

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

## November 2011

**10 Nov, Thursday: Pub Night**  
 6:30 PM at Sean O'Casey's Pub  
 10730 Q Street Omaha, NE

**16 Nov, Wednesday: Noon  
 Lunch, Noon, The Steak House,**  
 3441 Adams St Lincoln, NE  
 68504. Contact Jim Danielson  
 for info: 402-464-3733,  
 jdanielson2003@yahoo.com

**19 Nov, Saturday: Mahoney  
 Breakfast 9:00 AM, off**  
 Highway 66, just east of I-80

**NO FISH IN NOVEMBER**

## December 2011

**2 Dec, Friday: Fish, 6:30 PM at**  
 Trackside Bar, 13800 Guildford  
 Ste 7, Waverly, NE

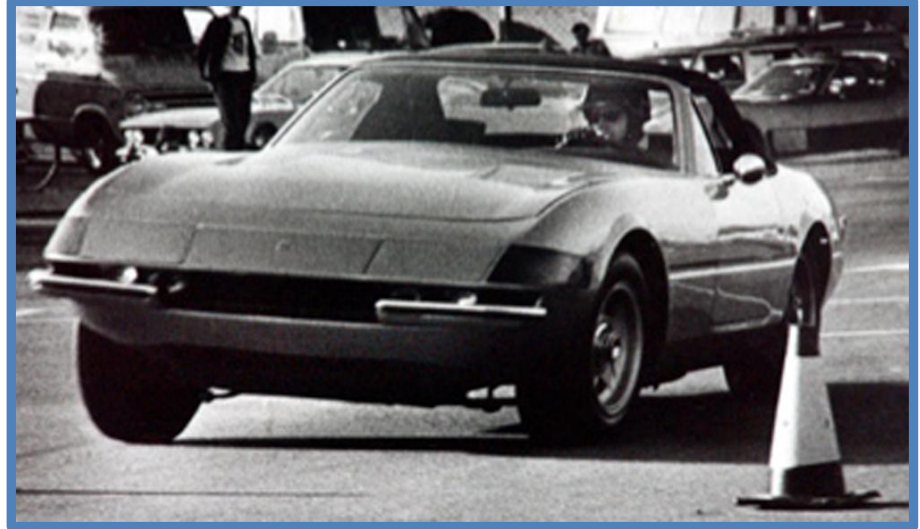
**4 Dec, Sunday: Officer's  
 Meeting Election at Loren**  
 Corey Eisely Branch Library,  
 1530 Superior Street, Lincoln,  
 NE

**8 Dec, Thursday: Pub Night,**  
 6:30 PM at 6:30 PM at Sean  
 O'Casey's Pub 10730 Q Street  
 Omaha, NE

**16 Dec, Saturday: Mahoney  
 Breakfast 9:00 AM, off**  
 Highway 66, just east of I-80

**21 Dec, Wednesday: Noon  
 Lunch, Noon, The Steak House,**  
 3441 Adams St Lincoln, NE  
 68504. Contact Jim Danielson  
 for info: 402-464-3733,  
 jdanielson2003@yahoo.com

\*\*\*\*Your event here!\*\*\*\*



Autocrossing Ferrari machines in the late 60's and 70's was a pleasure.

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## **Flatwater Austin-Healey Club**

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

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Fremont, NE 68025  
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## **MISCELLANEOUS SPATTERINGS**

**By John Rued**



“A penny saved is a penny earned”—Benjamin Franklin.

“People is so stupid”—Yosemite Sam, liberally paraphrased.

I was on eBay the other day, checking out all things Healey. Since Terry is in the final throes of putting together the car, I’m looking for cool doo-dads to really tart her up. The car, not Terry.

And there are cool doo-dads out there. And incredibly desirable doo-dads, too.

For example: A period aftermarket finned rocker cover that ultimately went for a whole heck-of-a lot more than I bid. I’m not gonna lie; I was pretty bummed when I saw my high-bid rapidly fall to nothing short of inconsequential in the final 3 seconds of bidding.

