard.

The LBC experience is unique though, at least for me. These cars have a very different personality. If I applied the literary term, “personification,” I’d think of them as nimble, temperamental, sure footed little Irish fighters. Lots of attitude, short on dependability. But then, I’ve tinkered with enough muscle cars to understand “temperamental,” but sure footed would never apply. Going very fast in a straight line is exhilarating but boring; going sort of fast but testing the g-forces is just fun, just fun.

Well, picture these events. When I got my first MGB, a 77 rust bucket, I was a might bit disappointed. So much for the word of the seller. I didn't lose anything since I traded a T9 transmission for it. But there was promise. Can't you tell by the pictures? And though the end product was disappointing when I first laid eyes upon it, I sure had fun trying to find a car like this. Ebay every day and my yahoo group for MGB's. I only wish I had known about craigslist and our car club. Ah, but one must live and learn.

Also, we do meet some interesting people along the way. Jim Danielson was willing to sell me a few of his cars and to show me his collection. Wow! Joe Guinan gave my kids rides and even let me drive his Triumph; that was a treat! And Joe Kueper was willing to advise and sell me a TR3A. Plus a very heart felt thanks to Greg Lemon for buying the LE at our Catholic school auction. I hope it sells for you.

However, with all these interesting tid bits to share, the most important for me is sharing my experiences while hunting and gathering resources. Recently, I found an Austin American at an auction. Though I've grown mature enough to stay away, it was sure tempting. When I found an Austin America club (yes, there is a national club, isn't the internet great), the moderator said something like this: a ten foot pole and a skunk would be more appealing. It was sure one of a kind though, do you agree? A few years ago, I found three yards that belong to Father Fangman, an ancient priest that still lives in St. Bernard, between Humphrey and Lindsey. Ever seen a 63 mini cooper just slowly fading; what a loss. He wouldn't sell either. For that matter, a 59 Peugeot, a 53 Caddy hearse, a 64 dodge with a cross ram intake sitting on top of a wedge 413, or 40-50 VW's of differing vintages including a 57 flat bed transporter? And all in one place to boot.

Just recently, I traded some parts with Gary Pence. Wow, I wish I had known about his stash sooner! Even my oldest boy is partaking of this excitement, much to his mother's dismay. We're looking for a mid 80's XJ6 with a blown motor for his school car. Actually for my work car; he can have the minivan, at least most days. But if he is willing to do the work..... So do any of you have an XJ6 lying around, know of one?

What I'm really trying to communicate is that I've found some new tools when partaking in the hunt. The FAHC crowd has a great website to inform members about what we want, what we have, and what we've discovered. So use it! Don't be shy. Also, there are numerous clubs on the internet that have daily emails (often too many) on different aspects of their chosen species of car. My yahoo MGB group has probably 20-30 emails a day about different topics. And my Hillman group often doubles that. When it comes to funding my hobby, I've recently discovered Craigslist and have sold thousands of dollars of parts without the hassle of shipping. Even internet car clubs are a great source to both buy and sell parts and vehicles.



Austin American

Though the days of being an active member of the club are far into the future for me (the dad thing takes priority, and six kids pretty much drain me), maybe we could begin an office for the "official spotter." Might go good just under the vice president position, and above the Secretary. In fact, that office might be very attractive. After all, I'm sure most of you enjoy the hunt as much, if not more, than I do.



# SCCA RACING 2008 RUNOFFS

*By Bill Redinger*

SCCA racing was built by British sports cars turned race car. The races of the 1950's 60's and 70's were filled with large fields of LBC cars. With the march of time their competitiveness has diminished and most have retreated to Vintage Racing leaving only a small number of British cars to defend her Majesty's honor. The fastest of them a lone GT-2 Sunbeam Tiger of Tom Patton which in 1999 was on top of the field now it runs in the middle of the field.



GT Lite had several A-H Sprite/ Midgets, Mini's running, with the # 21 MG Midget of Brian Linn running at the front for the first part of the race only to fall victim to mechanical problems. E Production had three Lotus Super Seven derivatives and a lone TR4 running in the back half of the pack with no competition to Jessie Prathers Miata.

