



Flatwater News

May
2013

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

Events for May 2013

5/08/13 Officers' Meeting, 6:30 pm
Honey Creek Restaurant
Waverly, NE

5/09/13 Thursday, 6:30 pm
Pub Night
Sean O'Casey's Pub
10730 Q St
Omaha, NE

5/15/13 Wednesday, 12 pm,
Lincoln Lunch
The Eatery
2548 South 48 St
Lincoln, NE

5/18/2013 Saturday, 9:00 am
Breakfast
D&K Restaurant
20596 Hwy 370
Gretna, NE

5/31/2013, Friday, 6:30 pm,
Fish
Don's
Memphis, NE

Save the date
FAHC Fall Drive
October 13, 2013



What is the name of this prize winning car, when was it made, and
where was it made?
Answer on last page!

This Month's Features

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From The Editor... Chrissy Conant



First of all, I apologize for being extremely late with the newsletter this month. I am very sorry for any inconvenience.

Joe's article, "Take a Kid for a Ride", on page 3 is what I love the most about this club, the camaraderie of cars. No matter whom you are, how old you are, or where you are from, it is what brings us together.

Sheryl mentioned the FAHC page on Facebook. If you are a Facebook user join us there for articles about British cars and events.
https://www.facebook.com/groups/LittleBritishCar/?hc_location=stream

We are in need of volunteers for the membership committee. Please contact Michael if you are interested. Join me in thanking Jane Stone for her years of service on the committee. I know she enjoyed welcoming the new members to the club.

Flatwater Austin-Healey Club

A chapter of the Austin-Healey Club of America

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TAKE A KID FOR A RIDE

By Joe Kueper

The phone rings and the guy on the other end says that Jim Danielson suggested I call you and that you might be able to help me. The caller is Jake Jacobson from Valpaso, Nebraska. It is snowing out and he wants to know if I know of anyone who can give his father-in-law a ride in a TR-3 for his 90th birthday. In the back of my mind I'm hoping the birthday is in June but, no luck. The birthday is the weekend after Easter. Most British cars don't make their spring debut until early to mid May I tell Jake Jacobson but, I'll see what I can do and it really depends on the weather. Good Friday was decent so I got little Red out of storage. We set up a tentative meeting for noon a week from Saturday.

The birthday boy is Jens Sorenson and he bought a TR-3 new in 1957 and drove it for many years only to have to sell it as his family grew. He traded it for a Mercedes which he says was a terrible mistake. Since that day he reminded anyone who would listen that the TR-3 was the best car he ever owned.

It was raining Saturday morning but the front was supposed to pass at noon. Mike Howard and I positioned our TR-3s at the entrance of Applebees the air was heavy with moisture but not raining. Jens arrived and as he stepped out of the car he exclaimed, "Now that's what I'm talking about". We traded his French Beret for a ball cap style with a Red TR-3 emblazoned on the front and wished him Happy Birthday. Jens had a wide grin pasted on his face and it stayed there over the next 45 minutes as we loaded him in the car and took him for a ride. The throaty exhaust reverberated off the sides of houses and he remarked about how the sound was familiar. He said his TR-3 was very reliable and never left him stranded. Upon our return he struggled with the seat belt and reminded us that his TR-3 never had them.

As Mike Howard and I pulled out of the parking lot heading home it began to mist. We waived to each other as I turned right and he turned left. I noticed that he had a grin on his face that resembled the one Jens was wearing. TR-3s will do that to you. They are fun whether you are driving or riding. It's that British sports car thing. Drive your car to enjoy that feeling and take a kid with you be they nine or ninety.



A Change to Pub Night

Sheryl Pedersen

Sean O'Casey's has closed, as the building will be demolished to make way for a Dunkin Donuts franchise. They will have their Grand Re-Opening in 2 or 3 months at their new location, 2523 S 140th Ave. This is where the old Prima 140 restaurant was located, in the 144th and Center area, next to Westlake Ace Hardware. We look forward to meeting again at their new location!

Until then, we need to meet elsewhere for Pub Night. On Thursday, May 9th, we will be eating at The Brazen



Head Pub, located at 319 N. 78th St. This Irish pub is in the strip mall on 78th St, in the block just north of Dodge St. We have reserved the Emmet Room, so need to make a good showing. They have great food and beer, and plenty of parking, so let's bring out our cars! Members usually show up anytime after 5:30 pm. Keep watching the newsletter for Pub Night updates. You can also check the Flatwater Austin Healey Club facebook page for info and reminders.