Same thing with a pristine factory parts list for the Hundred. I was devastated at that loss, for I figured a parts manual--with hand written conversion note on the specialty fasteners used on pre-Eisenhower era designed Brit cars--would be invaluable for young Terry as he wades through five fishing tackle boxes of “bits”.

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

## MISCELLANEOUS SPUTTERINGS (Cont'd)

But I was able to rebound. Qualitatively and quantitatively .

I found a guy that makes new finned rocker covers of better quality and tremendously less cost than period aftermarket pieces.. Result? A better fit with money left over. I also found a PDF file on-line for the parts list—with extra pages added for originally deficient page omissions. Cost” Free.

So the lesson here is, as good and well as original and authentic parts are, they are not the end-all to a quality restoration. These cars are now being driven into the 21<sup>st</sup> Century. I am now of the belief that for these cars to be operated safely and be presentable aesthetically, an excellent reproduction can trump originality.

And to those folks who outbid me on the rocker cover and parts list, well, best to you. They are nice to have. But so is the extra \$1000.00 I have in my pocket.

## FROM THE MEMBERS—JOANNE THJETJE

Thank you to President Brad Swiggart and the members of the FAHC for the tribute to Leo and for recognizing all the men who completed the MGA's restoration and made Leo's dream a reality at the car show, October 2. Leo had a lifelong love of all automobiles and especially enjoyed attending car shows and visiting with anyone who had similar interests. Thank God for those LBC's that brought us together and encouraged and strengthened deep, lasting friendships.

Over the years, Leo modified/restored many cars/pickups for himself and others. When someone told him it couldn't be done, he put a Ford V-8 engine and a 4-speed transmission in the '50 DeSoto with fluid drive that my father gave me when I came to Fremont in 1959 to teach. Thereafter, my 4th grade students referred to my DeSoto as "Mrs. Thietje's hotrod". And, indeed, when we sold the car, the new owner entered it in the Omaha drag races.

Leo always strived for excellence in whatever he did--so it is a special tribute that his '62 MGA Mk II won Best in Show. He would be so pleased and proud.

I am pleased and proud to be a part of such a wonderful group of friends who support me and give me strength.

Joanne Thietje

## EDITOR NEEDED—FLATWATER NEWS

**BY JOHN RUED**

Folks, next month will mark the last edition of the Flatwater News under my stewardship. It should not mark the last edition of the Flatwater News.

Being editor has been rewarding and enjoyable. It is not –by itself—time consuming. But it does take some effort. Fortunately, that effort is mitigated thanks to the contributions of regular authors Terry Davis, Joe Guinan, Joe Kueper, and John Sheally—and the wonderful contributions of newcomers Bob Weddington and .

For those who may be thinking of accepting the editorial mantle but who are concerned that they do not have the requisite skill sets or technical aptitude, let me assuage that concern.

The format is pure Microsoft Word. Edited using standard Word editing tools. Font size and style, document and image insertion, and page layout are all easily accomplished. Once the newsletter is complete, it is saved as a PDF file to reduce file size and make it easier to disseminate via e-mail.

Dissemination is by e-mail. I have saved the membership e-mail addresses as a collective group. Simply craft an e-mail, attach the newsletter, hit “send”, and you are done.

“So”, you ask. “If it is that simple, why don’t you stay on?” Great question. I will answer it in two parts:

First, because as simple as the process is, it does take some time. I figure I spend about six hours a month on the newsletter—editing and formatting. Not excessive, but it is time.

Second, as with organizational leadership, the newsletter requires freshness. I am losing that freshness. Just like fish and visitors.

It’s time to enjoy life from the other side. Even a chef likes to eat out once in a while.



