



AUSTIN HEALEY CLUB

Flatwater News

September
2012

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

Events for September 2012

9/9/12, Sunday 12:00 pm
European Car Show
(See article on page 6)

9/12/12, Wednesday 6:30 pm
Officer's Meeting
Honey Creek Restaurant
Waverly, NE

9/13/12, Thursday, 6:30 pm
Pub Night
Sean O'Casey's Pub
10730 Q St
Omaha, NE

9/15/12, Breakfast, 9:00 am
D&K Restaurant
4 E Glenmore St
Gretna, NE

9/16/12, Sunday, 1:30 pm
Winery Drive
(See article on page 6)

9/19/12, Wednesday, 12 pm,
Lincoln Lunch
The Steakhouse
3441 Adams St
Lincoln, NE

9/28/12, Fish, 6:30 pm
Cedar Creek Inn

9/30/12, Sunday
Driving Skills Event (Autocross)
Lincoln Northstar High School
Set-up 9:00 am
Event Begins 11:00 am



British Leyland and import car shop
Rapid City, South Dakota
Submitted by Greg Lemon

This Month's Features

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A Note From The President...

Brad Swiggart

Wow, what a busy summer. Almost been too hot at times to do some of the car activities but I guess we all survived. As I write this many of our members are off to Kansas City for the annual Labor Day weekend show. That is always a lot of fun. For me, I have been to Shelbyville, Tennessee to an AACA event, the annual car show in Macungie, Pennsylvania and the Orphan Car picnic in Yorkville, Illinois. Lots of nice cars, British and others.

We have plenty planned for this fall. Next Sunday the Lauritzen Gardens show will be held in Omaha. This is a great "all European" event in a great setting. We have the wine tour and drive, the car show and barbeque, or try your hand for one last time this year in autocrossing. The fall drive is a way for all of us to get together for a great day of driving and fun. If you've never attended the drive give it a try, its really well organized and a great way to spend one last fall day cruising. Ask a friend that has or is interested in British cars to join us, that's a great way to recruit new members.

The fall show this year is again at a new location. Easy access from Omaha located in east Lincoln. The Pioneer Park was not available. Hope to see you all soon....

Flatwater Austin-Healey Club

A chapter of the Austin-Healey Club of America

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Summer Showtime—Carthage

Story and photos by Jim Danielson

When you attend the Greater Ozark British Motoring club show in late July, there are some things that are for certain. You will have the best preshow cookout anywhere. The show is in one of the most picturesque locations in the state. (The cars surround the second most photographed object in Missouri). And it will be held on some of the hottest days of the year.

The Friday night cookout is held at the host hotel. Show registration is open and about fifty of the nearly one hundred participants are on hand to set up their chairs and block off a section of the parking lot.



All the events in the three day show (the cookout, the show, the banquet and the Sunday breakfast) are handled by club members.... including brewing the four choices from the 20 gallons of hand crafted-beer.

The show is held around the Jasper County Court House...truly a wonder of architectural beauty. Finished in 1895 the Romanesque structure symbolized the vast mining wealth of the community. Each car is photographed with the courthouse in the background and a copy of the photo is given to the car owner. Also the pictures are used at the banquet to identify the award winners.



Carthage is a treat in itself with more than a dozen late 19th and early 20th century mansions, reminders of the once thriving mining industry. Route 66 passes through Carthage with the famous and still operating Boots Motel, a favorite stop over for 66 travelers on America's highway—then and now.



Each year the banquet has a different theme. This year it was Halloween, with elaborate trimmings to set the mood. A generous meal, a silent auction, a fundraiser, a theme specific costume contest and presenting the awards round out the evening.



The Sunday breakfast is held at the home of show co-directors Dave and Rhonda Thorn. It is a pink 19th century three-story mansion with turret. just being there is a thrill.



The GOBMC show is a community effort, supported by the town and local merchants (one of the banks gives away hot dogs and drinks). It is a major club activity aimed at the participants having the best time possible.

