

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

Events for May 2012

May 10, Thursday, 6:30 pm
Pub Night
Sean O'Casey's Pub
10730 Q Street
Omaha, NE

May 16, Wednesday, 12 pm,
Lincoln Lunch
The Steakhouse
3441 Adams St
Lincoln, NE

May 19, Saturday, 9:00 am
Breakfast
D&K Gretna Cafe
104 E Glenmore St
Gretna, NE

May 20, the Spring Drive
scheduled on the events calendar
for this weekend has been
cancelled.

May 25, Friday, 6:30 pm
Fish
Long Branch
LeShara, NE



**“And They’re Off!”
Jeff Lemon ready to race his brother Greg’s TR250 at the
Scribner Airport Run.**

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From your editor...

Chrissy Conant

I was appointed to be the "Sunshine Committee" for FAHC. I believe this is what happens when you are the only girl at the table. I enjoy that kind of thing so am glad to do it. Please let me know of any major life events that the club should acknowledge with a card.

There was NO sunshine this morning at the Spring Car Wash (oops...I mean Spring Car Show). A handful of dedicated FAHC members braved the weather and ventured out to Shadow Lake. I think we even found a new member with a black TR7! When I headed home about 12:00 they were going to hide out at one of the nearby establishments to see if the rain would stop.

Make sure you check out the website. Bob has been busy getting the newsletters and events current! Thanks Bob!

Most of all remember to be careful when you are out there driving. This club is made up of a varied group of incredible people. You may not know everybody by name but you know their car or remember the event you shared with them. Just take care of yourselves because the club would not be the same without you here.

Flatwater Austin-Healey Club

A chapter of the Austin-Healey Club of America

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It Was Windy Out There, Bucky!

The 2012 Airport Speed Runs

Yep, it was windy, and cold. But it was also dry and mostly sunny. It was wild, too - possibly the wildest driving event we've seen. We had several lurid spins and a couple of interesting slides. I nominated Joe Kueper for "Most Impressive Off Road Excursion" on the first run with his "Barn Find" Spitfire. However, I think I took that title away later when Joe let me drive his car for a few runs. I pushed pretty hard on the last run - trying to break the magic minute - and failed most spectacularly. I had dirt INSIDE the visor of my full face helmet when I parked it.

The course was similar to what we have run before - straight out for just less than four-tenths of a mile, a roundabout at the far end, and then slaloms on the way back. It was a little shorter overall and the slaloms were simpler than we've had before, so it was a very fast track. Gerry's timing equipment worked nearly flawlessly and enabled us to accurately measure Quarter Mile times this year. The timing gear really helps us get the next car up and running and gives the event a good pace. We really look like we know what we are doing out there.

Speaking of knowing what we are doing, course set-up was accomplished quite quickly this year - big thanks to Gerry and to Dennis Stone. This allowed us to get the event going about an hour earlier than normal. The early start was much appreciated by several members who had other events to catch later in the day.

"Fast Time of the Day" was set by my youngest brother Mark Guinan in his 2000 Chevrolet Corvette with an aggressive best run of 48.72 seconds. Tony Koester and Scott Embry were close behind with a full-race Volkswagen Rabbit, clocking best runs of 50.22 and 51.06. This car was our only casualty for the day when it snapped a drive axle. The fastest British car was Gerry's TR7 at 54.91, followed by Dennis Stone's Jensen Healey at 55.50 and Greg Lemon's beautiful TR250 at 56 flat. Full results are posted below.

Again this year, we ended up with only 13 different cars. We missed some of the regular members this year, but we still had a blast. I especially enjoyed seeing the "English Ford" of Steve Forehead at the event. I failed to take my camera, and I'd really like copies if anyone took any photos at the event. The low turnouts make me think we need to get a venue for this event that is closer to Omaha or Lincoln. I'll be doing some checking on a few locations to see if we can get permission for use of the facility. Scribner is quite a hike for a lot of members, but it has been a great facility to use. It's easy to get permission, and the manager of the facility is great to work with. If anyone has any ideas for a different location - please send me some contact information. This is too good an event to have such low numbers in attendance.