LED Tail Lights for the MGA

Jay Fleuhr

Few would call our LBCs crashworthy in the modern sense, but it is prudent to make improvements when we reasonably can. I find it unnerving to be last in line at a stoplight, hoping the pickups and SUVs approaching from behind will realize that a small object is stopped in front of them. The faint glow of brake lights from my MGA does not add to the confidence level.

Enter the replacement units from Classic Auto LEDs. The LED unit is a circuit board holding multiple LEDs, and it completely replaces the original bulb holding fixture. The rivets of the original fixture are drilled out, and the LED unit is installed in its place. I was originally put off by the fact that the LED unit is not secured, but "floats" inside of the tail light lens. However, the LED unit is so light that this shouldn't cause any problems. The installation process is simple and quick, and the LED light output is much greater than that from the old incandescent bulbs.

The latest Moss Motors catalog includes LED bulbs that are one-for-one replacements of incandescent bulbs. However, they are not available for positive earth cars.

Veni, Vidi, Velociti – 2013

(We came, we saw, we drove really fast!)

The 2013 Airport Speed Runs

By Joe Guinan



Well, it wasn't cold this year! Whoo hoo! After a long and snowy winter that has carried on through most of our normal spring, we actually had a warm day for the Airport Speed Runs. It was windy as heck, but not bad enough that the shade structures were blown away.

We didn't change the course too much this year as our recipe has been successful – straight out for just over four-tenths of a mile, a roundabout at the far end, then gates and slaloms on the way back. It was a pretty simple layout, so it was a very fast track. We like this arrangement as it gives us a great opportunity to see how our cars handle at high speeds. The autocross events are great for precision driving in tight corners, but the airport events are a fantastic opportunity to test at the upper limits of performance. Braking from high speed in order to get through a gate or slalom section really throws a challenge at the driver and the car. If you don't try hard enough, the times suffer. Push the car too far into its performance envelope, and the same thing happens. The trick is always finding the "balance".

There was enough difficulty to the course that some big spins occurred. Joe Kueper had a big one with his "new" MGB-GT V6 at the far end of the course, and Tony Koester threw a momentary scare into the crowd when he lost it in the last chicane. Gerry Conant had one of his fastest runs late in the event even though he was in the grass part of the time.

Gerry's timing equipment has usually worked nearly flawlessly for these events, but such was not the case this year. We managed to make it through the first half of the event without a hitch. However, the wind and the bright sunlight make it difficult to keep the lasers pointed correctly and being "read" optimally. We burned out one of the timing units about two-thirds of the way through the event, so had to cannibalize the quarter mile timer for later runs. We did get good ¼ mile times for everyone, just not as many as we'd like. In regard to this part of the event, times ranged from the low of 13.17 for Brian Goldsmith in his supercharged Chrysler Crossfire, to a high of just over 20 seconds for John and Chris Martin in an MG Midget.

The course was a tad bit longer this year, so times can't be easily compared with previous years. Fast-Time-Of-Day was recorded by Scott Embury in what I call "The Bad Bunny" – a VW Rabbit set up for competition road racing. Scott hit one great run of 53.05, but clipped a cone to add a two second penalty. He had two other runs below 54 seconds, with a 53.8 as his best. Tony Koester also drove the race Rabbit, and was only a tick behind Scott with a best of 54.08. Our fastest "British" car was Gerry Conant's quick and well-driven TR7 with a 58.62 for his low time. Mark Guinan and Brian Goldsmith also broke the One Minute Barrier with 56.23 for the Corvette and a 59.49 in the Crossfire.



A few other cars would have broken into the “under a minute” class on last year’s slightly shorter course. Joe Kueper had a fast run of 1:01.52 in his MGB-GT V6 and Greg Lemon was right behind with a 1:01.8 in his beautiful TR250. Jeff Lemon got faster and faster through the day with his nicely prepared TR7, hitting a low of 1:03.55 on his last run. My favorite car in the event was next in line – Ryan Reis brought his beautifully built (and I do mean BUILT) Hillman Husky. The car looks like a miniature station wagon – think PT Cruiser or Chevy HHR. Under the hood of this little beast was a General Motors “Quad-4” engine, giving the car quite a bit of “grunt” and lots of attitude.



