

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

**September 2008
 Calendar:**

September 8 Monday
 Officer's Meeting 7 p.m.
 Greg Lemon's home
 3030 Williamsburg Dr.
 Lincoln, NE

September 11, Thursday
 Parker's Smoke House
 the new place
 Hwy 6/63 6:30 p.m.

September 13, Saturday
 Breakfast at Mahoney
 State Park 9 a.m. or so.

September 14 Sunday
 Lauritzen Gardens Car
 Show
 Page (3)
 Herman Car Show
 Page (7)

September 20 Saturday
 BBQ and more
 Page (2)

September 21 Sunday
 FAHC All British Car
 Show
 Page (2)

September 26, Friday
 Fish at Don's Bar
 207 Cairo St.
 Memphis, NE 6:30
 Page (2)

**Dues delinquent
 after
 30 September
 Pg 2**

September News Deadline
 Thursday 25th

IT'S SHOW TIME!



FAHC members were among the twenty plus British cars attending the show in Vermillion South Dakota organized by Garv Monk to stimulate interest in starting an LBC club.

SEPTEMBER EVENTS Pg 2 & 3
(Flatwater All British Weekend Details)

August Events Revisited Pg 5

For Sale and Other Important Stuff Pg 7

UNCLE JACK Remembered Pg 9-10

REFLECTIONS Pg 10-11

SEPTEMBER EVENTS

FAHC ALL BRITISH WEEKEND September 20-21

FEATURED MARQUE: SPRITE Celebrating it's 50th Anniversary

Saturday Afternoon, Sept. 20, Road Rally/Driving event will be a picture rally:

BRING YOUR DIGITAL CAMERA AND THE CORD TO PLUG IT INTO A COMPUTER, sports car, cell phone, we will have further instructions at the event: Meet at Antelope Park, Auld Pavilion, Park St. off of 'A' St. (about 30th and 'A', South side) at 2:30 pm for instructions, we will start promptly at 3:00, this will be about a 2 hour drive plus some time to tally scores after the event. Please RSVP if you are going to participate to Greg Lemon glemon@neb.rr.com. I need to know how many sets of instructions to make, etc.

Saturday Evening FAHC BBQ and Drive-in movie

Saturday after the driving event, about 6:00 pm, we will have a cookout at the Brunke's shop at 20th and Yolande, just South of 20th and Cornhusker Highway. We will have hamburgers and hot dogs, tableware, condiments and beverages provided. You bring yourselves, PLEASE BRING A SIDE DISH so we have plenty to eat, and beverages other than soft drinks if you want them. As the sun sets the flicks will start and popcorn aroma will fill the air. Come one come all.

Sunday Early AM Drive

We will have an early morning drive which will meet at Mahoney park at 9:30 and caravan to the show, we are looking for someone to coordinate the drive from Lincoln and Omaha, then after breakfast we will caravan to Lincoln.

The Show

Bring yourself, your car if it is running or not and all your friends. We are as always shooting for a record number of cars and attendees. Sprites and Midgets have a special area to park This year we will offer a "ride along" in the after noon or so to promote the British car ownership and club membership. Just to prove that all cars welcome we will recognize cars with potential in the "Diamond in the Rough" category.

Show Particulars:

Date: Sunday, September 21, Time: 10:00 AM to 4 P.M.

Location: LPS Administration Building 5901 O St., Lincoln

Prizes for the usual stuff, people's choice, biggest oil leak, diamond in the rough, farthest drive to get to the show. We are across the street from dining and shopping at Gateway, and will have at least two ez up shelters from the sun and restrooms ala port a potty. .

FISH FRIDAY SEPTEMBER 26th

By Pam Brunke

Don's Bar, 207 Cairo St, Memphis, NE is our destination this month. You may remember this establishment is the Home of the Buckle Buster Burger. Memphis is located North of Ashland just off highway 63 to the West. From Omaha : head South on Hwy 6 out of Gretna and shortly after crossing the Platt River, catch 63 and head North. Lincolniters head north on Hwy 6 and catch Hwy63 North through Ashland.