Joe Guinan - joeg@neb.rr.com



FLATWATER AUSTIN-HEALEY CLUB				AIRPORT SPEED RUN					4/22/2012	
Quarter Mile Times - Sorted by Best Time										
RUN #	DRIVER	CAR	CLASS	DIVISION	Time 1 (+?)	Time 2 (+?)	Time 3 (+?)	Time 1 (+?)	Time 5 (+?)	Best Time
5	Mark Guinan	Chevrolet Corvette	7	A - Stock	13.83	13.89	13.83	13.57	13.46	13.46
8	Scott Embry	VW Rabbit	5	C - Comp	15.45	13.63	14.89	15.55		13.63
12	Tom Guinan	Chevrolet Corvette	7	A - Stock	13.68	14.43	13.81			13.68
14	Tony Koester	VW Rabbit	7	C - Comp	15.62	15.3				15.3
13	Steve Forehead	English Ford	5	B - Modified	16.24	16.17				16.17
10	Jerry Magorian	Toyota MR2	7	A - Stock	17.37	16.39	16.52	16.65		16.39
1	Gerry Conant	Triumph TR7	3	B - Modified	16.52	16.77	16.61	16.55	16.9	16.52
2	Bob Elliot	Mazda Miata	7	A - Stock	16.59	16.83	17.12			16.59
18	Dennis Stone	Jensen Healey	3	B - Modified	16.74	16.88	16.71			16.68
7	Greg Lemon	Triumph TR250	3	B - Modified	17.84	17.46	17.27	17.43	17.35	17.27
4	Kat Anderson	Mini Cooper S	6	A - Stock	17.87	18.11	17.49			17.49
15	Jeff Lemon	Triumph TR250	3	B - Modified	18.49	18.20	17.77	17.68		17.68
11	Brian Goldsmith	MGA	2	A - Stock	19.24	19.20	19.43	19.56		19.20
9	Joe Guinan	Triumph Spitfire	1	A - Stock	19.71	20.30	20.13	20.30		19.71
17	Joe Kueper	Triumph Spitfire	1	A - Stock	20.33	20.43	19.99			19.99
3	Jack Bahnsen	MGB	2	A - Stock	20.64	20.02	20.19			20.02
16	Jerry Petet	MGB	2	A - Stock	20.49	20.67	20.30	20.33	20.24	20.24
6	Mike Lickteig	Triumph Spitfire	1	A - Stock	21.55	21.71	20.68			20.68
Full Runs - Sorted By Best Time										
RUN #	DRIVER	CAR	CLASS	DIVISION	Time 1 (+?)	Time 2 (+?)	Time 3 (+?)	Time 1 (+?)	Time 5 (+?)	Best Time
5	Mark Guinan	Chevrolet Corvette	7	A - Stock	50.85	50.85	50.41	49.44	48.72	48.72
14	Tony Koester	VW Rabbit	7	C - Competitio	51.04.60	51.97	50.22			50.22
8	Scott Embry	VW Rabbit	5	C - Competitio	51.88 (+2)	51.06	50.08 (+2)	1.01xx	DNF	51.06
12	Tom Guinan	Chevrolet Corvette	7	A - Stock	55.97	54.44	54.85			54.44
1	Gerry Conant	Triumph TR7	3	B - Modified	54.xx	55.68	55.28	55.19	54.91	54.91
18	Dennis Stone	Jensen Healey	3	B - Modified	56.38	55.50	56.53			55.50
7	Greg Lemon	Triumph TR250	3	B - Modified	1.24.75	58.84	57.41	56.07	56.00	56.00
10	Jerry Magorian	Toyota MR2	7	A - Stock	1.03.84	58.78	55.68	56.56	56.38	56.38
2	Bob Elliot	Mazda Miata	7	A - Stock	59.69	57.78	56.72			56.72
4	Kat Anderson	Mini Cooper S	6	A - Stock	1.01.07	1.00.28	57.09			57.09
15	Jeff Lemon	Triumph TR250	3	B - Modified	1.05.15	59.43	58.38	57.91		57.91
11	Brian Goldsmith	MGA	2	A - Stock	1.01.16	1.01.25	59.81	1.00.44		59.81
9	Joe Guinan	Triumph Spitfire	1	A - Stock	1.02.50	1.02.31	1.00.88	1.24.21		1.00.88
13	Steve Forehead	English Ford	5	B - Modified	1.06.63	1.01.81				1.01.81
17	Joe Kueper	Triumph Spitfire	1	A - Stock	1.19.06	1.03.41	1.04.16	DNF		1.03.41
16	Jerry Petet	MGB	2	A - Stock	1.08.53	1.05.40	1.04.63	1.04.78	1.04.03	1.04.03
3	Jack Bahnsen	MGB	2	A - Stock	1.06.72	1.12.91	1.08.56			1.06.72
6	Mike Lickteig	Triumph Spitfire	1	A - Stock	DNF	1.20.19	1.13.53			1.13.53