F Production Steve Sargis Triumph Spitfire racing at the point for many laps until a spin put him back to seventh place and being the hard charger he is, raced hard passing five cars in only a few laps and made the pass for the lead on the last lap, only to have it not stick and he finished a very close second place. This made for one of the best races of the 2008 Runoffs.

G Production had several Midgets / Sprites, MGB , Lotus Sevens and Kent Prathers Veteran MGA, but none of them had what it took to race at the front.

H-Production was full of LBC racer's the last strong hold of the British Empire. The race lead was swapped several times during the first 14 laps with # 81 A-H Sprite of Dan Collishaw and # 71 Spitfire of Tom Feller when Feller fell out with mechanical problems and Dan Collishaw went on to be the only British car to win at the 2008 Runoffs.



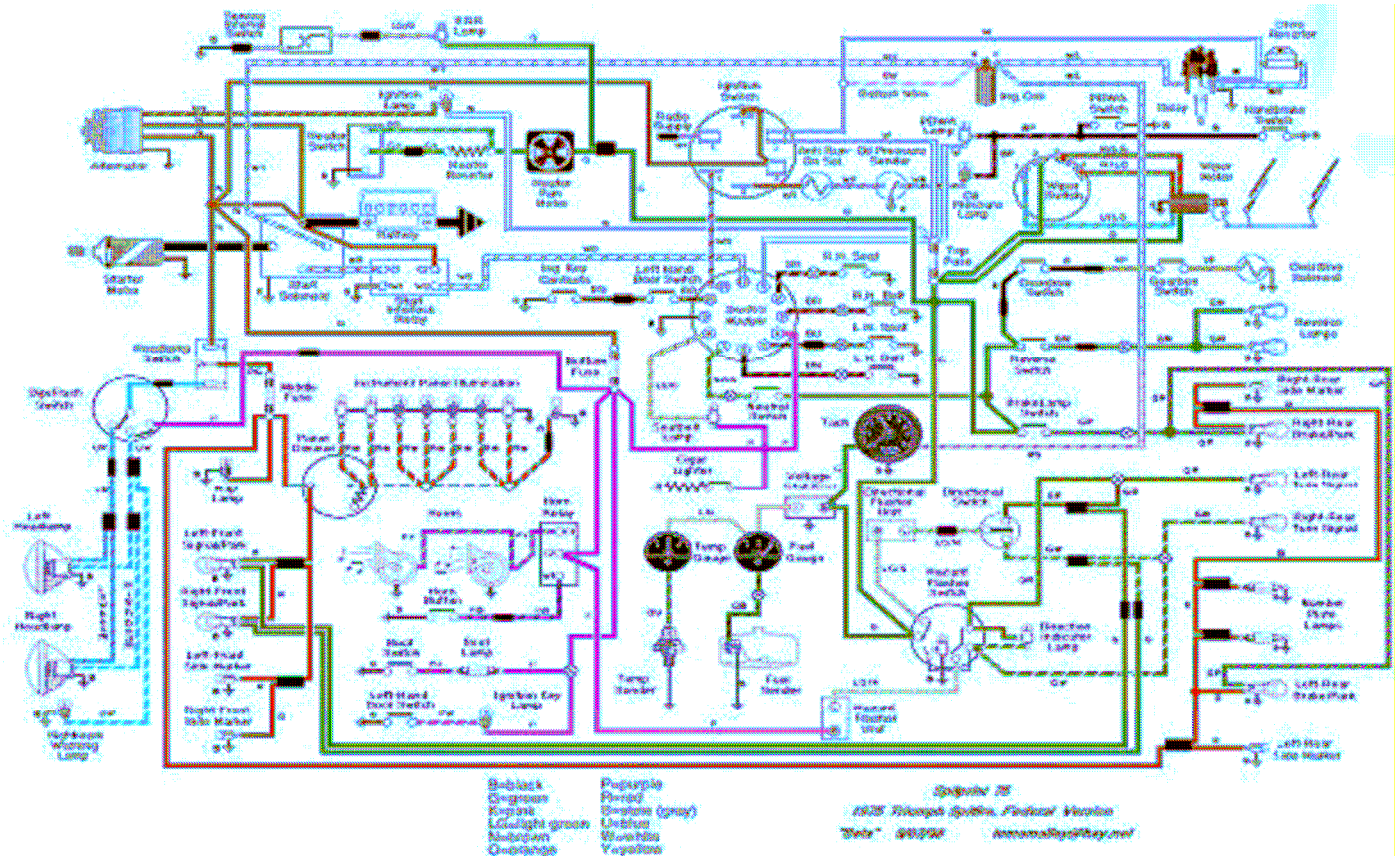
*EDITORS NOTE: Bill Redinger is a font of knowledge when it comes to racing and racing history .You can learn more in five minutes of conversation with Bill than you can by reading books all winter.*



