

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

**January 2009
Calendar:**

1 January 2009
HAPPY NEW YEAR

5 Monday
Officers Meeting
Parker's Smoke House
Hwy 6/63, 7 p.m.

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

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

17 Saturday
Annual Holiday Party
Ashland Country Club
Socialize at 6 P.M.
Supper at 7 P.M.

30 Friday
FISH
Cedar Creek Bar 104 B
Street, Cedar Creek
6:30 Pg. 10

MEMBERSHIP

Questions?
(402) 496-8827 (home)
(402) 598-0689 (cell)
gslie@cox.net

February Newsletter
Deadline
Friday 20th

WHAT'S IN YOUR GARAGE?



**Tom Davis prepares to pull his engine for a rebuild
What is your winter project?
Members want to know – call editor Joe**

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IT'S PARTY TIME

The Holiday Party is Saturday January 17 at the Ashland Country Club

The Country Club is midway between Lincoln and Omaha on Highway 6. South of Ashland and North of Waverly. From Omaha you can follow Highway 6 out of Gretna or take I-80 to the Greenwood exit 420 and take Hwy 63 North then turn left/South on Hwy 6 to the Club.

You will enjoy a great meal, buffet style, with a two-meat entrée, vegetables, potatoes, salad coffee and desert. Beverages of choice will be available from a cash bar. RSVP now. We need attendance numbers so we can plan for seating and dinner.

In addition to the food, good company and good fun, you will have a chance to meet the new officers, win door prizes and enjoy a presentation of the year's events from Kay Kasl. Thanks to Theresa Morgan, Joe and Linda Kueper for making this thing go.

**Event starts at 6:00, Dinner at 7:00. \$15.00 per person at the door. Make checks to FAHC.
RSVP to Joe Kueper, editorjoe@msn.com 402 592-313**

Flatwater Election Committee Announces Election Results

By Tim Creger

The FAHC Election Committee composed of Bart Hamilton, Dick Schaaf and Tim Creger diligently worked through the afternoon at Eiseley Library in Lincoln December 7, counting ballots in their determined effort to certify the 2008 election of club officers.

The outcome of the election was announced as follows: New club president: Gary Pence, Vice-President: Jim Danielson, Secretary: Sheryl Pederson, Treasurer: Lee Pederson, National Delegate: Barbara Rixstine, and Officers-at-Large: Michael Gregg and Phil Brauer. The membership chair and newsletter editor are appointed positions, so were not part of the election.

A total of 251 members and spouses were eligible to vote and received ballots in the mail. Of this number, a total of 75 ballots were cast and mailed to the election committee, but 21 were not signed on the back flap of the envelope as required in the bylaws and instructed on the ballot, so were not counted. Fortunately, the results of the election would not have changed had these votes been counted. The election committee would like to thank the officers-past for their dedication and service to the club, and their assistance in finding officer nominees.



Tim Creger dons the official election hat to certify the election results with his committee members Bart, the new Jaguar owner, Hamilton and Dick Schaff

MEET THE NEW OFFICERS

Gary L. Pence President



PRESIDENT
Gary Pence

Gary is a family man. He and wife Jody, have six children (4 boys, 2 girls) and soon to be 12 grandchildren. They live in Crete and Gary works in and around the Lincoln area for Sapp Brothers Petroleum as an outside salesman. Gary owns 4 British cars to include: a non-running 79 Spitfire, a non-running 72 MGB GT and a 77 MGB roadster for a parts car. However his pride and joy is an 80 MGB Roadster that is converted to a chrome bumper car that is supercharged.

Gary reports that he has always been around cars and takes great pride in having something a little different from everyone else. He bought his first British car in 1969, a Sunbeam Tiger. He bought another Tiger in 1971 and then bought a 1973 MGB Roadster in 1983. He sold the Tiger to pay for a son being born and sold the MGB in 1986. He bought his current 80 Roadster in 2001. It had been parked in a garage for 11 years and he owner could not get it to start. Gary called John Twist in Grand Rapids, Michigan and he had it running with instructions over the phone in 15 minutes.