## FAR SIDE OF CAR SIDE.....TRIUMPH TR2 TR4 TR7

BY JOHN SHEALLY III

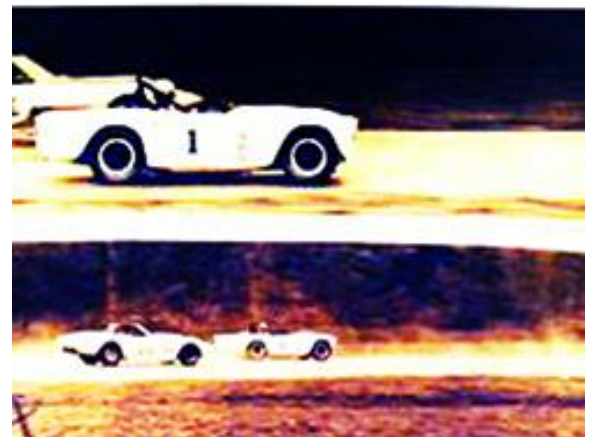
Real British, real grunt, and torque would describe that British tin. I enjoyed my TR3, TR4 and, somewhat, my TR7, which was part of a setup I had with a dealer. I got to autocross a different new TR7 each month for 6 months in a stock class. I ended up owning one.

The TR2 was my third ownership of things British. First was a 1953 MGTD. Then came a 1967 Morgan Plus-4. That TR2 introduced me to the big bore of the TR engines. The little roadster had swooping low cut doors--so low that you could hang your arm out and file your finger nails on the pavement. Or drag your knuckles if you were tougher.

My other British car at the time was the 1967 Morgan Plus-4--a car that coaxed me buy a TR4 because the Morgan had the same 2138 cc engine in it as the TR-4. But I didn't get just any TR4. No, I got Bob Tullius' National winning SCCA TR-4 in pure white team trim. The GROUP 44 built winner came complete with the big number "1" on the doors, trunk and hood/bonnet. What a machine it was! The body was acid dipped to lighten it and had just a light single coat of paint on it. It was totally gutted with single seat and roll cage. The engine was quite special: a 90 thousand overbore with Chrysler domed pistons-- milled to flat tops with nylon buttons installed on the pistons' sides.

Engine compression was 14.5 to 1 with a steel head gasket. The camshaft was a nice grind that had something to do with the engine builder from Virginia making a trip to Crane Cams in Florida for a bit of research and coming up with a special secret grind and application.

The transmission was also quite nice with a close ratio overdrive. To kick in the overdrive you pushed either the left or right hand micro-switch on the steering wheel spokes with either your left or right thumb--but you could also do that with a flip-switch on the gear shift...or the button on the dash...or the button under the gas pedal. That configuration gave the driver an extra 1000 RPMs



upon command in any attitude or angle as needed at any time on the track, even in the apex of a corner.

The machine was a light-weight rocket in its time. I enjoyed many FTDs in auto-crossing with it and some nice track wins, also. I went to my first two driving schools with it for my SCCA license. The first school was at Virginia International Raceway with instructor Ellis Roach, a track record holder in his Elva Courier. My second school was at Savannah International Raceway with Peter Gregg and Hurley Heywood as instructors. Hurley liked the Group 44 TR-4 so well he asked to drive it for a few laps and I rode with him. He got so into the TR4--so focused--that he and Doctor Wilber Pickett in his Corvette almost side swiped each other, coming out of turn one just one inch apart, both waving a finger at each other with a smile. I won the race that evening in the car and pushed it so hard on the last lap that I overheated it. I shut it down when getting the checkered flag. When the tow truck pulled me back into the pits, I was waving at the crowd on both sides of the car. I caught the eyes of my sponsor headed toward me with a big smile on his face. That smile changed to gritted teeth when the tow truck towing me in with a strap stopped and the Group 44 TR slammed into the truck rear, bending the edge of the hood. How embarrassing.

I got a laugh out of the minor incident--as well as the crowd--but was given the Squirrel award by my sponsor in front of everyone at dinner that night.



