

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

March 2010 Calendar:

March 6, Saturday: Beat the Winter Blues at the Brunke's 2827 No. 20th Street. That's one block south of Cornhusker Highway on 20th Street

March 7, Sunday:
37th Annual Rocky Manginelli Memorial Swap Meet.

Start: 7:00 A.M.
NEW LOCATION!
Lancaster
Event Center, 4100 No.
84th.

Lincoln, NE
**Cost: Food Bank
Donations.**

March 10, Wednesday: Pub Night at the Track Side Bar Waverly, NE

March 20, Saturday:
Mahoney Breakfast

March 26, Friday: Fish at CedarCreek Inn Bar Cedar Creek, NE.

March 27, Saturday: Bernie Talbourg Car Collection tour Elkhorn, NE
Appointment Only!
10:30 A.M.
Call Leo Thietje for more info
402-721-8585



FLATWATER HOLIDAY PARTY

By John Rued

How could we go an entire issue without addressing the ultimate non-car related Flatwater event—the Holiday Party!

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**MEMBER
PROFILE**

None this month...

Flatwater Austin-Healey Club

A chapter of the Austin-Healey Club of America

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MISCELLANEOUS SPUTTERINGS

By John Rued

My life is not my own.

Except in the bathroom, Where I read “Road and Track”. And other magazines. Like “Flying”. And “Automobile”. All good reads, but—nevertheless--a very temporal experience. Then it’s back to giving the whole of my being to others.

Or so I would have my wife believe. But she’s not fooled. In reality, as much as I try to resist my new domestic shackles, I can’t help but feel that I will ultimately lose.

So, I guess I should say, my new life is not my old life. I have responsibilities that need constant attention. Wife, kid, repairing dry wall, building up my multi-engine time, and repainting my not so rust-free Texas truck.

“Ah ha!” You say. “You have time to work on the truck but you can’t get a newsletter out on time?”

My answer? “You bet.”

Currently, Flatwater rates Number Six in my current life’s priority scheme.

Until the Healey comes home. Then you guys will get elevated—but at the expense of some other passion. Like the Healey.

Prioritize well, people. Time is finite.



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MY TRIUMPH PROJECT

by Greg Lemon

Some of you have been asking about my Triumph TR250 project, so I thought I would give a brief update as well as some history.

I previously had a 1954 Austin Healey 100 as my treasured British car. It was very nice, actually a dream come true for me to own, but life is short and so are resources (\$\$) and garage space, so I decided to sell the 100 (before the market tanked, thankfully) and use some of the proceeds to acquire and restore a really nice car that I could use for club events, tours and trips, and even the competition events like the autocross and Scribner run.



My short list included a Daimler SP250, Triumph TR250, and Alfa Romeo GTV (not British, but those who know about these cars will understand). The ultimate choice of the TR250 came down to my impatience and the more or less right car coming up for sale as much as anything else. For those that are not familiar, the TR250 was a one year only model (1968) using a tarted-up (racing stripes!!!) TR4A body and a drivetrain that is essentially TR6--including the 2.5 liter 6.



Bought off of E-bay, the seller seemed honest and helpful enough, but when he offered to arrange shipping and then many weeks went by with no shipping arrangements made, I got a little nervous. I took matters in my own hands and arranged the shipping. The car arrived in about the shape I expected, complete, reasonably solid, but needing pretty much everything. It was advertised as running, and run it did, but it was certainly not drivable. On inspection after arrival the car was about what I expected, which was a little worse than the sellers description, but not a misrepresented nightmare by any means.



In a story that I am sure many of you may have heard before, the intent to do a quick spruce up of the appearance and mechanics soon turned to a full blown restoration, with yours truly doing most all the work.