He has since converted the car to look like a 1970 split bumper car and overhauled the engine. The motor is balanced with an aluminum flywheel, gear reduction starter, .020 over bore, ported and polished head, Harlan sharp roller rockers, Basil Adams baffled oil pan, Peco header, European

style distributor with Petronix, MSD 6 BTM and is topped off with a Moss supercharger. Gary's winter project is the installation of a new carpet kit.

In taking the office Gary stated, "I hope to meet as many of the members as possible. SAFETY FAST!! You're in a great car organization".

Jim Danielson Vice President

About 20 years go, I was lonely. I didn't know anyone else who owned a British car. So I put on a car show. Thirty-five cars and their owners showed up. Everyone had such a good time they asked if I would do again the next year. I did and out of that I got four other people to come to my house and we formed a group called Spritelights. The next year this became the Flatwater Austin-Healey Club.

I was President for the first four or five years and have served as the competition driving director, National Delegate several times and President again.

My first personal British car was purchased in 1964. I had a choice of a Morgan, and two others. I selected the wrong one. Since then I have owned about 30 British cars of various makes. I currently have six classic British cars that run...2 Sprites, 2 MGBs and 2 MGCs and several others that don't, as well as several thousand parts.

Barbara and I try to attend at least one national show a year and several regional shows. Next April I plan to drive to an event in Key West.



Vice President
Jim Danielson



Sheryl Pederson Secretary
Lee Pederson Treasurer

A husband and wife team holds the secretary and treasure positions. Sheryl returns for her second year as secretary and Lee made a move from officer at large to treasurer. Pederson's joined the club when they acquired their first British car a 1965 very-very red Spitfire 4. They found the Flatwater club through Triumph Guru Bill Redinger and began attending the Mahoney Breakfast and Pub night events. "We really enjoy the social events and hanging out with club members, said Lee, because it is a



very interesting and friendly group."

The Pederson's have also acquired a 1967 bright yellow Spitfire GT- 6 and recently a 1962 Triumph "Old Weird" Herald 1200 they found in California.



Barbara Rixstine FAHC National Delegate

Barbara has been with the club since it began and previously held the National Delegate position in 2006. She was also the newsletter editor for several years. She is married to vice-president Jim Danielson, and tolerates the changing number of MGs, in various forms, that back in and out of her driveway and take up residence in the garage.

"I like the camaraderie of the club," she said, "and I hope that more people will pitch in to help plan and direct events. National membership helps pay the insurance that provides us with the racing events so many folks like, so if you've ever considering joining the national club, please drop me an e-mail at rixstine@yahoo.com."

Michael Gregg Member at Large

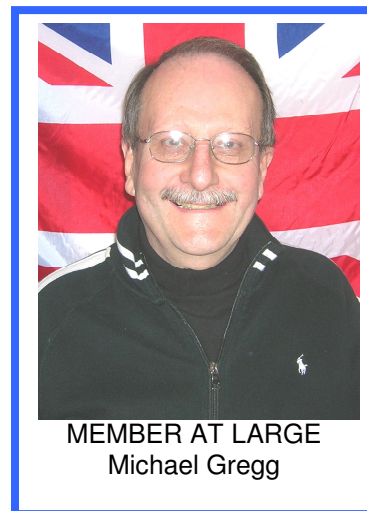
Michael Gregg is one of our new members at large. The club has two members at large to give you the member more representation and to help share the officer duties. Michael is originally from Northern Ireland, and his wife Freda is from Ireland also. They moved to the US in 1983 with their 4 daughters. They first lived in Akron Ohio before moving to Lincoln in 1986.

Michael is a Chief Engineer with Veyance Technologies formerly Goodyear Engineered Products. His current responsibility is the Nascar racing program. Almost all the belts used in Nascar are made in Lincoln.

"I have had a life long interest in cars and motor sport," he said. "Before settling down I enjoyed competing in rallies (European style), autotests and hill climbs. I participated by driving 3 specials I built myself from scratch plus, a Mini and a Ford Cortina GT. While working for Goodyear in Ireland I was developed belt systems for Audi, Porsche and Ferrari for both road and track.

Since our marriage our cars have included a 1959 Frog eyed Sprite and a 1964 Midget.