Terry Davis brought his white Sprite, and pushed it progressively harder through the day to finally get into the 1:06 range on the last two runs. Tony Kueper barely beat out Jerry Petet in the “Battle of the B’s”. Tony started out in the 1:20 range, but cut about two seconds off on each run, finally snapping off a 1:10.98 in a yellow MGB roadster. Jerry was very close behind with both of the MGB’s he brought – with a best of 1:11.17 in the white one. Chris and John Martin were having fun running an MG Midget, Chris’s 1:16.59 beat his dad’s best of 1:24.54 – though I think John actually had a couple of much faster runs lost by timer malfunctions.

We actually had no “Car Casualties” this year, which is a nice change. Gary Conklin had some difficulties with his beautiful blue 2000 Corvette. It looked like Gary bounced the engine off its rev limiter pretty hard on the first run, and the car decided to punish him. He wasn’t able to get the car to stop “laying down” off the line after that – the computer just bogged it down quite badly. It didn’t look like any damage was done, which was a relief.

A total of 15 drivers participated in the event this year. We also had about a half dozen spectators who made the trip to watch the action. That’s a decent number, but still a bit lower than I’d like to see. I understand that Scribner is quite a hike for a lot of members, but it has been a great facility. Being early in the season works against the event – some of us STILL don’t have our cars (or our driveways) finished. I’m hoping our second Airport Run this year will be better attended. Mark your calendars for September 9, 2013.

These events don’t go off without some effort. A special “thanks” goes to John Ulrich who brought the traffic cones and shade structures up from Lincoln early in the morning. John’s cars are being held hostage by a driveway repair job that has

dragged on for months, but he made the trip in his truck anyway. Gerry Conant always does a good job setting up a course, and his timing equipment helps us run a pretty professionally managed event. Everyone pitched in to help manage the event – just like always – and this is much appreciated.