RSVP' by Sept.22 so we can give them an idea of our numbers.

Jim / Theresa Morgan jm93552@alltel.net

Rich / Pam Brunke p_brunke@yahoo.com 402 438-3330

FLOWER POWER

Lauritzen Gardens, Omaha's Botanical Center All-European Car Show

Sunday, September 14, from noon to 4 p.m.

Registration is from 9 until noon and the entry fee is \$15 per car payable the day of the show. Come early for a free T-shirt while they last.

Join a collection of fine European cars and motorcycles on display. Imagine models of Jaguar, Porsche, Mercedes-Benz, Ducati, BMW, Ferrari, Pantera, Alfa Romeo, Austin Healey and others surrounded by the beauty of the garden.

Enjoy beautiful automobiles staged among stunning flowers and lush greenery. Guests may walk the 100 acres of gardens or they may take a narrated tram tour for \$3 per person, which includes a stop at Kenefick Park. The café will be open from 10 a.m. to 2 p.m. for lunch and snacks.

Spectators admission to the Classic and Contemporary European Car Show is free with paid garden admission - \$7 for adults and \$3 for children age six to 12. Garden members and children under age six are admitted free of charge.

Please contact Joe Chickenelli at (402) 212-6038 for show questions.. Rain date 21 Sept.

Directions: Exit Interstate 80 at 13th Street and go North a couple of blocks to take a right on Bancroft Proceed East directly to the Lauritzen Gardens.

Renew your Membership for 2009

By Gary Lien Interim Membership Chair – FAHC

The membership year runs from October 1, 2008 to September 30, 2009) for the 2009 membership year. A membership renewal letter will be mailed to you in the coming weeks. Please review the enclosed sheet which contains important membership information along with your current Flatwater Austin Healey Club (FAHC) membership data. Mark your additions, changes and/or corrections on the enclosed form and return it in the enclosed envelope with a \$15 check for your 2009 dues. National dues (should you so wish to join; the national membership is optional) should be paid directly to the Austin Healey Club of America (AHCA).

Please note that this year we will be mailing out a club members roster. To be included on the roster you will need to check the corresponding box on the membership sheet and return it with your dues. Remember to mark the box or you won't be included in the club roster.

If you have any questions (or do not receive a letter) please feel free to contact me, either by telephone or email. After a great 2008 membership year we are all looking forward to 2009. We look forward to hearing from you!!!!

11523 Ruggles Circle Omaha, Nebraska 68164

(402) 496-8827 (home) (402) 598-0689 (cell) gslien@cox.net

Dues are due by 30 September

AUGUST REVISITED

OFFUTT AIR SHOW

BY Bob Shaw

Thanks to Jerry Needham for organizing our participation in the event. If we do this again, I am most definitely in! One of my best memories of this event was a young woman in camies who I saw standing behind John's Bugeye getting her photo taken. I asked her if she would like to have her photo taken in the A and she jumped at the chance. Her last name was Goldberg, she was from New York (with that name? Go figure!) The smile she had sitting in the car and talking with me afterwards was wonderful! She was a beautiful young woman who is doing an important job. Sitting in an old car for a few minutes is pretty small thanks for what she is doing, but I thank you for the chance to do that.



British Cars on the Tarmac

Photo by Phil Brauer



Kay Larson, Debbie Gunsolley and Linda Kueper laughing it up during the Sioux-land weekend.



FAHC ladies enjoying the airshow



SIouxLAND LINE UP

Autocross #2 – August 17, 2008
Lincoln Southwest High School

A beautiful summer day brought out an amazing number of cars for this event. It was dry and sunny but not too hot, so a lot of people decided to give the autocross course a try. We ended up with a total of 36 different car/driver combinations, with 4 or 5 drivers trying out different cars late in the day. That means about 30 different individuals entered the competition. I think this may be the largest turnout we have ever had for a “competition” event. And we had LOADS of spectators show up to watch and visit with each other.