## PHANTOM CORVAIR MACHINE

BY JOHN SHEALLY III

From the far side of the moon., another "Phantom" autocross car came out of nowhere. Well not really, as this contraption just fell into my hands as a result of a non money swap and trade of a Morgan. This "Corvaire Special" was thrown in as part of the trade . It came out of the Baltimore/D.C area. When it arrived on my door step in Virginia Beach--sight unseen in the deal--I was amused and bemused at the same time. It had a very modified Corvaire engine in the rear, but the chassis was built of half inch square boxed tubing ; the overlying "skin" was very flimsy with a thin coat of spray can gold paint over it. When I jacked it up--before trying it out--and looked under it to see how the underside was constructed, I burst out laughing. I could read the Baltimore newspaper underneath as, you see, that flimsy skin was the thin zinc sheets that newspapers used to print the daily paper on their press with. (I have been a newspaper Photojournalist most of my life and consider that skin as light as you could get. Colin Chapman would have been impressed.)

At any rate, I serviced the car, fired it up, and tested it on the city streets around my house. It was very quick, weighing in at less than 1000 pounds with all the torque of that full-house Corvaire engine pushing it. Despite the fact that the whole car vibrated under power, it handled quite well with 8-inch slicks on the rear and 6-inch slicks on the front.

Morgans that I have owned most of my life are known as "Flexible Flyers" but this contraption would over mix a mixed drink due to its chassis of square tubing flexing so much. No wonder the builder used flexible zinc skin on this beast. I ran a half season of autocross events with it--and it delivered--but I sold it to the first person that expressed interest in it. I suggested that he consider strengthening the chassis before the Corvaire engine ripped off the wedge shaped body in a corner--or the whole car imploded or exploded on a high speed straight.

I never saw the car again. It must have gone back to the dark side of the far side of the car side of the moon.



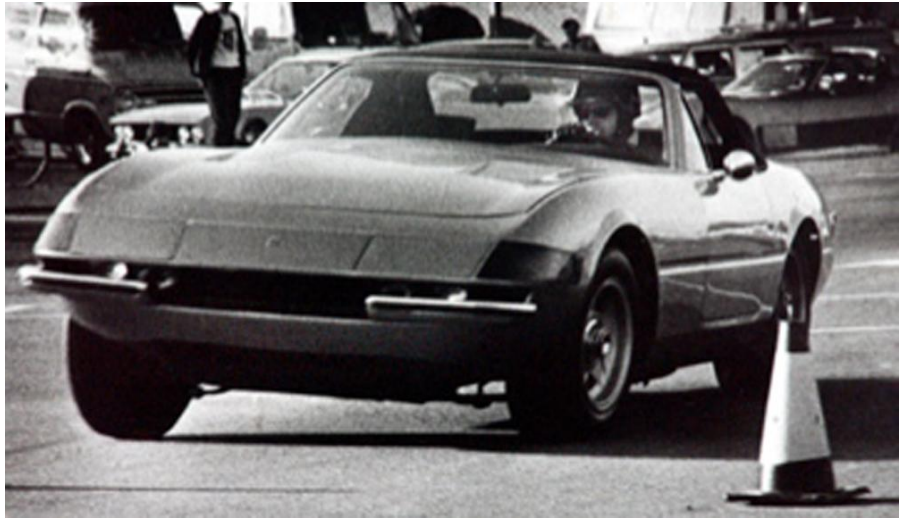


## FERRARI DAYTONA SPYDER & DINOS

BY JOHN SHEALLY II.

Autocrossing Ferrari machines in the late 60's and 70's was a pleasure.

I got lucky one day at an autocross in Virginia Beach, Virginia. I had just run my Group 44 TR-4 to a FTD. Upon getting out of the car I noticed a gun metal grey Daytona Spyder Ferrari on site. I asked who owned it and Hugh Hoff and his wife were pointed out in the



crowd of spectators. I walked over and introduced myself. Hugh asked if I had just driven that TR-4. When I replied "yes," he tossed me the keys and said, "Then try the Daytona."

I was quite taken back and said I would be delighted to do so but would he mind if I took it for a little ride to get used to it before running it at the event? He said simply "Be my guest."

As I got in the car, a friend asked, "Can I go with you?" I said yes, he jumped in, and we headed for some twisty roads nearby and worked this wonderful rare machine through some fast wheeling. Feeling good with the run, I arrived back at the track and my friend, Rob, jumped out. He had wet his pants.