When you think about next year's touring schedule, put Carthage on your list. It will be memorable and you will probably go back.

Brits In The Ozarks Show

Bill Redinger

This Fall, the Brits in the Ozarks Show and Benefit for Lou Gehrig's disease had to be scheduled early due to the Razorback's football schedule and other events set in the Springdale and Fayetteville areas.

I've attached a copy of the Show Registration for this year's event, and would appreciate you sending it out to your Club members if you have not already done so. It's a fun show and the event always provides a good donation to the "Fight to cure Lou Gehrig's disease." Typically there's 150 -200 British cars and cycles that come from all over the Midwest.

If any of your members would like to "CARAVAN" from Kansas City to the host hotel in Springdale, I'll be leading the group from Harrisonville, MO. We meet in the parking lot next to the McDonald's at the first Harrisonville exit going South on 71 highway. We usually try to leave right at 12:00 Noon and drive to the McDonald's in Carthage for the first leg of the trip, then on to Springdale. That puts us at the host hotel around 4:00 to give everyone time to park their cars, check in, and freshen up before the parking lot party which is usually in full swing around 6:00.

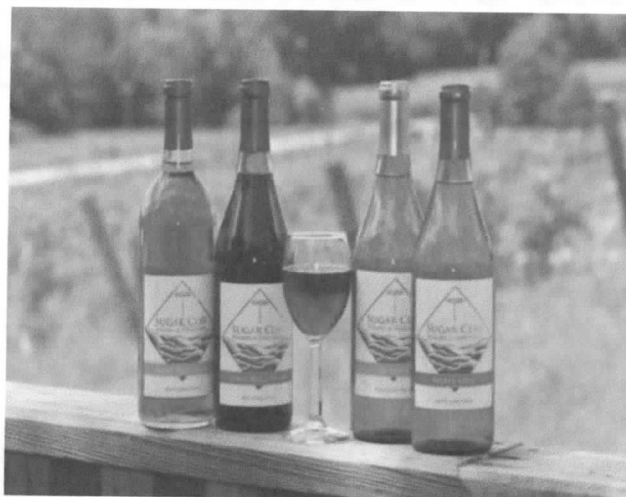
Hope to see you in Harrisonville for the trip South!

Larry Birks, Kansas City Triumphs

Editor's Note: Contact Bill Redinger for more information. Registration forms are available from your newsletter editor, Chrissy cigi@cox.net

Sunday Afternoon at the Winery

Chrissy Conant



Join us on Sunday September 16 for a drive through lovely southwest Iowa. Our destination is Sugar Clay Winery for their Sangria Sunday Music Series. We will depart Council Bluffs at 1:30 pm on a scenic route to rural Thurman, Iowa. Our meeting place will be Iowa West Foundation Wabash Trailhead Park .6 (6/10) miles south on Highway 275 from South Omaha Bridge Road/Hwy 92 in Council Bluffs.

The \$5 cover includes live music featuring folk artist Mare Wakefield, <http://www.marewakefield.com/>, 1 glass of sangria with all the chips & salsa you can eat. At 3:00 pm the winery will provide the Flatwater group with burgers and brats with all the fixin's, pasta salad, chips, and dessert. There is a \$6.50 charge for the meal.


Please RSVP by Monday September 10 so I can provide the winery with the head count for the meal.

Visit the winery website for more information about Sugar Clay <http://www.sugarclaywinery.com/>

Chrissy, 712-322-5821 cell/text, cigi@cox.net

UPDATE: The departure time has been moved back to 1:30. We have 6 cars already in the line-up. The route is all paved except for the last approximately 500 feet to the winery. Please **RSVP by September 10**. Thanks!

ALL-EUROPEAN SHOW AND SHINE



SUNDAY, SEPTEMBER 9 | NOON TO 3 P.M.