I wanted to car to be a one I could enjoy for a variety of purposes, to perform well without compromising drivability and comfort, so I can enjoy touring or spirited driving with the car. I also wanted to keep the look and car fairly stock and original. Upgrades include an overdrive for the tranny, mild cam, raised compression, and other minor improvements to the motor, and upgraded suspension including select bushings in polyurethane and a rear tube shock conversion.



The nice thing about upgrading is that the motor was built very under stressed (7.5/1 stock compression ratio) so you can upgrade quite a bit without creating a high strung car. There are also lots and lots of upgrades and options for the TR6 that will of course work for the TR250 as well.



So far: I have completed the rust repair (new rockers, as well as some patching to the floors, upper rear valence area, and a couple other miscellaneous areas); rebuilt all hydraulics; rebuilt front and rears suspension (including the needed six(!) new u-joints); rebuilt transmission (my first effort--it turns and shifts by hand, but when we power it up for the first time who knows?); rebuilt motor; and major electrics rebuilt and tested (alternator, starter, distributor). Basically all major mechanical work is done. The car now needs paint prep, paint, seat covers, interior,

top, and reassembly.

If it ever gets above 40 degrees again I am going to go out and get back to work on the thing, and plan on really pushing the work this spring and summer, I very much want to have it done for VTR sponsored Vintage Races in Topeka in August



MGB 5-SPEED CONVERSION (PART 1)

By Joe Kueper

While optimum top down driving comfort is somewhere around 40 to 50 miles per hour there are times when you have to hit the fast lane. If you don't have hours to get to your destination practicality dictates that speeds of 65 to 75 are required. These speeds are easily done in our MG's but most drivers find them uncomfortable and unnerving due to the higher RPM's required by the engine and the associated noise. Two remedies exist. Either find an overdrive transmission or convert to a 5-speed transmission.



Find an old 280Z and bring a friend to help



You have to pull your engine

I bought my MG with the overdrive and have driven it for 30 years. It cruises nicely in overdrive on the interstate and easily flows with the traffic without the engine sounding like it is wound up tight and ready to explode. But overdrives are hard to find.

The alternative is to install a five speed using a conversion kit. There are several on the market with the Datsun /Nissan 280 Z unit one of the favorites. Phil Brauer is converting his car 'Gene' to this unit and he will be doing a review of the process with his observations. I'm not going to steal his thunder but wanted to give you an introduction in case you are contemplating a conversion and want to be more

involved in the process.

Some conversion kits can run into the thousands of dollars. We will be trying to do it on a tighter budget and one way to save money is to get a good used transmission. We have found several at the local U-Pull-it \$50-\$70. You will also want to get the drive shaft, speedometer cable and don't forget the throw-out bearing with clutch lever and slave cylinder. Check out the conversion kit web site:

www.rivergate5speed.com.



The engine bay needs tidying up



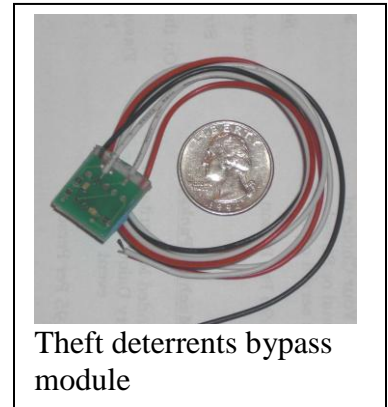
Phil did a great job

JOE'S GARAGE (PART 2)

By Joe Kueper

It's alive!! At 11:50 late one night I hit the starter switch and the V6 in "Parts" my MGBGT came to life and fired up for 3 seconds and stopped. Tom Davis and I high-fived each other and gave a whoop of elation. The deep throated growl and smooth firing of the engine made it clear that the engine was healthy and we had hooked up the rat's nest of wires correctly. However, (why is there always a however?) after repeated tries the engine would ONLY run for 3 seconds at a time. What followed was a week of system tests and sensor checks all to no avail.