More recently we purchased a black 1966 MGB roadster, which I enjoy driving every day during the summer, as well as FAHC events. We also have a 2007 Mini Cooper S that my son in law Rusty Ford drives in our Autocross events."





MEMBER AT LARGE
Phil Brauer

Phil Brauer – FAHC Member-That’s-LARGE

Just this month, I became a Member-at-Large officer for FAHC. I have learned a lot since my wife, Tracy, and I joined the club in July 2004. At the time, we thought joining a local club would be a smart thing to do since we wanted to acquire an MG and knew very little about them. Boy, the college education sure paid off.

After attending a couple of club events, we got to know some of the members, saw some of the various marques, tried some of the cars on for size (literally how well we fit into them), and discussed some of the pluses and minuses of the different model years. We eventually decided to look for an MGB roadster. We found a few prospects, got advice on the kinds of things to look for in car, what to avoid, and what we might be expected to pay depending on the car’s condition. Tracy and I were particularly impressed by the willingness of members, like Jim Danielson who drove all the way from Lincoln to MGB in Omaha to help us evaluate a car’s condition which we eventually bought. It is a 1971 MGB we call Eddie and have been driving it ever since.

Another great thing about our club is the willingness and selflessness of its members to help individuals get and keep their cars running or in finding parts. Joe Kueper is an extraordinary example of this. He’s shared his troubleshooting knowledge with me, taught welding and metal fabricating to me, and most importantly, and instilled in me the confidence I needed to do my own restoration work on our cars. Cars? Yes, I did say “cars”. It seems MGs are a bit like puppies, once you have one; you’ve got to have another. Last year we bought a 1973 MGB (her’s) and I am fixing that one up right now. It will debut in 2009 (Tracy’s orders).

Joe Kueper Newsletter Editor

The newsletter editor is an officer position that is appointed-drafted by the President. Gary asked me to continue as editor and I agreed.

I found the Flatwater club after meeting Bill Redinger at a British car show in a Council Bluffs casino parking lot and I joined to get the Newsletter so I could find parts and other fun events. I next went to a club autocross at the North Omaha airport. There I saw Marty Klein spin off the end of the runway at full throttle throwing corn stalks twenty feet into the air. He came back to the pits grinning ear to ear and I knew these were my people.

I enjoy the four R’s of British cars, Reading, Riting, Renching and Racing and anyone in the club that shares those interests which includes just about everyone. However, the thing I dislike most about the club is that the events never seem long enough for me to visit with everyone. The club has some of the most fascinating people you’ll ever find. Do yourself a favor and try to meet one or two new people at each event you attend.



NEWS LETTER EDITOR
Joe Kueper

2009 EVENTS PLANNING SESSION

As promised, the newly elected board aided by the out going officers hit the ground a running and started planning the 2009 calendar of events immediately following elections. Other club members also showed up at the library on December 7th and helped put together a year of great events. The basic calendar of events is on the next page but, remember some of these events will not happen without leaders or workers to make them happen. Volunteer to work on your favorite. Don’t wait to be asked.

Each one of you has an idea for a fun even. Please share it. Contact an officer to add a new event.

FLATWATER AUSTIN-HEALEY CLUB

2009 EVENTS CALENDAR

JANUARY 2009

8 Thursday – Parker's
 17 Saturday – Mahoney Breakfast
 17 Saturday – FAHC Holiday Party
 23 Friday – Newsletter deadline
 30 Friday – Fish/Cedar Creek

FEBRUARY 2009

12 Thursday – Parker's
 20 Friday – Newsletter deadline
 21 Saturday – Mahoney Breakfast
 22 Sunday – Chicago Swap Meet*
 27 Friday – Fish/Colon

MARCH 2009

12 Thursday – Parker's
 14 Saturday – Speedway Motors Tour/Lincoln
 21 Saturday – Mahoney Breakfast
 25 Wednesday – Newsletter Deadline
 27 Friday – Fish/Mead
 28 Saturday – Worick Workshop/Electric

APRIL 2009

9 Thursday – Parker's
 18 Saturday – Mahoney Breakfast
 24 Friday – Fish/Memphis
 26 Sunday – Driving Skills Event/Scribner