For More information contact FAHC member Bart Hamilton
Bartman0@cox.net
or
Jennifer M. Evans
Director of Visitor Services
LAURITZEN GARDENS
100 Bancroft Street Omaha, NE 68108
Phone (402) 346-4002 ext. 204
j.evans@omahabotanicalgardens.org
www.lauritzengardens.org

You're invited to the
2012 Flatwater Austin-Healey Club's
Annual All-British
CAR SHOW



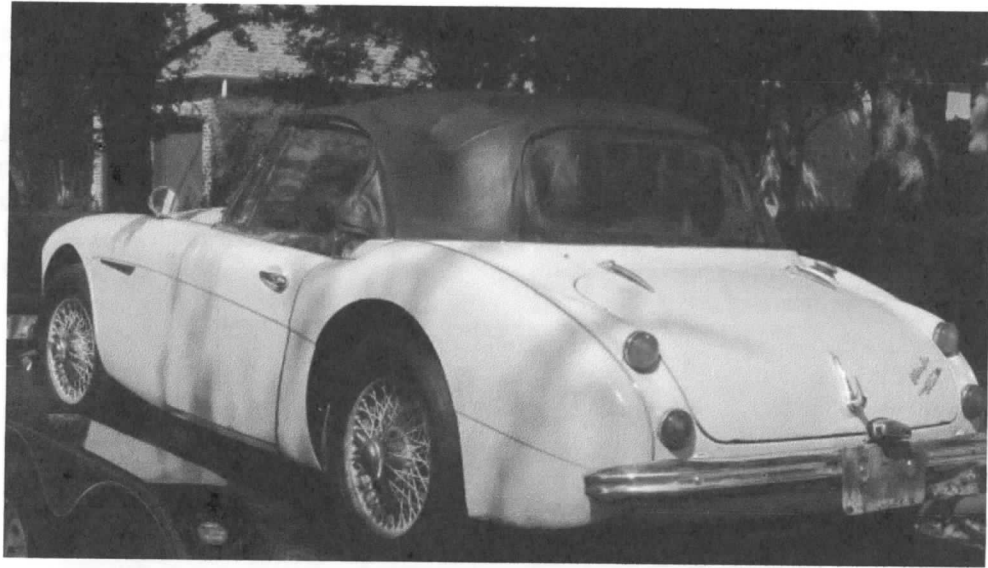
October 7, 2012
10 a.m. to 3 p.m.
FREE ADMISSION
All British cars invited!

Parking lot of
Northwestern Mutual Insurance
2900 South 70th (70th & Van Dorn)
Lincoln, NE

LA Sheriff: Man Recovers Car 42 Years After Theft

Published July 15, 2012

Associated Press



In this image provided by the Los Angeles County Sheriff's Department the stolen car sits on small transport trailer as it is delivered to Robert Russell 's home in Texas. (AP/Los Angeles County Sheriff's Department)

LOS ANGELES – A Texas man whose prized sports car was stolen 42 years ago recovered the vehicle in California after spotting it on eBay, authorities said Sunday.

Robert Russell told the Los Angeles County sheriff's officials that he had never given up searching for the 1967 Austin Healey after it was stolen from his Philadelphia home in 1970.

The 66-year-old retired sales manager from Southlake told the Dallas Morning News (http://dallasne.ws/ML2fBq) he paid a friend \$3000 for the car. It had sentimental value to him because it was stolen the morning after he took his future wife out on their second date.

Russell said he spent years surfing the Internet looking for the car and didn't have much hope of finding it.

"The fact that the car still exists is improbable," he said. "It could have been junked or wrecked."

He said he checked on eBay periodically and spotted it a few weeks ago. He immediately called a Beverly Hills car dealership that was selling it.

He said the vehicle's identification number matched that of his car. He had the original key and car title, but not a copy of the stolen-car report to prove that it was stolen from him.

Russell contacted Philadelphia police for help and learned that the stolen-car report wasn't showing up at the FBI's national crime index because one vehicle identification number was entered incorrectly. The report was finally found and the file was reactivated, enabling a Los Angeles authorities to impound the car.