It was no problem getting the club to let me make three runs with the Daytona that day as all were eager to see it perform. Back in those days, the events were quite open layouts because this event was being put on by a Corvette club and Corvettes didn't handle all that well. Needless to say the Daytona--with that silky smooth V12--was quite at home besting my FTD (Fastest Time of Day) TR time.

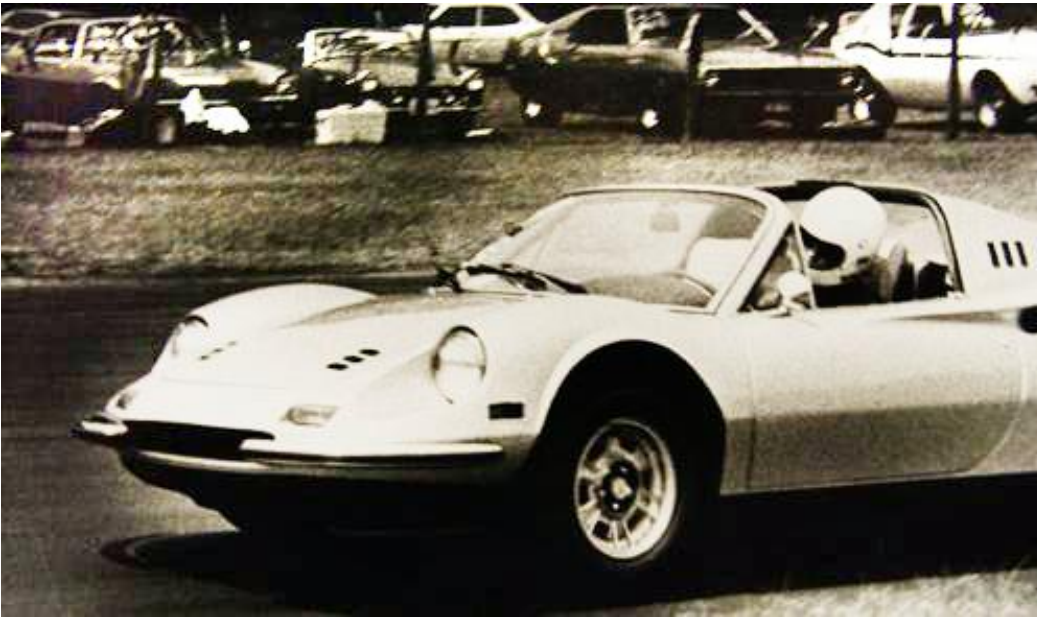
This situation grew into a dear friendship with Hoff, who turned out to be the owner of Hoff Cadillac and a lover and owner of fine cars. I enjoyed this relationship for a decade or more, resulting in many good exotic rides while autocrossing his machines. At one point, when I showed up with other Ferrari models and the likes of a 930 Porsche, etc., word got out that I had indeed married a rich woman.

It was a nice falsity that I didn't enjoy but worked...



Hugh parted with the Daytona and then bought a Dino. (He was looking for a Ferrari that was comfortable for his ailing back and later settled on a 308.)

The Dino was a sweet Ferrari—especially on an autocross course--as its six cylinder engine was just right for autocross work, being smooth and well balanced in the car, and the whole package had a low center of gravity. I ran the Dino at many autocross events, really enjoying the car.



My favorite event with it was held at a dirt oval track named Terrapin Point in Southampton County, Virginia. At the time, oval dirt tracks were used quite often--along with parking lots--as they were available and fun to use. No pylons were used except at the start and finish line-- which was the same point on the track. Usually, the deal was

three laps and three runs per car, with the fastest three laps being the class win. The Dino loved the dirt and was like a Tarantula in dealing with it.