Mileage Contest

I will take signups all year long. It doesn't take much to drive a thousand miles. Dust off your cars and get driving.

FAHC-toids

The average starting odometer reading of those who have signed up is 56,439 miles.

The highest starting milage reading is 111,111 miles.

Joe Kueper

Joesbcgarage@msn.com

402-592-3132

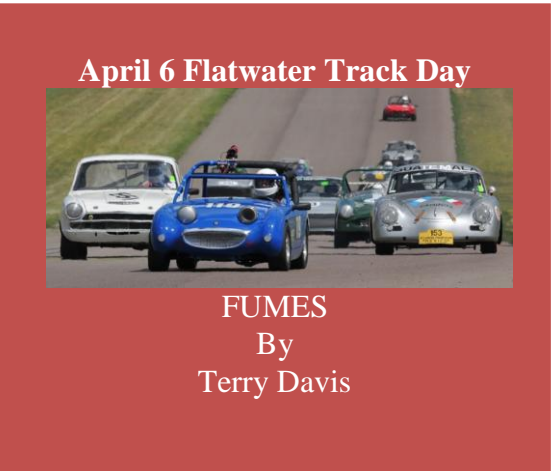
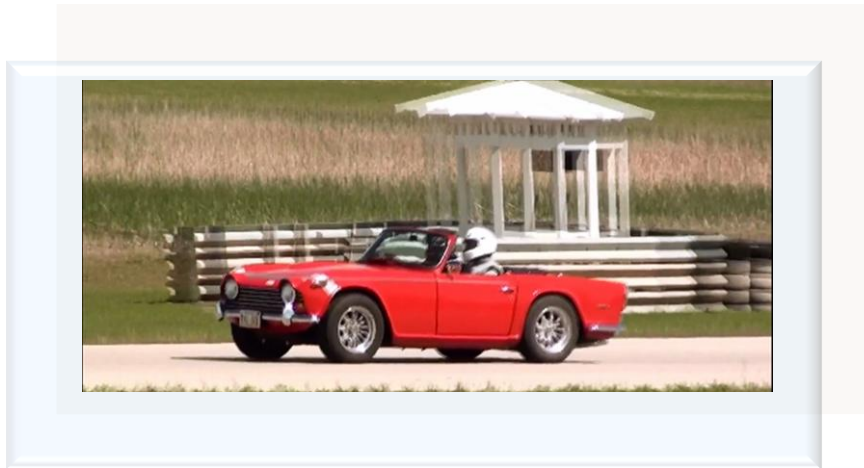
Our first track day of the year at Mid-America Motorplex was also the track's first Fast Friday of the year and despite the flood damage from last year, everything went smoothly. The snack bar wasn't open and the paddock has some rather large potholes, but the track itself was in great shape and the weather cooperated to give us a good day of driving. It was a bit cool, but the sky was clear all day. We had a good turnout with a total of 9 drivers – veterans Steve Williams, John Ulrich, Scott Kahler, Rod Chvatl, Jerry Magorian, and Terry Davis, and new drivers Greg Lemon, Tom Suppa, and Skip Charette. Brian Goldsmith, Joe Kueper, and Bob Shaw came out to watch the fun and cheer on their fellow Flatwater drivers. Also there were Terry Worick and his son, Miles – a future Flatwater driver for sure.