Russell and his wife, Cynthia, drove to Los Angeles and took possession of the car. It's now valued at \$23,000.

"It still runs, but the brakes don't work well," he said. "We're going to put it back the way it was."

Read more: <http://www.foxnews.com/us/2012/07/15/la-sheriff-man-recovers-car-42-years-after-theft/arth?intcmp=obinsite#ixzz22UKSPkKj>

Summer Autocross
August 12, 2012
Lincoln Southwest High School
Joe Guinan

The morning dawned bright and not so warm, good omens for a successful day to come. People started showing up around 8:00 to drop off equipment and help design and set up the course. Gerry Conant came equipped with a design plan, but conversations with Tony Koester and Scott Embry led to a decision to try something different than the plan. Southwest High's parking lot presents us with a somewhat difficult problem – it has a fairly severe bump all the way across the lot where asphalt transitions to concrete. This bump can really upset a car that is being driven hard, so a change had to be made. We ended up with a course that was pretty easy to negotiate but very difficult to drive smoothly for an entire run. I'm hoping we can remember the set-up, because I don't think I've ever heard so many people mention they were enjoying the course.



As usual for our autocross layouts recently, we made each run a “two lap” course. This gives us two shots at almost every element of the course, so you'd think we would be able to get it figured out. It wasn't that easy though, as the second lap started with the car going at a higher speed and adjustments had to be made. After a couple runs, you could see that drivers had started to figure it out and were making efforts to squeeze through different sections just a little quicker than before. Of course, that's when we started “killing cones”. Drivers were confident enough with what they were doing that they started pushing the loud pedal a little harder. After a few mistakes, attempts were made to attack the course a little more smoothly and drivers were rewarded with better times. That's the sign of a good course, as far as I'm concerned. An analysis of the results shows my subjective observations were right. Almost everyone took the first run pretty slowly. With a couple of exceptions, the third and fourth runs had the most time penalties, and the later runs were faster with fewer penalties. One of the exceptions was Gerry Conant, who clocked his fastest time on the first run. Of course, Gerry took a couple of practice shots at the course, checking the layout and making adjustments. So he had the course memorized and had a good feel for where he could be fast.

I took a great deal of interest in watching Tony Koester and Scott Embry running their race prepared VW Rabbit. The car is a real beast for being such a little thing, and it seemed to respond well to being driven hard. These Rabbits are known for lifting a rear tire on a hard corner, and we enjoyed watching the drivers turn it into a tricycle on every run. Scott laid down a couple of pretty quick runs early in the day, while Tony gained familiarity with the car. Scott's later runs were quite aggressive, and resulted in several clipped cones – trying to really nail one good run. Tony took a different approach and managed to score the Fast Time of the Day on his 5th run – at 1:07.7.

The course was difficult enough that no one was able to break one minute. The Rabbit was over five seconds faster than any other car, which surprised no one. What was a surprise to many was the next fastest car – Bob Shaw's MGA, as driven by J. King to a 1:13.009. He was hammering the course, and Bob's nicely modified MG handled it well. Scott

Kahler ran his Miata to 4th place overall with one really fast and clean run at 1:13.566 and John Ulrich claimed a top five finish with the go-kart like handling of his AH Sprite. Full results are listed below.

With me still not having my Spitfire ready to run, I spent the day recording times and watching everyone's runs. This gave me the chance to see some things that I might normally have missed – like Greg Lemon really starting to push his gorgeous TR250 and Brian Goldsmith's grins while he was hustling "Old Blue" around the course. I enjoyed the way John Pecoraro attacked the course in his nicely prepped Miata – a few quick runs to get acclimated, and then really working to hit some corners correctly and still stay smooth as glass in the difficult parts. Doug Taylor in his Mini did just about the same thing – a few good runs and then one "Banzai Attack" that knocked a full two seconds off his best time. The battle between Joe Kueper and his son Tony made me smile. Tony got faster through the first runs – enough that he barely took the lead over his father. Joe just smiled and dug a little deeper in the next heat – clipping a cone on one run, but ending up with the win over Tony by almost a full second.