FLATWATER AUSTIN-HEALEY CLUB					AIRPORT SPEED RUN - 4/29/2013						
RO #	DRIVER	CAR	CLASS	DIVISION	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Best
Full Run Times - Sorted By Class / Best Time											
RUN #	DRIVER	CAR	CLASS	DIVISION	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Best Time
16	Chris Martin	MG Midget	1	A - Stock	1:18.44	1:16.59					1:16.59
15	John Martin	MG Midget	1	A - Stock	? (Timer)	1:28.08	1:24.54				1:24.54
10	Terry Davis	AH Sprite	1	B - Modified	1:11.1	1:08.96	1:08.55	1:07.67	1:06.43	1:06.65	1:06.43
12	Tony Kueper	MGB	2	A - Stock	1:20.35	1:14.68	1:12.9	1:12.43	1:12.01	1:10.98	1:10.98
14	Jerry Petet	MGB - White	2	A - Stock	1:11.17						1:11.17
8	Jerry Petet	MGB - Red	2	A - Stock	1:12.53	1:12.14	1:11.72	1:12.35			1:12.14
1	Gerry Conant	Triumph TR7	3	B - Modified	1:00.83	1:00.14	59.98	59.46	58.62	59.26	58.62
2	Greg Lemon	Triumph TR250	3	B - Modified	1:03.59	1:04.14	1:04.07	1:03.34	1:01.86	1:01.8	1:01.8
3	Jeff Lemon	TR7	3	B - Modified	1:14.92	1:05.24	1:05.52	1:05.8	1:15.44	1:03.55	1:03.55
4	Scott Embury	VW Rabbit	5	C - Competition	57.53	55.03	53.8	53.93	53.05 +2		53.8
9	Tony Koester	VW Rabbit	5	C - Competition	57.24	57.37	54.99	54.08	1:17.55	53.41+2	54.08
6	Joe Kueper	MGB-GT V6	5	D - Open	1:04.35	DNF	1:01.52	1:01.86	1:04.05	1:02.49	1:01.52
11	Ryan Reis	Hillman Special	5	D - Open	1:06.0	DNF	1:03.93				1:03.93
13	Mark Guinan	Chevrolet Corvette	7	A - Stock	56.23	1:27.08	DNF	57.13	1:06.59	1:08.62	56.23
5	Brian Goldsmith	Chrysler Crossfire	7	A - Stock	1:00.85	1:04.18	1:04.24	1:01.02	59.49		59.49
7	Gary Conklin	Chevrolet Corvette	7	A - Stock	1:29.9	DNF					?
Quarter Mile Times - Sorted By Best Time											
RUN #	DRIVER	CAR	CLASS	DIVISION	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Best Time
5	Brian Goldsmith	Chrysler Crossfire	7	A - Stock	13.17	16.87	16.62	15.62	14.70		13.17
13	Mark Guinan	Chevrolet Corvette	7	A - Stock	13.57	18.49	13.48	?	?	?	13.48
4	Scott Embury	VW Rabbit	5	C - Competition	15.37	15.66	15.17	?	?	?	15.17
9	Tony Koester	VW Rabbit	5	C - Competition	15.24	15.97	15.33	?	15.33	?	15.33
6	Joe Kueper	MGB-GT V6	5	D - Open	16.19	15.98	15.87	16.08	16.18	15.64	15.64
1	Gerry Conant	Triumph TR7	3	B - Modified	16.58	17.77	16.64	16.2	16.12	?	16.12
11	Ryan Reis	Hillman Special	5	D - Open	16.31	16.38	16.31				16.31
2	Greg Lemon	Triumph TR250	3	B - Modified	16.75	16.68	16.92	16.68	16.79	16.70	16.70
3	Jeff Lemon	TR7	3	B - Modified	18.76	18.17	18.24	19.54	17.97	19.92	17.97
10	Terry Davis	AH Sprite	1	B - Modified	19.16	19.3	18.43	?	19.36	19.08	18.43
12	Tony Kueper	MGB	2	A - Stock	20.20	19.37	?	18.93	19.09	19.48	18.93
8	Jerry Petet	MGB - Red	2	A - Stock	?	19.77	19.69	19.45	?		19.45
15	John Martin	MG Midget	1	A - Stock	?	20.24	20.13		?		20.13
16	Chris Martin	MG Midget	1	A - Stock				20.52	?		20.52
7	Gary Conklin	Chevrolet Corvette	7	A - Stock	22.02	?	?				?
14	Jerry Pettit	MGB - White	2	A - Stock	?						?

LBC Trivia

Q: What was the inspiration for MG's famed octagon-shaped badge?



A: The shape of founder Cecil Kimber's dining table. MG stands for Morris Garages.

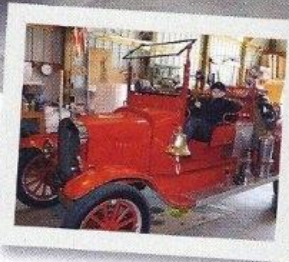
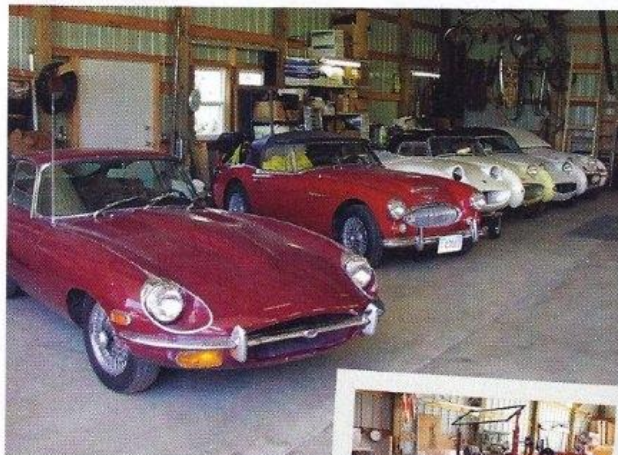
Flatwater Spring Car Show





Flatwater's Own Jerry Needham in Hemmings!

Thanks to Bill Redinger for submitting the article.