A second notable thing was that our “cone count” was FAR lower than in the last event, even though we had more drivers and more runs. By my count, there were only 15 cones hit over the entire day, and my records show that 42 were murdered at the last event. Reasons? Well, first of all, Dennis Stone was absent for this event. He mangled 11 cones all by himself last time! Seriously, I think the entire reason was the course was designed in such a way that the drivers could not be as aggressive without risking going off course. Overall times were slightly slower for this second event, which tends to reinforce my impression.

Third, almost every driver had his/her best run of the day in either the last or next to last run. We warned everyone that there were a couple of “scary fast” sections where a car being driven in an uncontrolled manner could be damaged. This warning was heeded, as everyone took it easy on their first runs. We also took the opportunity at “halftime” to explain that the course rewarded drivers who kept their momentum up and didn’t let their cars get too far out of shape. I think this helped a lot of drivers discover that not going quite so fast in a couple areas actually meant you could go around the entire course more quickly. John Ulrich earns special notice for this – he started out with a conservative run of 1.10.42, then got down into the 1.06’s and then a 1.04.9 and finished the day with his last run hitting a very respectable 1.03.4. I noticed he got smoother throughout the day, which really helped him chip seconds off his times.

Fourth, the course did not reward cars with a lot of power. The fastest cars were a Suzuki Swift and an Austin-Healey Sprite – both with approximately 1.3 liter engines. Of course the Suzuki had a MODERN engine and the Sprite was an actual RACE CAR. Both cars also had sticky tires and very skilled drivers in Tony Koester and Terry Davis. It was a pleasure to watch those guys attack the course in their very different cars. Most of the cars were not separated by a lot of time, so small increments of improvement made a lot of difference in overall placing.

By class, our winners and runners-up were;

- VII - Tony Koester (Suzuki Swift, 57.16) and Michael Hansen (Honda S2000, 1.01.8)
- VI – Rusty Ford (1.01.77) and Doug Taylor (1.03.7) both in a Mini Cooper S
- V – Terry Davis (Competition AH Sprite, 59.39) and Marty Klein (AH Frite, 1.04.48)
- IV – Jim Danielson (Turbo AH Sprite, 1.02.3) and Gary Pence (Blown MGB, 1/08/61)
- III-M – Gerry Conant (TR7, 1.02.16) and Jeff Lemon (TR7, 1.05.9)
- II-M – J. Shaw (MGA, 1.03.1) and Bob Shaw (MGA, 1.05.4)
- II-S – Greg Lemon (MGB, 1.06.1) and Bob Kerns (MGB, 1.07.36)
- I-M – Terry Davis (AH Sprite, 1.02.2) and John Ulrich (1.03.4)
- I-S – Jim Morgan (Spitfire, 1.09.18)

Finally, I was again humbled by the selflessness of all the people who worked at different chores throughout the day. This really does make the events more enjoyable for everyone. Pam Brunke again showed up early with a truck load of stuff, then stayed late and worked every minute of the day. Thanks a ton, Pam! Brian and Jane Goldsmith, and Rich Brunke also worked throughout the entire event, keeping a quick finger on the timing watches. Gerry Conant and Tony Koester laid out a challenging course that was safe and fun for all the drivers. So... is anyone up for a third autocross this year?