In addition to our LBCs and other little sports cars there were the usual much faster Porsches and a couple of Mustang and Camaro muscle cars, but everyone played nicely and I don't think anyone felt too intimidated or blown away by the fast guys. The more experience everyone gets driving at speed, the more comfortable they become.

Here are some comments from first-time driver Greg Lemon and veteran John Ulrich:

From Greg:

After many years of wanting to I finally got to try out a track day at Mid-America Motorplex by Glenwood, Iowa. Here is how it went in rough chronological order.



1. Receive E-mail from Terry Davis RE upcoming track day, think about doing it, tell Terry you are thinking about doing it, Let Terry bug you until you say "yes". If you want to be on Terry's list let him know I am sure he will be glad to add you.

2. Week before, ponder what I might need to take along, some basic tools, fluids for car and body, in our case lunch, because the snack bar is not yet open, sunscreen, helmet (I borrowed, but you should arrange in advance, they do not have a loaner program at the track).

3. Night before, check all fluids on car, jack up, check suspension for everything tight, no worn bushings or play, I adjusted my rear brakes just because I hadn't in a while, torque lug nuts, check tire pressure. Fill out forms they e-mail you, put them in car so you don't forget them. Study manual for tech requirements, meaning of flags.

4. Day of, in my case, leave early from Lincoln to get there before 9:00 for new driver orientation.

5. Orientation takes about an hour, which is fine, because it is a little chilly and the sun needs to do its work on both the track and the air. They talk about the racing line, passing procedures, safety, etc. They also do tech inspections of the cars, the tech inspection is no more rigorous than the club does for its autocrosses and airport runs.

6. Parade laps behind instructor, follow the line set by teacher to learn the right way around the track.

7. Everybody gets to go out with an instructor to drive around the track, we break into two groups because there are more students than instructors, I am in group 2, except when group 1 gets done they don't all come in and I get left behind.

8. Because I got left behind, go around course with instructor in his REALLY FAST Corvette. He goes very fast but doesn't squeal the tires once, fascinating concept...

9. Finally out on the track in my car with the instructor, the session is about 20 minutes, it is kind of hard to communicate in a fast, loud, convertible so I mostly let him talk, there are cones to mark your entry, apex, and exit points on the turns, but they are more a guideline, especially the exit cones. All goes pretty well except for one turn where I try to do what I'm told, even though it doesn't seem right, I think he probably knows what he is talking about, but it just isn't getting across.

10. Lunch, wow wasn't thinking about food, but a cold sandwich and chips never tasted so good. Had lunch with some club members and some others there for track day, we are all track buddies at this point and have a fine time discussing cars and driving.

11. Afternoon, out on my own with the other students. Since the instructor isn't talking to me there is time to think and learn and explore the track. The track is fast, I can torque around in fourth gear, but third is better for the twisty bits. Second solo afternoon run the TR250 starts to lose power, the old bugaboo of rust sediment in the tank knocked loose by the gas sloshing around, which happened to me last year at the autocross, oh well, last lap of the last run, I have to pull off for a minute and let the sediment sucked tight by the high fuel consumption at racing speeds loosen up, then sheepishly limp to the pits.

12. Drive home, hope the fuel issue was a one-time thing, of course it's not, start cutting out again in Plattsmouth, have made it maybe three miles, ponder best roadside repair. How about one of those extendy things with a magnet on the end? Stick it in the tank and grab the rusty sediment, or at least knock it off the pickup? Do I have one in my tool kit? No, stuck it to the side of the tool box (magnet) at home so I wouldn't lose it. Limp to the Plattsmouth NAPA, they have one, I do grab some sediment, but remember the tank is baffled and don't think I am actually getting to the fuel pickup, nonetheless the exercise makes me feel better, and while I do it the pressure releases and the gas drizzles through and I can drive for a while until it happens again.