One event at the track happened that I really loved. The class runs of the day were over and the Dino had won in its class. The five GT350 Mustangs in my class had some upset owners so it was proposed--by them--that we have a five lap run of the Fords and the Dino all on the track at the same time. I agreed to do so and Hugh, with me at the time, was also ok with it. I had the pole on the standing start and jumped the field. On the second lap I looked in the rear view mirror and it looked like the Keystone Cops. The GT350s were cutting the corners and running over the grass in the edges of the infield in pursuit of the fleeing Dino which won the Dirt Track Autocross Sprint feature that day.

That event done, we treated the Dino to a quick car wash and headed back to the beach. It was about 3:30 in the afternoon and going through Portsmouth, Virginia, we came upon an all Corvette autocross being run on a very large parking lot. The draw was strong so I asked if they would take a late entry. I guess they thought the Vettes could handle the 6 cylinder Dino and said yes. I paid the entry, got inspected, and ran about 5 PM on that Sunday evening nailing another FTD.

Hugh and I headed home—again—with great big smiles on our faces after a great day of competition in the sweet Virginia breeze.

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**Problems** - If for some reason you do not get to drive, you get full credit for a future event.

**Terms** - \$300 deposit gets you on the team. Balance due one week before the race.



**Contact:**  
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4822 Hallbrook Drive  
Lawrence, KS 66047  
785-318-0485  
[clancy@sunflower.com](mailto:clancy@sunflower.com)

## BITS AND SPARES

Club Hats - \$15.00 each

Pam Brunke has available a nice selection of the official Flatwater Austin Healey Club hats for members to purchase. Cost is \$15.00 each. For more information, or to request your favorite color, call Pam at (402) 438-3330, or by email at [p\\_brunke@yahoo.com](mailto:p_brunke@yahoo.com).

Pam will bring your hat(s) to you at the next club event.



## FLATWATER EMBROIDERY

Many of our members have requested the Flatwater logo be made available to be applied to their garments of choice. We have made arrangements with Art F/X in both their Lincoln and Omaha locations to embroider for a fee of \$8.00 the Flatwater logo on your articles. Their locations and phone numbers are:

4142 South 144<sup>th</sup> Street  
Omaha, NE 68137  
(402) 330-4488

7400 Crossla  
Lincoln, NE 68516  
(402) 421-2611

**FOR SALE:** A used Triumph, 1147cc engine with starter, intake manifold, water pump and fuel pump. S/N FC42854HE. It was a running engine when I bought it in 1984. Has been stored inside since then. Believed to be a MK1 1963. **Asking \$400.**

Herb Glesmann  
6145 South 102nd Street, Omaha, NE 68127  
Phone 402-593-6145, cell 402-660-2502  
E-mail [hcglesmann@msn.com](mailto:hcglesmann@msn.com)





### '54 JAGUAR XK120

Manufactured March 12<sup>th</sup>, 1954. Engine, gearbox and body serial numbers all match--original as certified by Jaguar Daimler Heritage Trust certificate #22131. Extensive coach work completed in 2004. All new wiring and new red leather interior and carpet installed in 2005. New radial tires installed in 2007. Many new suspension and break parts



have been installed. I have original disc wheels and rear wheel well covers are included. This car runs and drives beautifully. Asking \$62,000

Located in Omaha.  
Call Mike Howard  
402-991-0403



For Sale: 1960 Morgan Plus-4 chassis #4533 always garaged and covered week end driver. Mileage approx 25,000 was driven with bad speedo cable for short period mechanically fit, smooth 4 speed Moss trans, tight TR-4 engine beautiful butter leather red interior. A tight delightful Morgan example \$25,500

Contact : John H. Sheally II in Suffolk, Virginia if interested at 757-255-0215



## '71 MGB-GT

*(Private Owner Haws Stored In Long Term Indoor Storage)*

50K miles, one owner, all original car with all original equipment still intact. Has been stored for over 20 years and the cylinders were professionally fogged for storage when put in storage and crankshaft and pistons & rings are free and lubricated.. All seats, carpet and rubber carpet liners are original and from the assembly line at Morris Garages in the UK. Absolutely NOT aftermarket ANYTHING....Totally original condition. No Victoria British parts were ever installed on this car. No rust whatsoever and car has never been altered, customized or adapted from it's original condition in 1971. Still has original UK spare key screwed to right front interior wheel well. Never been repainted (as many you'll see)!