I don't know who had the most fun that day. That would be impossible to quantify. I can tell you that Michael Gregg got a couple of impromptu awards at the event. He had the "Longest Cone Carry" of the day, with a traffic cone lodged under his car for a full lap. It spit itself out at almost the same spot that he picked it up. He also had the "Most Impressive Spin-Out" of the day with a wild loop on the top of the course coming out of a long sweeping turn into the slaloms. I don't know why it makes me so happy to see this kind of thing happen. I guess it's just that we rarely get a chance to drive our cars with wild abandon – and that pops a grin above my chin. It seems many of us suffer from this same affliction. We had some new participants at the event as well. Vince Ryan brought his pretty yellow Sprite and had a nice time running around the course with his son smiling from ear to ear in the passenger seat. A couple of spectators were enticed to come over and sign in so they could make some runs, so we picked up some new members. It's always nice to have new faces at an event, and we look forward to seeing them at other times through the rest of the year.



It has probably become cliché in my write-ups that I praise the people who work to get the event set up, organized, managed, and taken down at the end of the day. We've really become almost "Professional" at holding these events – people just jump in and do what needs to be done and they need almost no direction. Gerry always manages to give us a course that provides both challenges and rewards, but that should not go without being said. Special note has to be made with regard to the efforts of Rich and Pam Brunke, however. They store all our equipment at their business and then load it up, deliver it, help set it up and take it down, and then take it back to unload it all and store it until the next time. A big reason these things go so smoothly is that we rely on Rich and Pam so heavily and they always come through for the club. Please let them know how much their work is appreciated!

Autocross Results 8/12/2012

Arranged By Best Time											
RUN #	DRIVER	CAR	CLASS	DIV	Time 1 (+?)	Time 2 (+?)	Time 3 (+?)	Time 4 (+?)	Time 5 (+?)	Time 6 (+?)	Best
16	Tony Koester	Rabbit	5	Open	1:11.278	1:08.553	1:18.451	1:08.422	1:07.701	1:08.678	1:07.701
8	Scott Embry	Rabbit	5	Open	1:10.496	1:09.121	1:07.973	1:07.642 (+2)	1:07.175 (+2)	1:07.842 (+2)	1:07.973
9	J King	MGA	2	B	1:16.511	DNF	1:14.695	1:14.355	1:13.669	1:13.009	1:13.009
1	Scott Kahler	Miata	7	A	1:15.75 (+2)	1:14.49 (+2)	1:14.275	1:14.259 (+2)	1:13.566	1:23.611	1:13.566
4	John Ulrich	Sprite	1	B	DNF	1:17.66	1:15.656	1:16.454	1:14.485 (+2)	1:14.373	1:14.373
7	John Pecoraro	Miata	7	A	1:17.62	1:17.925	1:17.413	DNF	1:14.887	1:14.473	1:14.473
14	Tom Suppa	Lotus 7	5	Open	1:18.005	DNF	1:15.57				1:15.57
12	Gerry Conant	TR7	3	B	1:15.75	1:16.438	1:16.053 (+2)				1:15.75
5	Brian Goldsmith	MGA	2	A	1:22.65	1:19.201	1:19.652	1:19.704	1:17.169	1:16.935	1:16.935
10	Jim Danielson	Sprite	1	B	1:24.669	1:17.05	1:17.441				1:17.05
6	Greg Lemon	TR250	3	B	1:21.22 (+2)	1:17.807	1:17.412 (+2)	1:18.122	1:17.207	1:17.473	1:17.207
15	Jerry Magorian	MR2	7	A	1:23.492	DNF	1:21.338 (+2)	DNF	1:20.178	1:18.341	1:18.341
2	Bob Shaw	MGA	2	B	1:20.34	1:22.25	DNF	1:20.951	1:18.576	1:16.96 (+2)	1:18.576
17	Doug Taylor	Mini	6	A	1:26.455	1:24.232	1:23.454	1:23.348	1:122.534	1:20.5	1:20.5
19	Joe Kueper	MGB	2	A	1:27.749	1:23.230 (+2)	1:23.496	1:21.461 (+2)	1:21.014	1:21.335	1:21.014
20	Tony Kueper	MGB	2	A	1:32.101	1:26.483	1:23.781	1:23.954	1:24.278	1:21.945	1:21.945
18	Craig Hahn	MGB	2	A	1:29.905	1:25.182 (+2)	1:25.51	1:25.342	1:23.52 (+4)	1:22.547	1:22.547
11	Michael Gregg	MGB	2	A	1:31.702	1:30.617	1:26.48	1:40.07 (+2)	2:07.124	1:41.73	1:26.48
13	Jeff Lemon	TR3	2	A	1:26.934						1:26.934
22	Nate Devivo	Volvo Wagon	7	A	1:32.9	1:29.03					1:29.03
3	Skip Charette	MGB	2	A	DNF	1:29.46	1:41.736	DNF	DNF	1:29.120	1:29.120
21	Vince Ryan	Sprite	1	A	1:39.566	1:35.30	1:31.570	1:32.62			1:31.57