Finally Bill McKay came to the rescue and diagnosed the problem as the now nonexistent Passkey theft deterrent system. After more research I purchased a module for \$14 on E-Bay that was built to help engine swappers like me. It is supposed to trick the computer into thinking we put the correct key into the ignition. Now I'm like the kid who sent off his cereal box tops to get his magic decoder ring. Every day I race home to check the mail to see if it came so I can hook it up. And here it is in last Friday's mail just in time for a weekend of car time excitement.



Theft deterrents bypass module

Now hook the white wire to the blue wire and what is this, it still won't stay running. Could it be that this part is defective? Car repair rule number one is: when trying to fix a problem always look for something simple first. Checking the last thing that was worked on is the best place to start. Many shade tree mechanics are too eager to replace perfectly good parts before they properly diagnose the problem. I have bought cars at shamelessly low prices when they would not run because a wire was not connected or loose bolts are not tightened.



Wire clutter cleanup required

So, with my problem I went back and inspected the wiring. All connections were solid. However, I discover there are THREE blue wires. I hooked up to the second blue wire and that did the trick. "Parts" fired up and ran at a high idle as the PCM computer read all the new information coming in and made automatic adjustments to the fuel, air mixture, vacuum advance and timing before settling into a nice smooth idle at about 600 RPM. This process, which might take me 3 hours of tuning on the SU carbureted original engine, took place in maybe 15 seconds with the EIF V6. Technology offers some benefits.

There still is a lot to do to make this the car I envisioned. Lets see, all I have to do is finish sorting out and hooking up all the MG wiring for lights and instruments, weld in a new rocker panel and dog leg, replace the wire-wheel rear end with one for solid wheels and then paint it and put in new upholstery, Yes, I am almost there but, do I have enough winter left? At least I have crested the top of the mountain and it is now all downhill so I'm heading for the garage.

A "PARTS" RUN (PART 3)

By Joe Kueper



Here are some pictures of PARTS first run on Saturday.

This was a high point for Tom and I, call it Tom and Joe's great adventure. If it weren't for Tom's electronic expertise it would have taken a long, long time to get on the road.



We laid about a 120 feet of rubber but it looks like we will need a limited slip differential. The thing is a screamer. The engine looks like it was designed for the engine bay. Now I have to put the body parts back together and handle all the cosmetics - paint and interior and it is ready for show and go.



FUMES

FLATWATER COMPETITION DRIVING EVENTS

By Terry Davis

It's early March and Spring is on the way (we all hope!). It's about time to uncover or dust off our LBCs, fire them up, and get them ready for this year's driving season. Our competition driving events have been growing in popularity over the last couple of years with increasing numbers of members attending and participating. Here are several possible reasons – The events are well organized and run smoothly. They provide the opportunity to drive your British sports car the way it was meant to be driven while still maintaining a safe environment in which to do so. And most importantly, these events are just so darn much fun!



For those of you who have never been to one of our competition driving events here is some information about them that will encourage you to make this the year that you come out and get in on the fun. First of all, although they are called “competition” events, all of the competition is strictly for fun and there are no big egos here. You're mainly competing against yourself to see if you can improve your driving skills and run times in an event.

Concerning safety – While they are timed events, the speeds are lower than you would typically drive on the highway and even lower than street speeds much of the time. In all of our events the cars run one at a time and the events are designed to be as safe as possible – probably safer than driving on the street when you think about it. You're not sharing the road with any 6 foot tall SUVs or idiots talking on cell phones. In the 5+ years that I've been participating in these events I've never seen anyone suffer an injury or a car suffer any body damage. We did have a blown tire after hitting a curb once and another car lunched its flywheel, but that's been about it. The cornering forces in an autocross can be somewhat stressful on your car, so it should be in good mechanical condition and you will need to do a simple safety check.