OMAHA REUNION

Jerry Needham built up a collection of interesting British sports cars during his Air Force career, but there was a problem: The cars were scattered across the country, stored near the air bases where Jerry was stationed when he bought them. Now, with the purchase of a home near Omaha, Nebraska, that has a 36-by-60-foot Morton storage building, he finally has a place to bring them together and restore them—someday. Sharing one roof are three 1959 Austin-Healey "Bugeye" Sprites, a 1960 Mk II Sprite with a "Bugeye" fiberglass bonnet, a 1966 Austin-Healey 3000 MK III, a 1971 Jaguar E-type FHC, a 1924 Ford Model T fire truck, a 1990 Mazda Miata, two 2004 Mazdaspeed Miatas, a 2004 VW Beetle Convertible and a 1996 Chevy Tahoe, the designated car hauler.

Olpe Chicken Run

Story and photos by Jim Danielson

Olpe Kansas, population 514, is home of the widely known Chicken House. Each April the area's British car world



descends on Olpe Kansas for their first outing of the year. All British car clubs are invited so the parking is filled with badges from Rolls Royce to Midgets. This year about seventy-five cars from Kansas City, Wichita, Lawrence, Topeka and one from Nebraska arrived for a mid-day lunch.

It is a bit over 200 miles one-way from Lincoln and the event takes about two hours, so the nine plus hours on the road might seem extreme. But it is a very pleasant back road trip mostly on Kansas's highway 99. About a third of the trip is spent in the Flint Hills where you cross the Oregon Trail ...worth a short stop. There is a small stretch of nice curvy road and an area with stacked stone fencing.



There is the occasional old homestead with deteriorating out buildings with hardship stories that no one remembers. The small town architecture is worth the trip. No speeding here, there is too much to see. Westmoreland and Alma deserve a closer look. Even the big city of the trip, Emporia, has some great old buildings.

Visits with old friends, great cars, plenty of chicken and a nice ride back home, all in all a good way to start the driving season. Come join me next year.

Hooray!!! I finally got to race again at Hallett – and the weather was beautiful! The Corinthian Vintage Auto Racing (CVAR) 6th Annual Mike Stephens Classic was held on April 20-21 at the Hallett Motor Racing Circuit between Tulsa and Stillwater. I've been to Hallett twice before. The first time was for a Driver's Ed weekend with the Porsche club, so it wasn't really a race and I drove a Carrera 4S instead of the Sprite race car. That time we ran counterclockwise on the track, the "normal" way. The second time I was there was in April of 2011 with the Sprite for a CVAR race, when we ran clockwise.

The April race typically runs clockwise, which seems somewhat unnatural to me, but this year we ran counterclockwise (hooray again!). Also, in the Spring of 2012 and in the Fall of 2011 and 2012 the weather looked really lousy – snow and/or rain – so I cancelled all 3 times at the last minute. I'm not going to drive 14 hours and 900 miles roundtrip to watch it snow and rain. If I want to do that I'll stay here in Nebraska, particularly this Spring! But this year the weather was beautiful (hooray yet again!!) Morning temps were in the upper 30s to low 40s, but in the afternoon it warmed up to nearly 70 and was mostly sunny.



track this time include the following:

You need to apex Turn 1 by driving over the gator at the inside of the corner because the track goes off-camber toward the outside of the exit. Go outside and you lose all momentum and risk running off the track. There is a blind hillcrest in middle of the straight between Turns 1 and 2 – it can cause a "pucker moment" the first few times you try to drive it flat out. Turns 2 and 3 form a quick left-right ess – one of my favorite kind of turns. The entry to the right-hand Turn 4 is a blind hillcrest, again causing a bit of pucker because if you don't find and hit your turn-in point, you're likely to go off-track to the left. Coming out of 4 you immediately turn into the left-hand Turn 5 and then it's a fast (and short) downhill run to the left-hand Turn 6, a very late apex turn.

From 6 it's uphill through the fast and gentle Turn 7 to another blind hillcrest right as you enter Turns 8 and 9 – the Bitch. So why is the 8-9 complex called the Bitch? When you turn into the right-hand Turn 8 you cannot see the apex because the hillcrest is right before the proper apex point, which is on or just a few inches to the left of the 2nd or 3rd painted square at the end of the inside gator – talk about needing to be precise when cornering! If you apex too early or too far to the left, you come over the crest and see...no track!!! Only grass and a wall. The first time you drive through it (and sometimes the second, third, and fourth time) it's a MAJOR pucker moment. The proper way to drive through the Bitch is to make a late apex at 8, again at the 2nd or 3rd square from the end of the inside gator, and then drive straight to the 2nd or 3rd square at the end of the outside gator at the entry to the right-hand Turn 9 for a late apex. It's easy to lose it there, hence the name.