MAY 2009

14 Thursday – Parker's
 15-17 – Orange City Tulip Festival Trip
 16 Saturday – Mahoney Breakfast
 22 Friday – Newsletter Deadline
 29 Friday – Fish/Murdock
 30 Saturday – Funkhana
 30 British Car Week begins

JUNE 2009

7 Sunday – Driving Skills Event/Lincoln
 11 Thursday – Parker's
 12-13 – Heartland MG Show, Overland Park, KS
 20 Saturday – Mahoney
 21-26 – AHCA Conclave/Kingston, Ontario
 24 Wednesday – Newsletter Deadline
 26 Friday – Fish/Cedar Creek

JULY 2009

9 Thursday – Parker's
 10-12 Fri-Sun – Fremont Days Car Show*
 16-19 – Elkhart Lake, WI Racing Event*
 18 Saturday – Mahoney Breakfast
 24 Friday – Fish/Colon
 30-4 – Vintage Triumph Register National*

AUGUST 2009

7-9 – Okoboji, IA Trip
 13 Thursday – Parker's
 15 Saturday – Mahoney Breakfast
 16 Sunday – Driving Skills Event/Lincoln
 21 Friday – Newsletter Deadline
 28 Friday – Fish/Mead
 29-30 Sat/Sun – Offutt Air Show*

SEPTEMBER 2009

4-6 – Hastings Races*
 4-6 – All-British Show/Kansas City*
 8-12 – SCCA Solo Championships*
 10 Thursday – Parker's
 11-12 Fri/Sat – TR Trans America Tour*
 19 Saturday – Mahoney Breakfast
 24 Thursday – Newsletter Deadline
 25 Friday – Fish/Memphis

OCTOBER 2009

3-4 Sat/Sun – FAHC All-British Show/Lincoln
 8 Thursday – Parker's
 17 Saturday – Mahoney Breakfast
 23 Friday – Newsletter Deadline
 25 Sunday – Autumn Tour I
 30 Friday – Fish/Murdock

NOVEMBER 2009

1 Sunday – Autumn Tour II (or rain date)
 12 Thursday – Parker's
 13-15 – AHCA Delegates Mtg./Charlotte, NC
 21 Saturday – Mahoney Breakfast
 23 Monday – Newsletter Deadline

DECEMBER 2009

4 Friday – Fish/TBA
 10 Thursday – Parker's
 19 Saturday – Mahoney Breakfast

* These are non-FAHC sponsored events in which club members may be personally involved or support for other reasons. Information on these events will be posted in the Flatwater News.

Events don't just happen. Someone has to lead the way to make them happen.

WE NEED: Fish night coordinator, Funkhana organizer, Driving Skills event directors.

If you can lead or help with these events, please let an officer know.

MEMBERSHIP REPORT

Gary Lien

WRAP-UP OF 2009 MEMBERSHIP DRIVE

The 2009 membership renewal drive is finishing up and with the 2009 Membership Directory to be distributed at the Holiday Party I wanted to summarize the memberships received to date. We currently have 147 members registered. Of this number a couple of interesting statistics:

Geographic Distribution:

48% Omaha Metro Area
31% Lincoln Area
14% Surrounding Communities
7% Outstate

Marque Distribution:

16% Austin Healey
5% Jaguar
2% Lotus
44% MG
4% Mini
2% Sunbeam
21% Triumph
6% Other

A listing of the members who have currently renewed their 2009 membership dues follows. If your name is not listed this means that I currently do not show you as paid. There are 51 individuals who were 2007 or 2008 members that have not renewed their memberships. If you do not see your name listed please contact me to correct the omission or to renew your membership:

David	Anderson	*Thom	Donaldson
*Jon	Anderson	James	Dresser
Kurt	Appley	*Robert	Elliot
Larry	Armiger	*Jim	Elliott
Byron	Barnes	Dave	Erickson
David D.	Barnes	*Travis	Filing
*David W.	Barnes	John	Fishbaugh
Mike	Barnes	Jay	Fluehr
*Ed	Bates	*Rusty	Ford
Bob	Beardslee	Tom	Fortune
Ron	Bonnstetter	Paul	Garnhart
Philip	Brauer	Matt	Gelvin
Steven	Bronner	*Herbert	Glesmann
Rich	Brunke	Brian	Goldsmith
Steve	Bryant	Michael	Gregg
Doug	Buchanan	Don	Gregory
*Terrance	Buchholz	*Jim	Gunsolley
Paul	Burke	*Craig	Hahn
Sean	Cahill	Robert	Hamer
David	Chapman	Bart	Hamilton
Roger	Charette	*Michael	Hansen
Rod	Chvatal	Scott	Henneman
Dave	Ciaccio	Randy	Hiatt
Tim	Clark	Fred	Holbert
Gerry	Conant	*Ron	Hollander
Gregory	Copeland	Mike	Howard
Bruce	Cratty	*Les	Jacox
Tim	Creger	Clinton	Johanek
Gorden	Crellin	Paul	Johanek
Jim	Danielson	Tyler	Johanek
Terry	Davis	Alan	Johnson
*Thomas	Davis	Scott	Kahler
*Sid	Dillon	Brent	Kasl

Tom	Keady	Leo	Opp	*Dennis	Weixelman
Robert	Kelley	*Gerald	Owen	Dan	West
Bob	Kerns	Lee	Pedersen	*Jim	White
*J	King	Gary	Pence	*Phil	Whitmarsh
*Marty	Klein	*Jerry	Petet	*Frank	Williams
*Cary	Koch	Don	Petrick	Steve	Williams
*Jason	Koch	Chuck	Policky	Dick	Wilwerding
*Ron L.	Koch	*Jim	Pritchard	Steve	Witt
Joe	Kueper	Bill	Redinger	*Dave	Witulsky
*Deb	Lampe	Steve	Reiter	Terry	Worick
*Howard	Larson	Jeff	Richner	*Jesse	Wubbels
Monte	Lefholtz	*Dick	Schaaf	<p>Also if your name is marked with an (*) then your information will not be included in the publishing of the Membership Directory. This determination was made based upon your marking of the box on your membership application. In those instances when there was no preference listed then that members name was not included in the directory. If this list is in error (either by omission or inclusion) please contact me to correct, !!!!PRIOR TO THE HOLIDAY PARTY!!!!</p> <p>If you haven't sent in your 2009 Membership yet it is not too late!! Do so today!!!!!!</p> <p>Gary Lien Membership Committee gslie@cox.net (402) 496-8827</p>	
Greg	Lemon	Mike	Seiler		
Jeff	Lemon	*Bob	Shaw		
Gary	Lien	Robert	Sheldon		
Dennis	Lines	Steve	Shepherd		
*Bruce	Little	David	Siders		
Jack	Mapes	*Larry	Simodynes		
John	Martin	*Ron	Sisel		
Bill	Mc Kay	Scott	Smith		
Dwaine	McQuirter	Dave	Spomer		
Fred	Meier	Bob	Stock		
Joe	Mock	Dennis	Stone		
Gary	Monk	Jim	Stork		
James	Morgan	Brad	Swiggart		
Craig	Munier	Doug	Taylor		
Don	Naimoli	Leo	Thietje		
Les	Naser	*Mike	Thomas		
Mike	Nelson	*Jerry	Trainer		
Randy	Neumann	Ken	Trinkle		
Jim	Nichols	Thomas	Turner		
John	O'Brien	John	Ulrich		
William	Ohlmeyer	Larry	Underwood		
*Janet	Olsen	*Scott	Vadon		
James	Olson	*Frank	Way		

Fumes

A Primer on Track Driving for the Complete Idiot

Part 3 – Cornering and Smoothness



I did a couple of driver's education track weekends with the Sprite race car in 2008 at Hastings and MAM to sort out the car and get some extra seat time so I could feel more comfortable with driving it hard. It was great fun driving my nearly 50 year old LBC and passing Porsche Boxsters and Caymans, new Minis, BMWs, Mercedes, and even a Corvette. Those cars have several times the power of my 1275cc engine, but my car corners better and once I got my momentum up they couldn't keep up with me. Several other drivers would come up to me after a session and say how much fun it was to follow me into a turn,

saying: "You don't brake! You just zip through the turns." My standard response was: "I can't brake. If I slow down I'll never get going again!"