Car needs very little work to get it going again and looking great and was driven to its current location in good running condition. Has never been stored outside (not even for one night!!) since 1971. Headliner, dash, seats, doors and inside and outside trim are original and pristine. Car has never been wrecked and was driven by current owner only from 1971 through 1990. Car will need new battery, gas tank emptied and cleaned, fuel pump rebuilt, disc and drums resurfaced and lines and brake/clutch cylinders cleaned and rear brake released.....only other work would be a minor cleaning and detailing to look like brand new. Original paint is not oxidized and is in close to original condition. A few spare parts and an engine oil cooler included, but never installed. Please note....this car is TOTALLY original in every sense of the word. By appointment only,

**Asking \$3950. 402-334-1841 or 402-290-5711...ask for Jim**



## HERD THINNING

Each of these cars have been rebuilt and runs really well.

1972 Midget...wire wheels, new paint, spare engine.  
\$3000



1973 Midget...perfect interior, engine has 100 miles on it,  
mint green. \$3500



1974 MGB....fresh engine, wire wheels, fresh paint,  
Hardtop, new convert top, spare engine, mag hubs and axels  
and other parts \$5000

1978 Triumph Spitfire.....hopped up engine and  
suspension, header, Monza exhaust, roll bar \$5000



1979 Spitfire....great interior, needs headwork \$2000

**Contact Gary Monk at: [garymonk@msn.com](mailto:garymonk@msn.com)**

### '68 TRIUMPH GT6

Long lost letters from Willa Cather to Alice What's-Her-Name purported to be in the glove box.

Owner will sell it for what he has in it: \$7000.00

Contact Bob Beardslee, Box 241, Red Cloud, NE 6



As much as I hate to, I am selling my 1973 TR6. I have not driven it much in the last few years, so it needs a good home and someone that has the time to enjoy this car. It is in great shape, and has less than 49000 miles. If you, or someone you know are interested, please give me a call for more information.

Tim Smith  
402 699 1730



I was contacted by a guy who wants to sell a 1968 Devin sports car on a Saab chassis. It is also listed on Craigslist:

<http://omaha.craigslist.org/cto/2500741973.html>

I don't know the best way to get this info to our membership now that the message board is down, but I figured you could get the word out. I just know somebody in the Flatwater would be interested in this obscure car. Thanks.

Tony Koester, Gretna, NE





Price for the Herald parts is \$300.00. The 1500 Triumph motor is \$750.00. All inquiries to me, Jerry Tessin at 402-670-4476.



For a long time there have been three postwar Riley cars in Lincoln, Nebraska. Gus Peach's RMF. Professor Ronald J. Bonstetter's longtime meticulous RMB restoration project (at <http://www.flatwater.org/images/gallery/bonn/riley/index.html>). And the spiffy green and black 1951 RMB that since 1994 has been the property of Professor (now emeritus) Roger Cognard of



the English Department at Nebraska Wesleyan, a Shakespearian scholar. It has been in Lincoln its entire running life. Samuel S. Simpson, III, owned it until his death in 1974, thereupon it passed to Samuel IV. At some point in the 70s an owner upgraded the steering wheel, replaced the vinyl hardtop, and added a set of cheesy fake ugly chromed exhaust manifolds. Dr. Cognard always meant to have them removed, but has not done so.

The interior is in what British Riley fanciers prefer, perfect tattiness. Subsequent owners included a George Carpenter and the downtown jeweler Ted Thomas, who was a member of this club. Dr. Cognard is firm on price. Ten grand, no less. Contact him at [rcognard@windstream.net](mailto:rcognard@windstream.net) or 402 489-7367. Please let us know if you become the new owner.



## HOW TO BE A CONTRIBUTING EDITOR

By John Rued

You “doers”! Be sharers. Write me an article. Throw in some good pics for balance.

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

[johnrued@gmail.com](mailto:johnrued@gmail.com)