So what are these events and what are they like? Our funkhana involves driving on a traffic cone course in a small parking lot. The trick is that during your run you have to complete a number of tasks, such as picking tennis balls up off cone tops in a slalom while driving forward and then replacing them while driving in reverse, turning around inside a small cone “garage” or box, shooting baskets or throwing beanbags into a kiddie pool, and other similar things. It's strictly for fun, but you are timed. A small, easily maneuverable

car like a Sprite or a Spitfire generally has an advantage in this event.

Next is our airport speed run. This course is also a timed event and typically starts with a ¼ mile straightaway run followed by a 180 degree turn and then a run back to the finish line through a couple of traffic cone slaloms. Each driver gets about 5 timed runs and then more runs just for fun as time allows. Higher horsepower cars typically have an advantage in this event.



Lastly, the event that is most like “racing,” and also the event that is probably the most fun from a driving standpoint, is our autocross. This event is held in a fairly large parking lot with a traffic cone course that challenges your driving skills through approximately 10 to 12 turns and a slalom. The last couple of years we’ve been running 2 laps of the course for each run with each

driver again getting about 5 timed runs and then more fun runs. Run times typically last from 1 to 1 ½ minutes. In this event both power and maneuverability are important, as is driving skill, as this is probably the event that best tests your ability to drive both smoothly and quickly.

Sound like fun? What do you need to participate? Really, just a car, and a helmet (for the airport run and autocross) if you have one. If you don’t have a helmet, no problem. We have loaners. Heck, we even swap and drive each other’s cars, so that’s not a problem either.

If you haven’t been to one of these events in the past come on out this year. If you don’t want to drive, just come, watch, and maybe help work the course. I guarantee you will have fun (and will probably end up wanting to drive!).

If you have been to a couple of our driving events in the past, come to some more. Try to set a goal of making it to all of them, there are only 4 or 5 and each is a great time.

Lastly, if you’re a regular, keep coming and bring a friend. Set some personal goals for yourself – Bring a car you haven’t driven before. Start slow and try to improve your run times with each session. Try to improve your smoothness – your times will improve. Remember, smooth is fast! See you in the paddock and at the Flatwater driving events.

LARRY'S PAINTING PALACE

By Joe Kueper



The old furnace fan and filter trick

Nobody dropped by or called so you guys must be hiding your winter projects from us. So I headed out to see the portable paint booth Larry Simodynes said he had built. Now if I were building a booth I'd throw some plastic over a rope like a tent and send some air through it with a window fan. Then I'd spend hours buffing the dust and bugs out of the paint. But Larry is a master craftsman with a reputation for precision and detail so what I witnessed was truly exceptional.

Larry is also a master scrounger so if his booth looks expensive, I assure it is not because he is married with children in college which are the main ingredients for frugal creativity. The unit is made with about a dozen panels made with metal wall studs that are covered with clear plastic sheeting. The most unique feature is how Larry made the panels so they nestle in each other for space saving storage when it is knocked down. The air is moved by an old furnace fan through ducts located on one end at the top and exits out the bottom at the other end. There are filters on both ends to stop dust from entering and to catch over spray before it vents out and makes a mess.



Larry's paint booth

Larry erects the booth in his garage to use its warm air to heat the booth. A 2X6 plank with 6 inch holes is put under the garage door and the exhaust air is ducted outside through the holes. He lays florescent lights on top to shine through the clear plastic for plenty of light

Larry built the booth to finish the restoration of his Spitfire. He has used the booth to prime many parts with no fume complaints from his wife. Painting on the Spit is expected to start soon. Maybe when he is finished I can store the booth in my garage for a project or two. If you are curious about the booth, painting or other parts of the restoration project, call Larry for questions or a tour.



The final metal work – then paint

By Terry Davis

Late last month I had to go to St. Louis on business. Since I was going to be more than halfway to Nashville, I thought why not take a couple of extra days, go there, and see the Lane Motor Museum. I had read about the museum in the past and a recent article in Classic Motorsports convinced me to make the trip. The museum was founded by Jeff Lane and opened in 2003. It houses the largest collection of European automobiles in the United States, including Lane's MG-TF that his father gave him when he was 12 years old and which he spent the next 4 years restoring.