Most of our LBCs are light in weight with not particularly powerful engines. They are "momentum cars." You don't drive around the track using horsepower and braking, you build and then manage momentum. When I first started track driving I used a 1989 Porsche Carrera 4 and later my 1996 Carrera 4S, cars with excellent brakes and good horsepower. I would power down a straightaway, hit the brakes to rapidly slow the car, and then power out of a turn to the next corner. It required quite an adjustment when I switched to the Sprite with probably 20% of the horsepower and not nearly as good brakes. But once mastered, a momentum car can be just as fast as a power car around the track, if not faster.

So how do you drive an LBC, or any car for that matter, through the corners and around the track? With smoothness. If balance is the most important thing keeping you on the track and quickly moving around it, smoothness is second, because the smooth input of the forces of accelerating, braking, and turning help keep your car in balance and moving as quickly as possible.

Let's start with braking. You're coming down the straightaway at 100 miles an hour, approaching Turn 1. The first thing is to get all of your braking (and all of your downshifting) done in a straight line. When you're moving in a straight line your car is in balance. You want to maintain your momentum as long as you can and then brake firmly and steadily in a straight line. This inputs only one force to your tires, braking or deceleration. You will learn braking points – the point at which you start to apply the brakes. The technique to use is called "threshold braking," where you apply maximum force just short of locking up the wheels. This allows your tires to utilize close to 100% of their grip to slow the car. You shouldn't turn because ideally there will be little if any grip left for turning – remember the 100% rule from last time!

Something to avoid is what's called "backwards braking," braking lightly at first and then increasing pressure as you approach turn in. This unloads the rear tires right before turn in, decreases rear grip, and increases the likelihood of over steer and a spin.

Once you've slowed to your desired entry speed, release the brakes and pause momentarily to allow the suspension and the car to stabilize and "set." On some fast corners all that may be needed is just a tap of the brakes to set the car for turn in.

With the car in balance, start to turn in smoothly with your foot lightly on the accelerator, modulating your entry speed. To do this, utilize one of the most helpful illustrations I've seen of the proper way to modulate acceleration and turning, which comes from Vic Elford's *Porsche High-Performance Driving Handbook*.

Imagine that there is a string with one end tied to your right big toe and the other end tied to the steering wheel at the 6:00 position. When the steering wheel is pointing the car straight ahead (and the string is at 6:00), your foot is flat to the floor on the throttle pedal, applying maximum acceleration. As you turn the steering wheel to the right or the left the string pulls your toe and foot up, decreasing throttle input. The farther you turn the wheel, the farther your foot is lifted off the throttle. This automatically and smoothly balances the forces of acceleration and turning that you are sending to the tires, keeping them within their limits of grip and keeping the car in balance.

As you reach the apex of the turn ideally your foot should be lightly on the throttle because you are using 100% of your tires' capacity for turning and essentially none is left for acceleration (the 100% rule). If done properly you will feel the car "rotate" around the apex. It is a difficult feeling to describe, but to me it feels almost somewhat magical when done just right.



As you move through the apex you smoothly increase throttle pressure as you unwind the steering wheel – the imaginary string on your toe helps pull the steering wheel straighter. By the time your foot is back fully on the throttle, the steering wheel is straight, the string is back at the 6:00 position, and you are exiting the corner. You then accelerate at full throttle to the next braking point.

The key to cornering is **smoothness**. You do **not** act in a sudden or jerky manner. Doing so will upset the car's balance. By being aware of what your tires and car are doing and what they're telling you, you can anticipate and act in a smooth manner to input the necessary forces to keep things in balance while moving through the corner as quickly as possible.

Next, putting it all together. See you in the paddock.

FISH AND MORE ON FISH FRIDAYS



Three Amigos celebrate Fish Finale

After a great two years of planning the restaurant sites for FISH, the last Friday of the month, the Three Amigos retired.

Many thanks to Pam Brunke, Jane Stone and Theresa Morgan for organizing FISH.