AUTOCROSS RESULTS

Sorted By Class/Best Time				
13	Tony Koester	Suzuki Swift - Red	7	0.57.16
36	Gerry Conant	Suzuki Swift - Red	7	0.59.52
18	Micheal Hanson	Honda S2000 - Yellow	7	1.01.8
30	Bob Elliot	Miata - Red	7	1.02.00
31	Scott Kahler	Miata - White	7	1.02.3
23	Brian Goldsmith	Miata - Red	7	1.03.11
22	Jim Elliot	Miata - Green	7	1.03.58
10	Bob Elliot	Miata - Green	7	1.04.2
21	David Siders	Miata - White	7	1.04.4
32	Tony Koester	MGB - White	7	1.04.53
26	Rusty Ford	Mini S - Green	6	1.01.77
10	Doug Taylor	Mini S - Blue	6	1.03.7
11	Terry Davis	Sprite - Blue	5	0.59.39
15	Marty Klein	Frite - Yellow	5	1.04.48
3	Rich Brunke	MGB-GT-V8 - Green	5	1.05.11
28	Steve Williams	Lotus - Green	5	1.05.31
17	Jim Danielson	Sprite - Black	4	1.02.3
16	Gary Pence	MGB - White	4	1.08.61
24	Gerry Conant	TR7 - Gold	3-M	1.02.16
19	Jeff Lemon	TR7 - Blue	3-M	1.05.9
14	Joe Guinan	TR7 - Gold	3-M	1.07.44
33	J Shaw	MGA - Green	2-M	1.03.1
5	Bob Shaw	MGA - Green	2-M	1.05.4
34	Martha Johnson	MGA - Green	2-M	1.09.54
7	Greg Lemon	MGB - Black	2-S	1.06.1
20	Bob Kerns	MGB - Orange	2-S	1.07.36
9	Joe Kueper	TR3 - Red	2-S	1.09.0
29	Pam Kerns	MGB - Orange	2-S	1.13.25
4	Michael Gregg	MGB - Black	2-S	1.13.7
12	Skip Charette	MGB - Green	2-S	1.15.42
27	Keenan Bash	MGB - Yellow	2-S	1.16.47
6	Paul Johanek	MGB - Gray	2-S	1.17.92
1	Terry Davis	Sprite - White	1-M	1.02.2
2	John Ulrich	Sprite - Red	1-M	1.03.4
25	Jim Morgan	Spitfire - Maroon	1-S	1.09.18



AUTOCROSSERS EXIT THE PITS



Jeff Lemon and his CoPilot

Getting ready to Rock and Roll



CHECKING OUT THE TRACK

We Need Your Help!! – Event Reminder Coordinator

Sounds like a big title but what we are looking for is an individual with internet access, who is computer literate and can help us with a weekly email reminder to the membership about upcoming events. The membership database is an Excel file which needs to be incorporated into a mail merge to disseminate out emails. If you can provide help to us in this task please give me a call. If you have the expertise but not the time (though time requirements are minimal) please contact me as we would like to draw upon your experience.

Gary Lien, Interim Membership Chair – FAHC
11523 Ruggles Circle, Omaha, Nebraska 68164

(402) 496-8827 (home) (402) 598-0689 (cell) gslien@cox.net

ROAD TRIP

By Dave Ciaccio

I'm taking my Jensen Healey on a trip to Illinois October 1-4. and would like to travel with anyone interested in driving that direction. If you are interested, call me or email me so we can work a plan.

This is a good opportunity for folks wanting to go for a fall run in the eastern Iowa / Mississippi Valley area. We could run together till then and then reconnect a couple days later. Thanks.

402.556.4304 email: ciaccio1@cox.net



FOR SALE

A neighbor has a beautiful 1955 MG TF going to be for sale soon. Car has been restored and is in mint condition as far as I can tell. Color is black with the cranberry interior. If you are interested call me. Dave Ciaccio

The Herman Car Show Challenge Sunday 14 September

Registration 9am-Noon
Judging 1-3pm, Trophies, 4pm.
Dash Plaques to first 50 entries.
Door and Cash Prizes. Fees: \$15.00

The challenge is to bring home more trophies than members did last year (two).
Herman is North of Blair on HWY 75
Contact Info: Laura 456-7556 or
Kristi 456-7818

Must Sacrifice 1980 MGB LE for Triumph parts

Yes this is the car restored by Steve Reiter for the charity auction, new paint, interior, rebuilt motor, new top, new tires, black with LE wheels and stripes.