The vehicles are housed in the renovated Sunbeam Bakery building that covers 132,000 square feet. There are approximately 150 vehicles on display at any one time with many more in storage. Almost all of the cars are drivable and get regular exercise. There are lots of French, Italian, and German cars as well as a number of Czech Tatrás. There are several of our favorite types of cars (British of course), including MGs (TC, TD, & TF), a 4-wheel Berkley (Marty Klein take note – you're short a wheel!), and a couple of 3-wheel BSAs. I knew that BSA made motorcycles, having terrorized the streets of Denver on a friend's 441 Victor back in my first year of college, but I didn't know that they made cars, too.

Some of the more interesting cars are in the Microcar display, including a 1965 Peel P50, which is listed as the smallest production car ever made. At 4 ½ feet long and just over 3 feet wide, 43 of them will fit into a 2-car garage! Some of the most unusual vehicles include a 1932 Helicron, basically an earthbound airplane without wings, and a 1948 Davis Divan (no relation), looking frankly like an oversized marital aid. There is a Citroen Cogolin replica, the front halves of two Citroen CVs welded together that can be driven from either end! There are also a number of vintage motorcycles, a HUGE military amphibious landing craft, and a few race cars.

No trip to Nashville would be complete without a visit to the County Music Hall of Fame, which has two cars on display. Elvis Presley's 1960 "Solid Gold" Cadillac is not really solid gold, but it does have 24-karat gold plated accents and 40(!) coats of paint that contain crushed diamonds and fish scales (no kidding). Also displayed is the "Silver Dollar" convertible of Webb Pierce, one of the most popular country music singers of the 1950s. This 1962 Pontiac Bonneville cost \$20,000 to customize and has steer horns on the front and a revolver for a hood ornament. The hand-tooled leather interior includes a silver dollar-encrusted saddle over the transmission tunnel and more silver dollars on the dashboard. Revolvers are also used as door handles – unbelievable!

If you find yourself in or near Nashville I highly recommend both the Lane Motor Museum and the Country Music Hall of Fame as worth the time to visit.

P.S. – To watch a video of the Peel P50 follow this link (note – between the S and Z is a zero): <http://www.youtube.com/watch?v=dJfSS0ZXYdo> or just go to YouTube and enter "Top Gear Peel P50" in the search box.

3RD ANNUAL SHAMROCK RACING CHILI FEED

by Sean Cahill

Chili! Lots of chili. Chili made with chicken. Chili made with venison. Chili made with ?. Beef stew made for someone special. Add that along with 30 or so of your best friends and the big screen tuned to the Rolex 24 Hours of Daytona, and you have a wonderful weekend on your hands!

Festivities at Shamrock Racing started shortly after noon with the first guests arriving. Within the first two hours, nearly a dozen crock pots of chili were emptied and a big dent was made in the big roaster full that was provided. But with it being such a beautiful day out, the guests arrived hungry and that is what we were hoping for. One of our first arrivals was a guest of Roland Manarin, Harlan Hains. Harlan flies with Roland and is a very advanced flight instructor. You should have seen the crowd gather round when it was mentioned that Harlan used to be a pilot aboard the famous SR-71 Blackbird such as the one on display at the Strategic Air and Space Museum by Mahoney State Park. It is an extremely rare feat to fly one of those birds, and we had one of those special pilots eating chili with us!



Roland Manarin, Linn Davidson, and Harlan Hains (with the hat)

We had several cars on display from older Porsche 914s and a Triumph Spitfire, to newer Porsche 911s and GT2s and Boxsters. It is always great to stand out and look at the cars and watch people slow down as they drive by to watch, often going to the next corner and turning around to come by for another quick look. The chili feed was no exception as you would see almost every car drive by twice.

