

# The Flatwater News

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

August 2003

## August 2003

- 3—Art Dart
- 9— Breakfast at Mahoney State Park, Poker Run
- 13 – Gearjammers Get-together, Hwy 6, west of Ashland
- 17 – Autocross, SCC, Lincoln
- 19 –Cozmo's, 84<sup>th</sup> and Center, Omaha, 7 p.m.
- 29 – Fish at Nehawka
- 30, 31 –Kansas City, KC All-British show at airport Marriott

Events have elastic starting and ending times, but breakfast is at 9, Gearjammers at 6:30, Cozmo's at 7 and Fish at 6:30.

## Autocross Set for Sunday, Aug. 17

*By Jim Danielson, Autocross Master*

The first Founders Autocross is set for Sunday, August 17, in Lincoln at Southeast Community College's south parking lot (8800 "O" Street).

Everyone who intends to race MUST attend the drivers meeting at 10 a.m..

And everyone who races will be called upon by one of the Stewards to help carry out the event. Working the race will not interfere with running, but you must be willing to help in order to participate.

Here are some requirements to participate.

\*All cars will have to pass a basic inspection before the drivers' meeting. This includes such things as good tires, battery tie-down, seat belts, removal of

all loose objects in the car, no serious leaks of any fluid.

\*All drivers must wear a helmet.

\* All cars must carry a current insurance certificate.

The cars will carry an entry number and must race in the position assigned. Cars will be divided into classes based on engine displacement and modification; and changes in the running gear. Cars will be either stock or modified. You will race only against cars in your class.

A final word. This is the first time we have had such an event. We will make some mistakes. It is for fun. I particularly encourage members who have not tried it before to attend. There is no entry fee and there are no prizes.

Safety is the only thing more important than fun. Call me at 402-464-3733 if you have questions.



*By Marvin Marshall*

## From the Presidential Garage

Sunday morning. The wife's left and it's raining. It would be a country song except I still have beer.. and the dog.

Finally I have the time to bang out a little story for the paper. Which is what the newsletter is becoming.

Thanks to each one of you for your support. Barbara and I both appreciate the stuff you send in. (Easy for me to say 'cause she does all the work!)

Two of our 14 grandchildren were up from Georgia for the summer. Most of the others and their parents that live here in town have been by quite a bit also. With roofing the kid's house and cleaning up the Presidential Palace from all that paint over spray I've been pretty busy.

No, I didn't do anything on Sue's house OR her Bugeye; but she's understanding.

My lack of visibility is not a precursor to my demise. Much to Sue's chagrin I am quite alive and kicking.

Okay, all the five-dollar words outta the way and on to the good stuff. On August 3<sup>rd</sup>, our little band is going to visit Joslyn Museum to view the French Impressionist works on loan from Scotland. This is the ONLY Midwest showing. On the flip side of culture we have the Poker Run on August 9th. Don't miss either event! If you do, you can always say you were saving yourself for the Founder's Autocross on the 17th.

With all these premier events and the usual Mahoney Breakfast, Gearjammers, and Fish you can't say we don't have something to do in this club. Oh, yes, I forgot! Take all your crap on over to Barbara's house for the big GARAGE SALE!! She'll love ya for it. That's August 15 & 16.

Two other events you need to plan for are the ALL-BRITISH over Labor Day and our very own show September 28th.

*continued on page 2*

Garage, continued from page 1

The All-British is back at the Kansas City Marriott this year. They moved it last year and it was a disaster. First time in ten years Sue and I didn't go and from what I hear we didn't miss a thing. Get your reservations in and be ready to party.

Our own British Show is in need of some volunteers to help park cars and fill out registrations. We get to show Lincoln, Nebraska REAL sports cars, not that heavy Detroit iron for a change. Be sure to attend.

Two final things before I get outta here and let you get into the good stuff inside.

The first is about car insurance. This is a shameless plug for J. C. Taylor Antique Auto Insurance.

Now I know some of you insure your LBCs thru your regular auto policy. You put it on in the spring and take it off in the fall, you storage it. What a pain.

I used to do that and I also discovered most regular policies like to take your premium but hate to part with it. Replacement value of that Triumph might be a little above scrap if you have a claim. Hold your agent's feet to the fire and just see what is covered, what is not and how much.

We had an illegitimate child or two go through our neighborhood the other night and shoot out car windows with a bb gun. Twenty-seven households were hit. We lost a couple of windshields and two side windows.

The 'B' is fine (it was in the Palace). The Pontiac, Dodge and Chevelle are not. The cop said the worst part is it's a misdemeanor for these kids. It would have been a felony if I had gotten a hold of them.

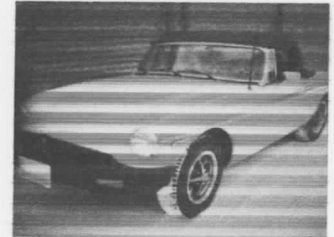
Really, the worst part is dealing with insurance adjusters. Their lineage is about the same as the hooligans who did the shooting! I think if a boatload of insurance execs were out fishing and it capsized in an ocean full of sharks, none would be eaten out of professional courtesy.