Avg. retail for this above average car is \$6700 which is what I am asking.

Call 402 310 5950 or e-mail glemon@neb.rr.com for more information.

FOR SALE

2 Wire wheels for MGA/Austin Healey
\$75. for the pair

1976 Mercedes 450 SL \$2,500

Jim Sorensen 402 453-7889

PRESIDENTIAL PONDERINGS

By Greg Lemon

While we have been blessed with some really good cooler weather for our summer driving event this year, we are rapidly approaching the best driving time of the year which is of course fall. They say smell is the sense that has the strongest memory association. I still remember the musty smell of a British car interior that has gotten wet one too many times mixed with cool fall air and leaves on the ground, as I was hopping in the old Sprite back in the day. We have a good chunk of the FAHC event season coming up including our All British Show and Weekend September 20-21, and perhaps more in tune with how I started the story the Loess hills run a little farther on into the fall. Maybe we can make some more great fall driving memories.



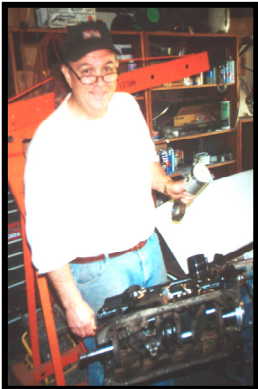
One of the things I have noticed is that we have signed up many new members this year. If you are one of them and are reading this, go back and look at the event calendar and come to an event or two. We still have some very good activities coming up. We also seem to have a core group that gets most of these things set up and going, but my fear is that some of our “old” volunteers may burn out and then we will really be hurting for help. So if any of you recent folks want to help I am sure we can find some things for you to do, let me or any of the officers know and we will go from there.

I have to say I had a great time at the Autocross and couldn't make it to the South Sioux City event, but heard that was good fun as well. Hope to see you soon.

PICTURES WANTED

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

PITSTOP *by Joe Kueper*



Last month while the Olympians were collecting their Gold Medals I was collecting Gold Memories as I participated in LBC events every weekend, made some up and drove to work almost every day alternating MG and Triumph. The month started with Bart Hamiltons poker run hosted by the Papillion Lions club. Next, the Brauers and Kuepers went to an Iowa vinyard and stopped off at the Purssia 125 year celabration where we witnessed a truly unique event.

Five huge farm combine tractors faced off in a mud hole for a demolition derby. Watching these behemoth machines smashing away at each other is an experience you will have nowhere but the in the heartland.

The Siouxland weekend was another great event. Howard and Kay Larson are excellent hosts. We were blessed with perfect driving weather and helped launch a new LBC Club in Vermillion with a car show. The month ended with the ever popular Fish and cheer on Terry Davis as he race at Hastings.

Could the month be any greater? Sure, if it had another weekend or a way to be in two places at once so I could be in Kansas City and Hastings.

There are plenty of events coming up in September so don't miss out. As for right now, I'm heading to the garage for my wrenching fix.

UNCLE JACK REMEMBERED

By Bill Redinger

On Saturday, August 16th the "Friends of Triumph" and the vintage racing community suffered a tragic loss with the passing of "Uncle" Jack Drews of Geneseo Illinois, driver of Old Blue # 59 - a beautiful vintage TR4, at turn one at Grattan Raceway Park MI.

Jack, 72, was a forty year veteran of the sport with a spotless record and a reputation of being a cautious and considerate driver. On the 14th lap of a 15 lap race Jack's car went straight off turn one, crossed the gravel trap and impacted the dirt berm that separates the race track from Lassiter Road. Observers at corner one and corner three detected no sign of braking or turning from the vehicle and the throttle was wide open as the car exited the track. A county sheriff estimated the terminal speed of the vehicle as 110 mph. The sheriff's report also noted a history of medical-related issues. All known evidence at the time pointed to the fact that the driver made no attempt to brake or steer the car and that the accident was not due to any racing-related incident.