13. After a couple more stops need to come up with plan B, which is pull the fuel line and try to blow air through backwards to dislodge the clog. The air is coming from me, gas doesn't really taste too bad, I can't blow bubbles in the tank, this doesn't seem to be a good sign, but notice the filter is pretty well clogged, reverse clean it up by more gassy blowing and make it about 15 miles before the next stop, repeat a couple times, stop and do it once more before I hit city traffic for good measure and my record of only one commercial tow in all my years of driving LBCs remains intact, and I drove my car on the track today, all in all not a bad deal.

My thoughts on track day, first impressions, the track is big, and wide, and FAST, maybe made more for the new Corvettes and Mustangs and such than our LBCs, there were a couple curves where I felt I would be faster taking the tighter line and sharper curve than suggested, but driving less distance, because my car's performance was different than what the instructors were used to. There are about a million lines you can take round the curves because many are connected S bends and the track is so wide, the goal of course is to make the curves as straight as possible by clipping the apex. It is much different than autocrossing, at least the way I do autocrosses. My method of changing direction and scrubbing off speed by drifts through the corners does not really work in the long sweepers at the track, it is all about smoothness, consistency and finding the right line.

Much as I love our old British convertibles, I was getting awful close to 100 mph down the long straight, followed by rapid braking and many fast curves. If I were going to do it on a regular basis I would want to have a roll bar and harness in my car or drive something more modern with a top. Not that anything terrible is likely to happen, but if it did I would be pretty exposed. But I am glad I did it and got to scratch one more thing off the bucket list.

From John:

The Teacher Goes to School.



A couple of years ago, I got my "Rookie Card" from MAM. It was a rainy day and I guessed on tires. Wrong! The majority of the day was spent trying to keep the Bugeye on the track. Fast forward to April 6, the MG V8, a dry track and Terry Davis as my coach. Terry drove some laps in my car giving me a constant commentary on braking, turn in, apex and acceleration points. I took the wheel in mid-session, and Terry continued delivering feedback from the passenger seat. We topped it all off with some laps in his race Sprite.

Wow, now I get it! I started to really "Remember" corners. As my driving became more precise, it became more smooth. If the line and speed were correct, the car never became unsettled. It was about as far from the violence of autocross as it gets. Next session I ran solo laps with confidence, and the ability to self-diagnose my mistakes. Usually, it was too much speed and not enough smarts. If you get one corner right, you usually are set up well for the next. Make a mess, and you may pay for several corners to come. All things considered, that's true in lots of things. So when is the next track day?

From Terry:

So that was our first track day of the year. If you want to watch some video of the action go to YouTube (sorry for the shakiness – John Frankenheimer, director of "Grand Prix," has nothing to worry about). The URL is <http://youtu.be/Hz9RF8Y2pk0> (the last character is a zero) or you can search "bugeyesprite119" and find it on my channel along with some of my videos from 2011. See you in the paddock and at our next track day!



The President's Message

Well, events are up and running and it sounds like all in attendance at Scribner had a good time. For those of you that missed the event sponsored by Terry Worick, it was certainly interesting. I don't think I would ever plan a Peking to Paris drive myself but it was very interesting to hear the details.

For those of you who don't know the pristine 356B restoration Terry just completed left this past Monday and was driven to the East Coast for shipping. I asked her following the event how fast she planned to drive and she said the car ran "splendidly at 80 miles per hour." I advised her that was above all American speed limits and she just smiled.

Thanks to everybody involved in the organization of the Shadow Lake Spring Show this Sunday April 29.

Be sure and get your mileage for the 2012 Driving Award to Joe Kueper at Joesbcgarage@msn.com. Remember we have expanded this award to everyone and no longer a winning award but a recognition award. As Joe says "You can't win if you don't play!"

Looking forward to attending the Classic Car Event tomorrow in Lincoln, The Coffee Cruise Lincoln, which will be held the 2nd and 4th Saturday of each month. Thanks to Greg Lemon for letting us all know of this new venue.

Remember to let us know of the events in your area which Chrissy has included in a new Area Events section of the newsletter. The Lincoln School car events have been a big hit in the recent years.

Don't forget for you MGA owners next Saturday is the designated annual "Drive Your MGA Day".