Inside the office Eric Elliott set up his driving simulator game and it was great watching the "big kids" taking turns at crashing cars into the walls at Daytona as well as other tracks. As always, this is a lot of fun for car people, and it sure saves on paint and body repairs compared to driving the real thing!



We certainly appreciate all of our great friends coming down to Beatrice to spend the day with us. We are looking forward to seeing everyone again on March 17th for the famous Shamrock Racing St Patricks Day party and show and shine! As always, please attend and bring a friend.

FLATWATER HOLIDAY PARTY

by John Rued

How could we go an entire issue without addressing the ultimate non-car related Flatwater event—the Holiday Party!

This event—which I heartily endorse—was held at Parker’s Pig Parlour in Ashland. Alright, I “english-ized” the venue’s name; it is actually Parker’s Smokehouse. But it is in Ashland. And they do deal in pig products.



The event itself was awesome. Old acquaintances renewed; new acquaintances made.

Parkers’ has an event ballroom that is separate from the main dining establishment. Not that those diners didn’t have something to offer. I’m sure they did, but not that night--and not for Flatwater.



Parkers’ attentive wait staff made it easy for the Flatwater folks to mingle amongst themselves as they purveyed the drinks directly to the party goers. Parkers has a well stocked bar and features—among several specialty brews—Sierra Nevada (which makes a winter-bound California ex-pat pine for home).



The fare was served buffet style with wary Parkers’ servers ensuring that everyone received their fair share. The secret to this egalitarian

arrangement? Go last.

Anyway, I found myself sitting at a table full of lemons—including Jeff and Greg—as well as some other nuts. I had the absolute time of my life!

At some point, annual club awards were presented. I know that Jim Danielson received an award for driving a lot. But the sound system was a little less robust than I would have preferred so the bulk of the awardees will have to remain anonymous for now.

I want to thank my editorial assistant, Lisa-Lisa, for helping document this event with her fine sense of photographic aesthetics.



CRUISE THE MISSOURI

Have you marked your calendar for the South Sioux trip yet? The dates are Friday-Saturday-Sunday July 23-25. A discounted price of \$82 (plus tax) per night has been arranged at The Marina Inn in South Sioux. Call 1-800-798-7980 to make reservations and be sure to say you are with the Flatwater Austin Healey group (ask for a river side room). Plan to arrive Friday night in time for "fish" (or just about whatever else you want) at Fattyz Pub....a short walk from the hotel....to start out a fun filled weekend. Contact Howard Larson for more info: beahusker@aol.com



BEAT THE WINTER BLUES PARTY

When: Saturday, March 6, 6:30pm
Where: 2827 North 20th Street, Lincoln, NE

One block south of North 20th and Cornhusker Highway. The entrance is on Yolande Ave (This is the same location where we have held several FAHC barbeques and Funkanas)

Hosted By: Rich & Pam Brunke

Chase the winter blues away and join us for food, fun and conversation. Visit with FAHC members to see what they've been working on this winter. Discuss up coming Flatwater events and see what's going on in Rich's garage.

Prizes to the dedicated members that drive OLD British to the party. (Pre 1981, if it has an air bag it doesn't count !)



BERNIE TAULBORG AUTO COLLECTION

A date has been set to tour Bernie Taulborg's auto collection in Elkhorn. (Editor's note: "I know! The Taulborg collection!") (Contributor's note: This may be his last year in doing this as he wants to retire.) The date is March 27th at 10:30. (Bernie's note: "Prompt").

This is a great collection of all makes and years. This is a must see if you have not seen it before --and if you have, I will bet you will find something new. And the good part: It's in our back yard.

Call Leo Thietje for more details: 402-721-8585


KARTING EVENT—MARCH 14TH

We are kicking off the competition season early with a driving event at Joe's Karting in Council Bluffs. I visited Joe's a couple weeks ago, it is a heated indoor facility with a good track and set of carts. These are much faster than your typical family fun center carts and looked like one could have a lot of fun exploring the best lines and edge of adhesion on the track. They run in groups of 6-9 each heat, the carts have individual transponders that record your lap times, so starting position is less relevant.