## Cars and Parts 4 Sale



**For Sale:** 4-speed trans. KCO 461 complete. Call Virgil Neu, 402-571-7564.

**For Sale:** 1975 MGB convertible. Runs nice. Body is rust free, but paint is fading. I'm "downsizing" and will have no room for this beauty when I move. Only asking \$1,900. Listed in the World-Herald 7/24. Please call 402-312-3246. FAHC member Bret Frerkes.



**Garage Sale:** August 15 and 16, 1310 Idylwild Drive in Lincoln.

Clean out your garage and bring your parts for sale. Price them yourself and please take your turn at the booth for at least a short time. We'll give a percentage of the proceeds to the club. Questions? Call Barbara Rixstine at 402-464-3733.



## Poker Run Planned for Saturday, August 9

Jesse Wubbels has planned a Poker Run for immediately following our club breakfast at Mahoney State Park on Saturday, August 9.

For those of you unfamiliar with poker runs, here's how it works. Jesse has planned a route that starts at Mahoney and then takes Poker Run participants through many of the area state parks. (Good time to buy that annual permit!)

At each stop along the planned route, drivers are given a playing card. At the end of the route, the person with the best poker hand wins breakfast the following (or another) month.

The poker run starts right after breakfast is over at Mahoney, so it would be best to attend breakfast first. If you can't make breakfast but still want to go, plan on being in the Mahoney parking lot by 10 a.m.

Anyway, the good part of this story is that Taylor is not like the rest. They paid the Chevelle claim and did not make me feel like a dirtbag begging for charity. Check them out at renewal time.

If you read this far, you're doing good.

The last thing on my mind is to remind you to get your Halloween costumes ready. Start now while Goodwill still has a good selection!

See you on the road!!

Marv

## Cars and Classes at JCF Days

Although it promised to be – and was – another scorcher, John C. Fremont Days turned out to be fun for the many FAHC folks involved, thanks to Leo Thietje's coordinating touch.

The event brought together cars from (or attendance by) Mike and Elaine Cerny, Judy and Bruce Cratty (with granddaughter Lisa), Bill and Ferne Evans, Paul and Harlene Garnhart, Ken and Vicky Grant, Joe Guinan, Joe and Susie Johnson, Michael and Pat Linn, John O'Brien, Bill and Anne Redinger, Bob Shaw, Jerry Tessin, Leo and Joanne Thietje and John Ulrich. (Jim Danielson was too busy cooking hamburgers at the concession stand to show a car.)

Joe Johnson won first place with his beautiful 1962 Healey 3000, but second was taken by a plastic MG with a Volkswagen engine and third was taken by a Pontiac Fiero.

Afterwards we adjourned to the Thietjes for socializing and eating. As usual, Joanne is a wonderful hostess and the editor particularly wants to complement Judy Cratty's cake and Elaine Cerny's potato salad.

Leo says, "We would like to add thanks to all that did come. And to the non-believers--I do have a MGA or at least part of one." Thanks, Leo, and see you next year!



Who'll get the Bud first? Bill and Anne Redinger's 1955 TR-2 and competing Clydesdales at JCF Days 2003. Credit: Bill Redinger



Cars lined up at John C. Fremont Days. Credit: Bill Redinger

## Briggs Swift Cunningham dies

*Bob Shaw sends this item from the vintage race list:*

Briggs Swift Cunningham, 96, a renowned competitor in sports car racing and competitive sailing, died July 2, 2003 at his home in Las Vegas from complications of Alzheimer's disease.

From the 1940s to his last race in 1965, Cunningham was a fierce sports car racing competitor who also skippered the Columbia to win the 1958 America's Cup. After winning many road races in the United States, he was the first American to challenge the Europeans in the 24 Hours of Le Mans in 1950.

Cunningham's winning designs helped establish American automobiles as credible Le Mans competitors and won the respect of European and American racing enthusiasts. He also established the American racing colors: white body with blue strips down the middle.

With Miles Collier Sr., he formed the Automobile Racing Club of American (ARCA) in 1934. Cunningham was also a founding member of the Sports Car Club of America, and he was member number one (the oldest member) of the New York Yacht Club.

He also played a part in the development of the Chrysler Hemi "300" high-speed engine and all fin- and water-cooled brakes in the 1950s.

After retiring from racing, Cunningham and his wife Laura opened the Cunningham Automotive Museum in Costa Mesa, California, to display his personal collection of automobiles. The museum closed in 1985; the collection of cars was sold to Cunningham's lifelong friend, Miles Collier Jr., who keeps the collection in a private museum in Florida.

## FAHC All-British Set for Sept. 28

You'll hear more details in the next newsletter, but the FAHC club's All-British Car and Cycle show is set for Sunday, September 28.