Hope to see you soon at one of our events...Brad

Joe's Garage by Joe Kueper

Vignette's (vin-yet)

What's a vignette'? No it's not a special tool. Real men can't spell vignette' let alone know what it is. When they hear the word the most probable reply is "No thanks, I prefer ranch dressing on my salad". It took me five minutes to find the word in the dictionary. Thank goodness there are only twenty pages of V words in Webster's Collegiate dictionary which defines vignette' as a small picture, illustration or depiction in words. Essentially a vignette' is longer than an observation and shorter than a short story.

I think car guys are real men and use vignette's all the time. Just hang around looking at cars and some one will offer a vignette' about an experience they had and another guy will chime in with his vignette' and so on. And the ladies think we shade tree mechanics aren't sophisticated. We have class despite the grease under our fingernails. So now you know what a vignette'' is and I just wrote a vignette' about the word vignette'. Here are a couple more.

Road Trip

The mid winter Chicago area British car parts swap meet is always a good excuse for a road trip. It is an opportunity to scratch that British sports car interest itch and hang out with some of your car (cult) club buddies. While we go with the stated intention of finding that rare part we think we just must have, in reality the trunk usually gets filled with impulsive purchases. Our purchases are proof that the trip was necessary but that is a ruse. The real purpose of a road trip is the camaraderie and fun shared with friends aka guy time.

This year Phil Brauer and Devon Runyon got treated to a three hour discussion between Brian Goldsmith and Joe Kueper regarding the finer points of the car painting process and products. We also took turns demonstrating our race track driving skills only to be bested by a couple of ten year old kids. We ate great pizza and exotic Indian food and built gyroscopes. We even got our picture taken with the real MG guru John Twist.



On the way home we got side tracked and found ourselves at Old Cars on the Hill to settle an argument about whether the blue car for sale on the hill was an early Datsun roadster or a Bug Eye Sprite. Our curiosity was rewarded when the proprietor said "So you like those old British cars. Look what I have back here" and showed us two very rare 1934 Avons, one a sedan and the other a roadster. Road trips are fun and full of surprises. Join us next time.



P.S. Leo Thietje

I met Leo casually at club events and as the news letter editor I coordinated with him to promote the Taulborg Classic car tours he organized and FAHC's participation in the Fremont Days car show. These were high quality events and Leo took a lot of pride in organizing them for the club. Leo graciously extended an invitation for me to socialize at his home after several events. I wanted to attend but kept thinking maybe next time. Leo passed away last year. I knew very little about Leo. I missed good opportunities.

Brian Goldsmith has been helping Leo's wife Joanne handle the disposition of Leo's cars and related car stuff. Brian invited me over to see a collection of Leo's car parts that were for sale. As I started looking through the boxes things became personal as we talked about Leo. We mused about what he might have been thinking when he acquired certain non-British items. It became clear from the evidence of his collection that Leo liked to tinker. He seemed to be on the hunt to find a better way to make things work and fix items verses replacing them.

I purchased a used fuel pump and a box labeled fuel pump repair kit. Later when I opened the repair kit box I had a good laugh. Apparently Leo had repaired the fuel pump and saved the old parts to show some one. I do this all the time. It is a habit I have. I guess I knew Leo better than I thought I did.



Larry Symodines is getting close to finishing his Spitfire

CLASSIFIED ADS

For Sale

1976 Triumph, 69,000 miles, New Mexico car, no rust, Maroon with tan top and interior, red line tires, very good driver, \$7000

1976 MGB, 104,000 miles , nice clean car , Tahiti Blue with black top and interior ,Weber carb , good driver-tired motor , \$2900

1970 MGB, 65,000 miles, complete parts car or complete rebuild, motor runs but smokes, Weber carb, wire wheels \$1000

Too many cars and too little space. Please contact Dennis Lines at 712-898-9169 for more info.