Anyone that has been to the vintage races at Road America or Mid America Motorplex has seen Uncle Jack, his family and their magnificently prepared Metallic Blue TR4 race car. Uncle Jack and his son Tony (Red TR4) raced, with Jack's wife Francis doing the food and pit work. They were family! They were always there and always with food and conversation you could count on. They represented the best of vintage racing and the British Car hobby.

Uncle Jack was a meticulous mechanic, his TR4 was so well done it should have been a show vehicle not a race car, not even the legendary Group 44 cars were that well built and prepared. I have only seen a few Triumph race cars that could even compare to Uncle Jack's standard. He was also a very good developer of upgraded parts for the Triumph Racers that he sold to everyone to make their cars safer and faster, such as; Axles, Hubs, Spindles, Windage Trays, Aluminum Flywheels, Race prepared heads and Seat conversions to name a few. He was the go to "Guru" that had the knowledge and skills that he was willing to share with anyone who befriended him. His home was an open door to all Triumph Racers that needed a part or help. That is why they called him "uncle jack" because he acted like your very close uncle and you felt very close to this friendly man (and family), if you needed help he was there for you day or night. He was a prince of a man!

There were two Old Blue's painted in the same colors. The first was a stunning surrey top TR4 that was wrecked at Road America when a hub failed and the car was destroyed in the caracal turn. New Old Blue came out of the ashes to replace it with parts he developed to keep the same thing from happening again.



"Friends of Triumph" FoT is an internet based group of Triumph Racers that take care of each other with a very open and easy going format that get together once a year at a predetermined vintage race to celebrate racing and life. The best of the best that year get the Kastner Cup (Kas Kastner was Triumph's west coast racing director from the early 1960's through the 1970's and went on to do Nissan GTP and Indy Cars in latter years and is now FoT mentor and provider) of which "Uncle Jack" took it home in 2006.

Not to be taken wrong or disrespectful, "Uncle Jack" went out doing what he loved to do RACE! He went out at Full

Throttle, the only way he knew how to drive, without harming anyone. I hope this story motivates someone to be a better person that cares for your fellow man in someway! Reach for "Uncle Jack's" star and pass it on!

REFLECTIONS

(Got a point of view? Need to rant? Or just have a pearl of wisdom to share?)

MILES PER GALLON

EDITOR NOTE: Last month I wrote an article about how my MG was a better value, cost-wise, than Car And Driver's top ten list of fuel efficient cars. Bill Redinger immediately sent the following comments as soon as the news letter was posted.

Bill Redinger: I have beaten all these figures for the past 24 years with my 8 Honda CRX's that I have had. I average 50 MPG in city driving and 56 MPG on the hiway, if I the driving is contained and the A/C off. Cost per mile on my 85 CRX-HF was 8.75 cents/mile over 20 years and 214,000 miles including all costs and fuel. This figure will never be approached again as even with 50 MPG and \$ 4.00 gas gives 8.0 cents/mile in fuel alone. The replacement '90 CRX-HF has a total cost of 14.5 cent/ mile over its 18 years and dropping even with high gas costs as the miles come for almost nothing as the car is easy on the tires, repairs and maintenance. Not bad and much better than even a near new Honda Insight at 60 to 68 MPG.

The cars out perform the British (sorry!) cars in every aspect and are just as fun to drive since they only weigh 1713 to 1819 lbs and seldom need repairs. They make a great commuting car that can maneuver in and out of traffic while the others are just sitting there. Please do not tell the world this, as the few good ones left out there will disappear into an import tuner!

My cost per smile is much lower than any of the cars mentioned and only increasing. Waiting till Honda or someone comes to their senses and makes a respectable replacement to the CRX. (what the world needs or at least myself!).