Quoth the Bard: "O Michelin, Michelin, wherefore art thou, Michelin?" (Alfa Romeo and Giulietta, Lap 2, Turn 2) With apologies to William Goodyear...er, Shakespeare, it was off to Colorado on July 21-22 for the second annual RMVR Race Against Kids' Cancer at High Plains Raceway. And it was hot – How hot you ask? So hot that some of the drivers were having trouble staying on the track as their tires overheated. So hot that a number of drivers left about Noon on Sunday and didn't even stay for the Feature Races. So hot that my nearly 2 year-old Hoosier tires gave up the ghost, costing me a class podium finish in the Sunday races – more on that later. The air temperature was 108 degrees and the asphalt was a measured 148 degrees. Yep, 148 degrees. Heck, the dirt in the shade was 98 degrees. Man, that is hot!

The High Plains Race Report: The RMVR Race Against Kids' Cancer



FUMES
By
Terry Davis

The racing was hot as well. There were 112 cars entered in 5 run groups – the usual closed wheel groups Big Bore/Mid-Bore and Small Bore/Historic, and open wheel groups Formula Ford/Wings & Things/Sports Racers, Formula B & C, and Formula Vee. Interesting Formula cars included a Lotus 61, a Lotus 41C, a McLaren M10A, a couple of Lolas, and 6 Brabhams. Among the Production cars were a Yenko Corvair and an AMC Javelin. There was the usual assortment of British sports cars and Porsches, as well as a few BMWs and Datsuns.



The race is a benefit for the Morgan Adams Foundation, which was founded by the parents of Morgan Adams, a 6 year old girl who died of brain cancer in 1998. The Foundation helps fund research into treatments for pediatric cancer and for the past two years Rocky Mountain Vintage Racing has put on the race and raised money through corporate and private sponsorship of racers, Noon track rides in race cars, collector cars, and exotic sports cars, and other fundraising efforts. This year, like last year, RMVR raised over \$70,000.00 for the Foundation.

So how was the racing? Each run group had a combined practice/qualifying session on Saturday morning and then a 20 minute race in the afternoon. There were warm-up sessions on Sunday morning and then two more 20 minute races for each run group.

There were 32 cars in our Small Bore/Historic group, the largest of the 5 run groups. We started with 26 cars for Practice and Qualifying on Saturday, and I finished 4th of 10 in class and 15th overall. Race 1 on Saturday

afternoon went well and I finished 3rd of 7 in class and 9th of 23 overall in the 22 minute, 9 lap race, just 7/10 of a second ahead of the green Turner Mark I of Matthew Reay, a car I usually race quite close with. Behind him was the white GT-6 of Kevin Lynch and the red Spitfire of Renee Von Roenn.