Cars Wanted

Jaguar, XK-XKE ,MGT series, MGA Triumph TR-2 3-4-250, Mercedes 190,220,230,250,280SL, Porsche 356,911,914, Austin Healey, Riley, Alfa-Romeo, Singer, Mustang 1964-1967 Model T, A Also other interesting European and American made cars. Steve's British Connection 630-553-9023 email abcinc@aol.com Actively buying cars for over 17 years, any condition, fast payment and pick-up. Generous finder's fees.

Old Car Online

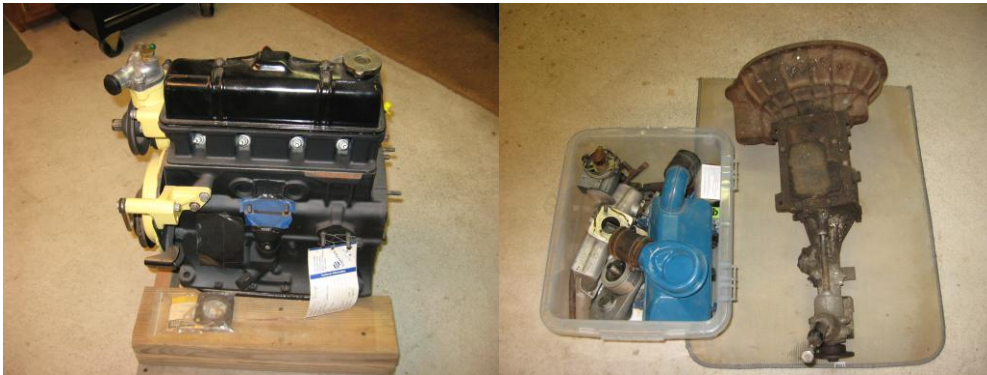
Dear Club members: You can Now Advertise your Collector Cars/Trucks FREE on OldCarOnline.com, North America's Leading online classifieds. No obligations. Simply go to www.oldcaronline.com, and click "Sell Your Car FREE."

Happy Selling!

Shawn Friesen, Managing Director, RVT.com

Still Available

Rebuilt 1500 Triumph motor, with tranny and other engine parts for sale. Price for all \$750.00 Call Jerry at 402-991-2723 or 402-670-4476 to get all information about engine specs.



FAHC REGALIA

Pam Brunke has a nice selection of the official Flatwater Austin Healey Club hats available 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



Pam will bring your hat(s) to you at the next club event. Limited quantities remain, not all colors available.

Also available in limited quantities are blue polo shirts with the club logo in sizes M, L, XL, for \$30 and XXL for \$32.



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 the Flatwater logo onto your articles for a fee of \$8.00.

Their locations and phone numbers are:

7400 Cross Lake Lane	4142 South 144 th St
Lincoln, NE 68516	Omaha, NE 68137
(402) 421-2611	(402) 330-4488

ARTICLES PLEASE

The newsletter is an excellent way to share information with the club. Send me details of your event, current project, or other club related activities. Send pictures

if you have them. Thank you very much for your participation!

cigi@cox.net

FRONT PAGE PHOTOS

Please send photos of yourself with your LBC. I would like to feature a different member and their car for the front page of each issue. cigi@cox.net

CLASSIFIED ADS

Find a home for that car, car part, or other car related merchandise. Classified ads are available at no charge to club members for club related items. Send your description and photos to your newsletter editor. cigi@cox.net

AREA EVENTS

Classic Car Night, every Tuesday starting May 1, The Twisted Tail , 2849 335th St, Beebeetown, IA

May Daze Vintage Races, May 4-6, Heartland Park, Topeka, KS

The 5th annual R.O.C. car show in Ashland will be May 5 at Ashland-Greenwood High School in Ashland. Details at <http://www.motortopia.com/car-shows/5th-annual-roc-car-show-7725> . It is a benefit for the Ashland Ministerial Youth Center.

Lincoln Northeast Car Show. May 5, 2012, Lincoln Northeast High School, 2635 North 63rd Street, Lincoln

ENWICC, May 16, Golden Corral, Lincoln

Lincoln Southeast Car Show, May 19, 2012, Lincoln Southeast High School, 2930 South 37th Street, Lincoln

Formula SAE competition, June 20-23 Lincoln Airpark, 3401 W Luke, Lincoln