When I set up the event they assured me we could all run together in our own group or groups if we have a good turnout.

There are several pricing packages, we will discuss and pick the best option when we get there. Prices are variable depending upon how you do it, but expect to spend about \$30-50 for 2-4 16 lap heats. Please arrive around 12:30 on Sunday, March 14th and we can try to get started about 1:00. We will run as long as people want to. Helmets are required and provided as part of the deal. Please don't pay until you talk to me or the other club members as we will coordinate our package at event.

Joe's Karting is located at 2121 South 32nd St. in Council Bluffs, <http://joeskarting.com/> it is just a few blocks North and West of the Horseshoe Casino and easy to find. Please RSVP me or e-mail me if you have questions, Greg Lemon glemon@neb.rr.com

<p>WELCOME TO JOE'S KARTING</p>  <p>We're proud to introduce Council Bluff's first indoor karting facility, just one block north of Quaker Steak & Lube and next door to the Star Cinema 16. We have a state-of-the-art 700+ ft. track that will challenge any driver. Join us for the most complete, thrilling and exciting racing experience.</p> <p>Check out our radio spots:</p> <p>30 second 15 second</p>	<p>OPEN EVERYDAY!!</p> <p>Our popular Hot Laps Sessions allow individuals, whether seasoned pros or novices, to experience the rush of adrenaline from our 9hp gas powered GO FAST-GO KARTS. Feed your need for speed and come battle it out with friends and family to see who can set the fastest lap!</p> <p>Private Parties</p> <p>We also offer private parties. If you would like to schedule an event or learn more, please don't hesitate to contact us today.</p> <p>Air Quality</p> <p>Unlike many other tracks in the country, we take air quality seriously. Joe's Karting's ventilation system cycles air 3 times more than the standard to make sure our air is always fresh and clean. Meaning you can race during your lunch hour, and the boss will never know....except in the increase in your productivity!</p>	<p>LEAGUE RESULTS</p> <p>Our league is up and running.</p> <p>Check out the latest from our River League!</p> <p>Come back each week to see how the racers are doing.</p> <p>Download Current Standings</p>
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ARE WE THERE YET?

FEB. 20 - MAY 2, 2010

For decades, the classic "American Vacation" has brought families together to witness the wonder and beauty of countless natural and historical sites, experience the taste of life in another part of the country or visit the nation's top attractions. The Durham Museum pays homage to the great "American Vacation" in a truly unique fashion with *Are We There Yet?*

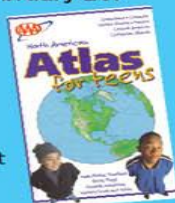
Iconic travel sites and approximately 40 pedal cars from motorsports enthusiast Bill Smith's private collection will capture your imagination as you experience this collaborative exhibition from The Durham Museum and the Museum of American Speed in Lincoln, Nebraska.

[Click here](#) for a full listing of events and films.

PLAN THE PERFECT ROAD TRIP

Join us on opening day, Saturday, February 20.

The travel experts at AAA will present a short seminar to help you plan the perfect road trip. Learn about the numerous free resources available to help you with your trip planning process. The morning seminar will begin at 11AM and an afternoon presentation will be held at 1PM. Families attending the seminar may register for a wonderful door prize. The first 50 families at each seminar will receive a free North American Atlas for Teens compliments of AAA and the Cornhusker Motor Club Foundation. Join us for this informative presentation and take home valuable information that will help you get the most out of every mile.