Renee and I have also had a number of very good races over the last couple of years and Sunday's races were no exception. On Sunday morning, however, my Hoosier R6 tires began showing their age. Renee's Spitfire dogged me for most of the race and she was joined by Kevin's GT-6 late in the race. My tires' traction steadily decreased as the race progressed and the GT-6 was able to pass me on the long South straight on the last lap. Renee continued to press me from behind and I came into Turn 8, a very tight left-hand turn, too hot and unsettled the car as I downshifted to 2nd gear, allowing Renee's Spitfire to pass me on the inside. I tried to catch her in remaining half a lap, but couldn't, and finished 4th of 6 in class and 14th of 20 overall.

One of the things that I love about vintage racing is the sense of camaraderie and friendship that you develop with your fellow racers. That was the first race that I can remember where Renee beat me, and I was genuinely happy for her and gave her a hearty congratulations after the race. We had a great race, she drove very well, and she deserved to beat me.



In the Feature Race on Sunday afternoon I started behind Renee's Spitfire and as the green flag dropped I quickly jumped to the left giving me the inside line going into Turn 1. I was able to pass her Spitfire, as well as the Yenke Corvair and a white MGB. The B quickly got back in front of me and Renee passed me in Turn 2 as my tires just weren't giving me enough grip to take the corner with much speed. I then passed her on the South straight after Turn 3 as my Bugeye has more power than her Spitfire, but she and the Corvair stayed right on my tail. I held them off for the rest of the first lap and half of the second lap, but the Corvair passed me between Turns 6 and 7 on lap 2. Kevin Lynch's white GT-6, which for some reason started behind me, also caught me on lap 2.

I had the straight-line speed, but not the cornering grip, to hold off Kevin, Renee, and a red TR-4 for the rest of lap 2 and lap 3. Kevin passed me at the start of the South straight on lap 4 and Renee passed me going into Turn 11 on that same lap. I tried in vain to catch her for the rest of the 7 lap race, but couldn't. At least I held off the red TR-4, who continued to follow close behind me for the rest of the race. I finished 4th of 4 in class and 13th of 18 overall.

As I said, my tires had less and less traction as the two Sunday races progressed and when I got back home and looked at them, I found out why. They were all quite worn and the right front tire was worn down to the steel belt – Yikes! No wonder I didn't have much grip. I guess I tried to get one too many weekends out of them.

So, how to sum up my weekend? Another quote from the Bard of Avon: "A tire, a tire! My kingdom for a tire!" (Richard in Third Gear, Lap 5, Turn 4) Come to think of it, Avon makes racing "tyres." Hmmm, maybe I'll give them a call. See you in the paddock!

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 sbcinc@aol.com Actively buying cars for over 17 years, any condition, fast payment and pick-up. Generous finder's fees.

MGA Wire Wheels

For sale: Four 48 spoke wire wheels with Hercules radials from my MGA. Tires were new in 1996 and look almost like new; wheels are in pretty good shape -- run fairly true with vibration at some speeds. Time for 60 spoke wheels and new tires -- as soon as I find a home for these. \$125 for the set. Jay Fluehr, 402-334-0509, fluehr1@yahoo.com

Free clutch pressure plate, disc, and release bearing from my 1960 MGA 1600. Worked fine when removed except for a bit of shudder upon engagement. Replaced as preventive maintenance while engine was out.

Jay Fluehr
402-334-0509
fluehr1@yahoo.com

Seats to Trade

Mike Nelson of Omaha has a pair of Miata seats that he would like to trade for square tail Spitfire seats.

email is mikenelson1@cox.net
cell is 402-651-3621

REGALIA

Pam Brunke has a limited quantity of 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