Jay Fluehr treated his daughter Ellen to a great day of fun at the Autumn Color Run through the loess hills in his newly restored 1960 MGA. Jay took classes at Metro Tec that taught him how to prepare and use a two part base coat and clear coat paint system. He enjoyed the pleasure and satisfaction of doing it himself. His new top accents the beautiful Chelsea Gray color. If you are contemplating a do-it-your self paint job add Jay to your must call list.



# TRIUMPH WIRING DIAGRAM



Wire Color (solid color)	Function	Wire Color (solid color/stripe color)	Function
Black	Ground	White/Red	Ignition switch to starter solenoid and starter solenoid to starter
White	Ignition circuit and electrical components powered via ignition switch but without fuse or switch protection.	Green/Purple	Brake lights
Red	Side marker lights/tail lights	Red/White	Dashboard lighting
Green	Fused or switched components routed thru ignition switch	Brown/Blue	Ignition switch to voltage regulator
Blue	Headlights	Blue/White	High beams
Brown	Main feed from battery. No fuse or switch protection	Blue/Red	Low beams
Yellow	Generator connections wired thru ignition switch	Brown/Yellow	Generator to voltage regulator

Sources: <http://www.triumphspitfire.com/wiring.html>

## **Flatwater Austin-Healey Club**

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

**C/o Newsletter Editor:** Joe Kueper

914 Hickory Hill Road

Papillion, NE 68046

402-592-3132/ [editorjoe@msn.com](mailto:editorjoe@msn.com)

## **FAHC CLUB OFFICERS 2008**

**President:** Greg Lemon

3030 Williamsburg Drive

Lincoln, NE 68516

402-310-5950/ [glemon@neb.rr.com](mailto:glemon@neb.rr.com)

**Vice President:** Dave Erickson

1801 C Street

Lincoln, NE 68502

402-474-1157 [dave\\_esa@Alltel.net](mailto:dave_esa@Alltel.net)

**Secretary:** Sheryl Pedersen

16561 Rosewood St.

Omaha, NE 68136

402-596-1313 [lpedersen@cox.net](mailto:lpedersen@cox.net)

**Treasurer:** Brent Kasl

6818 South 34<sup>th</sup> Street

Lincoln, NE 68516

402-423-4471/ [kasl@windstream.net](mailto:kasl@windstream.net)

**AHCA National Delegate:** Terry Davis

16205 Capitol Avenue

Omaha, NE 68118

402-637-0101 [tadavis1@cox.net](mailto:tadavis1@cox.net)

**Officer At-Large:** Lee Pedersen

16561 Rosewood St.

Omaha, NE 68136

402-596-1313 [lpedersen@cox.net](mailto:lpedersen@cox.net)

**Officer At-Large:** Gary Pence

707 Forest Avenue

Crete, NE 68333

402-580-4236 [jpence@neb.rr.com](mailto:jpence@neb.rr.com)

**Membership Chair:** Gary Lien

11523 Ruggles Circle

Omaha, NE 68164

402-496-8827

**Driving Event Chair:** Joe Guinan

75 Day Drive

Fremont, NE 68025

402-727-8011/ [joeg@neb.rr.com](mailto:joeg@neb.rr.com)

## **AUTUMN TOUR LEADERS TRACY AND PHIL BRAUER WITH GENE**



**WEB SITE:** [www.flatwater.org](http://www.flatwater.org) - Webmaster: Ron Bonnstetter 402-423-9138/ [rjb@unl.edu](mailto:rjb@unl.edu)