**Take a Vacation
Without Leaving
Town!!**

**Enter to Win
The Durham's Omaha
Staycation Getaway**

[Click here to Enter!](#)

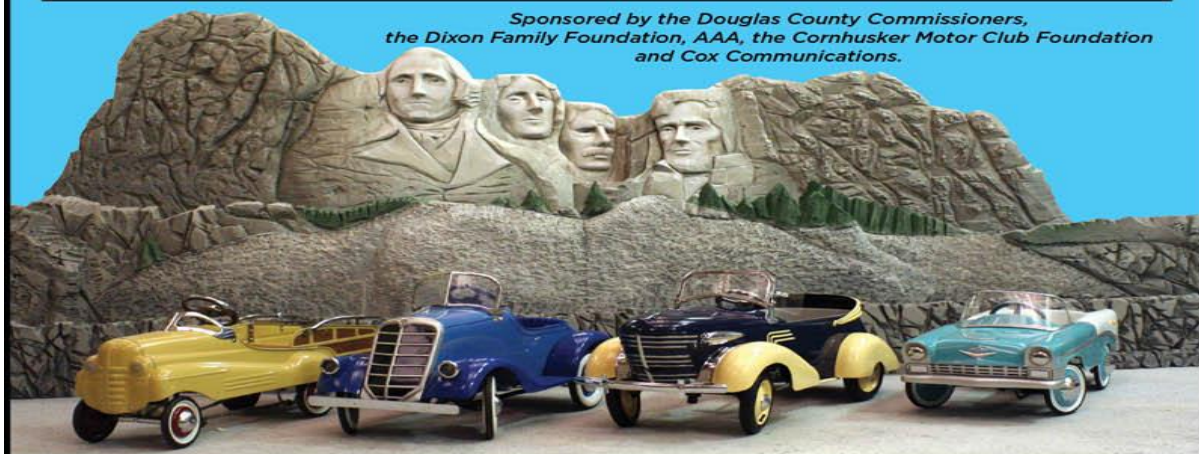


**Mark your calendars for May 1!
The Durham Museum is teaming up with the
Chevrolet Classic Car Club of Omaha and Council
Bluffs for a special classic car show!**

A wonderful display of classic cars from the 50's and 60's will be featured. Enjoy music from the 50's and 60's and hula hoop contests. There will also be crafts, face painting and pedal car trials for the kids.

If you are the owner of a classic car and are interested in showing your vehicle at this event, contact Mike White at (402) 293-6144.


*Sponsored by the Douglas County Commissioners,
the Dixon Family Foundation, AAA, the Cornhusker Motor Club Foundation
and Cox Communications.*



■ 801 South Tenth Street ■ Omaha, NE 68108 ■ www.durhammuseum.org

Happy St. Patrick's Day *@ Shanrock Racing*

Saturday, March 13th
2002 South 6th St., Beatrice, NE



The day will start with plenty of Sean's famous corned beef & cabbage. As in past years, if the weather is nice, plan on a show and shine in the parking lot. The big screen will be going with either a good race on the Speed Channel or a good race movie, and we'll have a racing simulator available to drive, so plan on staying all day. We plan on starting about 1:00 p.m. and ending when the last Irishman leaves! Please bring a side dish or your favorite beer to share.

RSVP to Sean Cahill
at 402-239-1238 or wldrvr@aol.com.



BITS AND PIECES

- *2003 Honda S2000
- *25,065 miles
- *Mint condition – Inside & out
- *20 mpg (city) / 26 mpg (hwy)
- *6 speed manual transmission
- Rear-wheel drive

\$16,500 (retail \$17,550)



*“You’ll feel like a million bucks when
you’re behind the wheel of this cream puff”*

Inquiries call (402) 206.1202 (Ask for the editor’s wife.)

HOW TO BE A CONTRIBUTING EDITOR

By John Rued

This issue was an editor’s dream. And a club president’s nightmare. I just had to edit, cut, and paste a b*ttload of articles into a newsletter. The prez has to figure out if he can afford to mail it out.

Send me your articles. Don’t worry about organization or format; just send me content. We’ll take care of the rest.

jrued@earthlink.net