FISH 2009

The events planners decided FISH was too good of an event to loose so they decided to take the most popular five locations and schedule them from January through May and repeat them June through October. If you want to help the club, this is your chance. We need people to be contact points and coordinate with the restaurants to confirm our attendance numbers.

January Fish is Friday the 30th 6:30 at the Cedar Creek Bar

From Louisville on Hwy 50 go East on Hwy 66 about 5 miles then North on S13H down into Cedar Creek

RSVP to Gary Pence

jpence@neb.rr.com or 402-580-4236

no later than 26 January

PRESIDENTIAL PONDERINGS

Moving on Down the Road By Greg Lemon

I was going to call this a farewell column as it is my last as President, but as I thought about it I realized farewell was not really the right thought. Its not like I am dropping off the edge of the world or moving somewhere else, I still plan on being at club events on a regular basis.

However I did want to write a little bit about my last few years serving the club in various capacities. I started out as Newsletter Editor because I wanted to get more involved in the club and help out in some way, well it seemed to work because I moved on to Vice-President and then President in short order. I would like to sincerely thank all of the club members, too many to name, my fellow officers and the volunteers that make the events, newsletter, and managing the club membership work so well. You truly made my job easy and enjoyable.



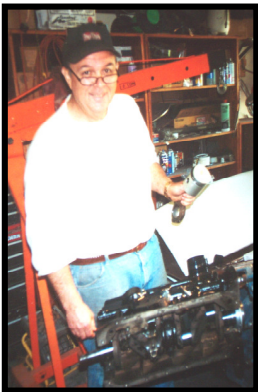
I got involved because I have a true passion for old British cars that has been with me since I was a young teenager. Through my work and membership in the club I have had a chance to experience many cars first hand that I only had read about or seen at shows before, driving and/or riding in to include: Lotuses, first generation Minis, Jaguar E-types, MG T series, and on and on. I have also gotten to know the great people that own them and expanded my social life beyond the bounds of work and family that it had been getting pigeonholed into in my middle years.

While there have been lots of enjoyable events and opportunities I would like to single out the driving events as something that has been very enjoyable for me. The ease and speed at which we set up and run the autocrosses and airport speed runs and the spirit of competition and camaraderie that go along with these events is about as close as we will ever be able to get to the early days of amateur sports car racing in the 50s, when people took their MGs, AHs, and TRs they drove on the street to the racing events on the weekend. It is truly great stuff, and I look forward to more of it.

I have talked to many other people in many other car clubs on and around the Midwest and the country. A typical one might have a regular social event every month or so, and show or two a year, with a few other things sprinkled in. We have two three social events each month, the wonderful driving competition events and tours, museum tours and other special events to the point where it can get hard to find an open weekend for a new one. We also have a great up to date website newsletter packed with informative and entertaining stories thanks to the people that run them.

As I said at the beginning this is not a farewell, I look forward to seeing you at more of the same this year. In the meantime I have a car I need to get back on the road, bright red with a silver stripe across the hood, the timeframe is late summer of this year, but you know how that goes....

PITSTOP by Joe Kueper - Editor



Happy New Year! Resolutions? Yeah, bet you made a lot and broke most of them. It took me 40 years to finally do the take the weight off one. I dropped 65 pounds last year. Was it easy? Not really but, how about I be so bold as to suggest some easy to keep and fun resolutions?

1. Attend one club event a month. We have some easy ones like drive British car, eat breakfast, pub grub or a FISH menu item, talk about cars and drive home.
2. Help a fellow member get their car running. Can't wrench? Give encouragement. Lean under the hood and say, "Humm I wish I could do what you do" between sips.
3. Meet a member you don't know. Say "What kind of car do you have?" and listen.
4. Introduce a younger prerson to British cars and FAHC. Younger is 16-55.
5. Drive your British car a lot. Take a long trip. FYI driving to the mall and back is not a long trip.
6. Attend other Club's car shows. Share your interest and expose others to the LBC virus.

As for me, I'll be doing number 2 this month. Seems like that funny noise in the Spitfire owned by new member Tom Davis requires the rebuilding of his engine to correct so

I'm headed to the garage.

Flatwater Austin-Healey Club

A chapter of the Austin-Healey Club of America

C/o Newsletter Editor: Joe Kueper

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