Editors reply: No doubt the performance of Bill's CRX is impressive however, I must take issue with Bill's claim that the top 10 out perform British in "every aspect". (1)None of them have a top that goes down. (2) More important they can't pass the "Chick test" Park my MG next to any of them and it will get more looks and nice car comments from women of all ages 12 to 92 than all of them put together. I will trade the attention of a good woman for gas mileage any day. Quote Dennis Miller, "That's just my opinion – I could be wrong".

THEN, NOW AND TOMORROW *By Bill Redinger*

Social commentary, The grandest cars of all time where made in the 1930's at the height of the depression when many were starving, others were enjoying a grand lifestyle and privilege. We also see the same thing happening today with the quantity of Super Cars that are produced for the wealthy to play with! Only question, will they stand the test of time as the grand cars of the 1930's did? Sure are fun to look at in the mean time!



**1934 SJ Duesenberg
Meadowbrook MI Concourse d Elegance**
Photo: Bill Redinger

AGGRAVATION

By Skip Charette

There are times when I ask myself is this really worth the aggravation. The care and patience that goes along with owning a LBC is sometimes more than any human can bear. Just when you think that you've finally conquered the last problem or changed the last old part of any given system of the car it presents you with a gift of another problem and the head scratching begins.

So was my first experience with the Autocross in Lincoln this last Sunday. We started off with a cool ride from Fremont to Lincoln. I encouraged my 8 year old grandson that this would be a glorious day of fun and excitement. He being a little cautious of gramp's driving habits went along with the adventure. The sun was out and the day had much promise in the weather department. As it turned out it was a great day with much excitement and conversation with many new faces and names to remember and also friends that have made having a LBC one of the joys of having one. Calvin, my Grandson, was thrilled with the ride on the course and begged to go around a second and third time. I was still shaking after the first attempt to get a decent time and realized just how much I didn't know about Autocross.

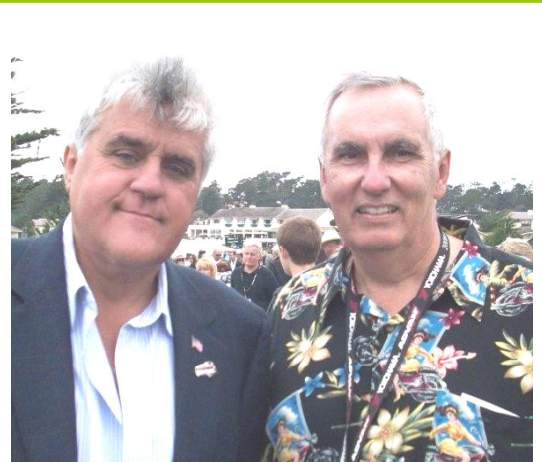
The time flew by and lunch seemed to be a good idea so off to the closest eatery. All was well with the world, bellies full we hopped in the MG and tried to start it. NO SUCH LUCK. Opened the bonnet and the head scratching began. Fuel? OK. Ignition? It wanted to start, just wouldn't keep going. Just then Jim Danielson arrived and saw that we were in trouble. He went back to the course for reinforcements and they came. Within a half an hour the problem was solved and information on how to track this problem again was given. Just watching these four work the problem out is why I still own a LBC. They as I just like sharing the information and working out the many problems that these cars can throw at us. So thanks Joe, Brian, Jim and Greg for getting me back on the road. Aggravation never...

Still smiling,



NEW CLUB HATS

Call Jim Danielson and ponny up \$15
402-464-3733 jdanielson2003@yahoo.com



**Guess what Bill Redinger did on
his summer vacation?
When you ask him allow
sufficient time for a lengthy
response.**

Flatwater Austin-Healey Club

A chapter of the Austin-Healey Club of America

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John Ulrich and his Bugeye

Photo by Skip Charette

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