FUMES



By Terry Davis

The Hallett Race Report

Hallett is a short track, only 1.8 miles long with 10 turns, and is perfect for a Spridget, Spitfire, or other small sports car. It's been called a very "technical" track, meaning that there are many fine points to learn to drive it properly and it is more of a finesse track than a power track. On all race tracks one corner flows into the next one, but at Hallett it's a flood! The track is so short and the corners are so close together that as soon as you exit one turn you're entering the next one. Most of the turns are late apex corners with blind hillcrests between Turns 1 and 2, entering Turn 4, and entering Turn 8 – leading into the infamous "Bitch."

Some of the finer points that I learned while driving the

Once you're through the Bitch, it's a medium-length straight to the left-hand Turn 10, the carousel, which requires a late turn-in and a very late apex. You aim for a storm sewer grate in the curbing. Then it's down the main straight and back to Turn 1. One of the challenging things about Hallett is the elevation change, over 80 feet, but that's also one of the things that makes it such fun to drive.



So what was the weekend like? I got to Stillwater Thursday night and got in 3 practice sessions on Friday – very helpful since it had been several years since the one weekend I had driven it counterclockwise. There were 5 run groups for Saturday and Sunday. Our group had 27 cars registered, all E and F Production sports cars, including 7 Sprites, 9 Midgets, 2 Spitfires, 7 MGBs, an MGA, and one lone Porsche 914. Like I said, this is a great track for Spridgets and other small cars. We started with a 15 minute Qualifying Race on Saturday morning. Since I was still pretty green, I took it easy and finished 20th out of the 25 cars that started the race and 14th of 18 in class, with a best lap time of 1:43.319. For comparison, the fast guys run in the 1:32 and 1:33 range during a race. I set my goal at breaking 1:40, figuring that shaving 3+ seconds off my time would be reasonable.

The 15 minute Race 1 late Saturday morning started with 22 cars and I was able to move up to finish 16th of 22 overall and 10th of 15 in class. My best lap time dropped to 1:40.978, so my goal of breaking 1:40 looked realistic.

I had a great time in Saturday afternoon's Race 2 – a 20 minute, 13 lap race. I passed several cars and was only passed a couple of times. I had some good dicing with a dark Bugeye with a gold racing stripe until he spun and went off track coming out of Turn 6 (watch it on the video!). Shortly after that I was passed by a blue and yellow box Sprite, but chased him until the next to last lap when I was able to catch and pass him between Turns 3 and 4. I held him off to finish 10th of 24 overall and 5th of 17 in class. I met my goal of breaking 1:40, with a best lap time of 1:39.617.



Alas, the rest of the weekend did not go as well. During Saturday's races the car would miss when using part-throttle, but ran great at full throttle. The answer, of course, was to drive full-throttle, which you are supposed to do anyway when you're not braking. I went out for the warm-up session on Sunday morning and the car was running poorly. They say that bad things come in threes. In checking things out it appeared that I had a fuel problem – the front carburetor was dumping too much gas into the engine – and also an electrical problem – a wire had come

off the alternator causing the car to run off of and drain the battery. I changed the needles and seats in both carburetor float bowls, fixed the alternator, and charged up the battery. The car started, but then promptly died and would not restart – it had no spark at all. That caused me to miss the morning Race 3.

After much time spent trying to diagnose the no spark problem, we were able to trace it to the distributor and I concluded that the Pertronix unit inside must have gone bad. After much more time spent replacing the distributor with its #*&\$%#@# nearly impossible to reach mounting bolts – voila! – the car started!! By then, however, the afternoon race was about to start and I couldn't get the engine re-timed and get everything else done to make it to the grid – oh well.



It was still a good weekend – I got to race, did pretty well overall, learned a lot more about how to drive the track, and got to spend time with some of my Age & Treachery Racing buddies. And it sure beat working for a couple of days!

So what's next? Let Terry Worick work his magic and get the car running right, then it's off to High Plains Raceway, my favorite track, for the RMVR Spring Race on May 18-19. See you in the paddock!

To watch a 9 ½ minute video of Saturday afternoon's race at Hallett click on the following link:
www.youtube.com/watch?v=lgBxOtIrdSQ

Upcoming Event

Mark the date, June 29th, tour of the Vintage Saab museum in Ft, Dodge, IA. Tom Donney has a nice collection including one of only six made Saab Sonett I."

Contact Greg Lemon at
glemon@neb.rr.com

if interested.

CLASSIFIED ADS

For Sale

1961 MGA 1600 Roadster. Iris blue exterior, black vinyl seats, black vinyl top, wire wheels. 1800 early MGB engine with stock MGA transmission and rear end. Great driver, \$6000. Can email photos. bgold@futuretk.com. 402-350-9861 (see also cover photo, last page, and page 5)

British Car Parts

For over 20 years I have been collecting British car parts and now it is time for them to go. There are hundreds of parts worth thousands of dollars. They are 90% Sprite/Midget and include practically everything that can be removed from the car...doors, fenders, hoods, windshields, heaters, top bows, seats, carbs, some running gear parts, motors (948 and 1100), etc. While I will continue to sell individual parts, I would like to find a home for the entire collection.

Jim Danielson, Lincoln, 402-464-3733

Wanted

Looking for a front passenger fender for a 1969 - 1974 1/2 MGB roadster. Contact Andrew at razmadazzle@msn.com

For Sale

Very nice 1959 MGA Roadster for sale. Excellent paint, nice interior, like new top and tonneau cover. A new grill is included (if not installed by the time sold). Much work has been done on this car since I acquired it in May 2004, much of the work professionally done by The Healey Werks. New wide whitewall tires were installed a year ago from Diamond Black Tires. Chrome wire wheels (Dayton). Luggage rack. Side curtains including pouch. Tool kit (not all the tools) and original jack (new pouch). Head was rebuilt (by The Healey Werks) in 2007. All the gauges work (speedometer and oil/heat gauge were rebuilt right after purchase). See front page of the January FAHC newsletter for a current photo.....a lot

more can be sent if requested. Contact: Howard Larson, 712-281-8812 (preferably evenings) or by email at beahusker@aol.com

Deciding to sell this dream is not easy but we have purchased a 1957 Thunderbird that once belonged to my wife's uncle and last owned by his son (her cousin). Keeping it in the family. Giving first chance to FAHC members.

One Man Bleeder Bottle



Try the One Man bleeder bottle the next time you need to replace brake fluid or after brake work to expel all air bubbles in the closed system.

Attach the bottle with heavy duty magnet to your axle, frame or brake component. Take silicone line and attach to bleed screw, back off screw and make sure master cylinder stays full of brake fluid. Pump brakes and new fluid will fill system without back up due to built in check valve. Close bleed screw when finished, attach line back onto vent plug. No mess and easy! High quality components.

I am selling this popular unit for \$20, call me at [402-890-0051](tel:402-890-0051) or send an email bpkasl@gmail.com for your order.

Brent Kasl FAHC

FAHC REGALIA

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. Please allow 2 weeks for your item to be embroidered.

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. Non-members may place an add for \$30 or join the club for \$20 and place free ads. Send your description and photos to your newsletter editor. cigi@cox.net

COVER PHOTO

Thanks to Jay Fleuhr for this month's cover photo. The answer to his trivia question is the Fascination, made in Sidney, Nebraska in 1974.

There were a total of five cars made; all have survived and are owned by two families. The example here is powered by a four cylinder Renault engine.

AREA EVENTS

The **Omaha Storm Chasers** will be hosting Classic Car Night at Werner Park on Sunday, June 2nd. We would love to see your club's cars revving up their engines at our stadium. The cost is \$10 a box seat and \$16.50 a club seat, with the price including parking. We'll do all the work in getting you your tickets and parking permits, you come and enjoy the game with the other car clubs from the Lincoln and Omaha-metro area. We look forward to seeing you there!

Any questions? Call Cameron Wilson at 402-738-5127, or email him at CameronW@omahastormchasers.com.

Porsche cruise night, at Sonic Drive Inn, just south of Hwy 2 on 48th St, in South Lincoln on Saturday, May 11, 6-9 pm. This is an all european show with many interesting cars showing up.