Volunteers will surely be needed, so if you can help park cars, direct traffic, tend the registration booth, move cars or other, please let Gary Rockel know.

And please plan on attending!

# The Triumph Spitfire: A Brief History

By Mike Nelson, aka Spitfire Guy

The Triumph Spitfire has a name that is rather unique to the Triumph line of cars. Unlike the usual TR line of cars, where the cars are simply a TR followed by a number, the Spitfire got its name from the legendary Supermarine Spitfire fighter aircraft.

The connection between the airplane and the car is subject to debate, however, as there isn't any recorded evidence that this was intentional. It is claimed that Triumph's involvement with the manufacture of Spitfire aircraft parts was responsible for their ability to use the name. Moreover, no record exists of any contention between the two companies regarding the situation. Perhaps it was simply a matter of no one really caring to complain.

So now, what do you do if you own a car manufacturing company and the owners of other car companies have unveiled small, affordable sports cars that become very successful from a sales standpoint? Well, you simply construct a small, affordable sports car of your own and you make it better than the competition. This is exactly what Triumph did in response to the Austin-Healey Sprite and the MG midget. Sorry guys, but this author is admittedly biased.

**Spitfire Mk I (1962 – 1964)** Production: 45,573 HP: 63 Engine: 1147 cc

Introduced in 1962 as the Spitfire Mk I, the car was based on Triumph's Herald sedan, sharing the running gear and independent rear suspension. The Spitfire engine, however, was tuned for an extra twelve horsepower over the Herald engine and the chassis was a backbone design that allowed the seats to be placed outside the chassis rails in a low position for an improved center of gravity.

Unlike the Herald body, which was bolted together, the Spitfire sported a fully welded unit that was less prone to flex and vibration. The styling was done by Giovanni Michelotti. The lines were a slight throwback to the original TR styling with sloping doors and pronounced rear fender humps. The front fenders and bonnet consist of a single piece that hinges forward, providing ample engine bay access.

One problematic design element was the rear suspension. The swing-axle design was prone to serious jacking in the corners, which led to a sudden oversteering condition when the throttle was lifted. This alarming characteristic did nothing to keep enthusiasts from competing with Spitfires as they were plentiful on the racetrack.

**Spitfire Mk II (1964 – 1967)** Production: 37,409 HP: 67 Engine: 1147 cc

In 1964, Triumph responded to the improvements made to the Austin-Healey Sprite by releasing the Mk II Spitfire. An evolution of the original, the Mk II boasted an additional four horsepower thanks to a revised manifold and valvetrain components. Interior amenities were upgraded with carpeting and trimmed door panels. Heaters, wire wheels and hardtops, however, were still options.

**Spitfire Mk III (1967 – 1970)** Production: 65,320 HP: 75 Engine: 1296 cc

When the Mk III was unveiled in 1967, there were more than cosmetic improvements. Not only did the new model receive a proper soft top that did not have to be stored in the boot, it found more power as well. The original 1147 cc engine was bored out to give the engine a final displacement of 1296 cc and 75 horsepower.

The rear suspension, however, continued to display the jacking characteristic that could be a handful to drive. This would not be rectified until the debut of the Mk IV in 1970.

**Spitfire Mk IV (1970 – 1974)** Production: (I couldn't obtain.) HP: 63 Engine: 1296 cc

The original designer, Michelotti, was brought in to do a re-skin of the Spitfire, resulting in the Mk IV series cars. You will often hear the Spit Heads refer to these as 'Square Tail' Spits' as opposed to the earlier cars referred to as 'Round Tail' Spits'. Beautiful examples of round tail Spitfires or GT6s belong to Jerry Tessin and Scott Henneman. Many Flatwater Spit Heads have the later square tail Spits'. It was during this re-skin that the ugly bumper overriders were tacked on, door handles were made flush and the wheel arches were flared subtly.

The rear suspension's transverse leaf spring, previously bolted solidly to the top of the differential housing, was modified to allow the spring to pivot atop the differential. This was a visually similar setup but effectively eliminated the snap-oversteer that made performance driving in the Spitfire such a harrowing proposition.

**Spitfire 1500 (1974 – 1980)** Production: 70,021 (in combination with the Mk IV) HP: 71 Engine: 1493 cc

In 1974 Triumph released the Spitfire 1500. This model featured the larger engine, which essentially was a stroked variant of the original 1300 engine. For reference, this was the same engine used in the MG Midget in an effort to simplify the emissions certification for British Leyland, which now owned both marques.

The increased emission requirements of the US models along with the fact that the Spitfire no longer had any other

(continued on page 5)



cars to help support its tooling costs, (we all know how British Cars liked to swap parts between makes) effectively orphaned the Spitfire. Production ceased in 1980.

This scrappy little niche-fighter had an eighteen-year stint in the affordable sports car arena and introduced the pleasures of the sports car to many who would not have been able to afford one otherwise.

*Credits: Much of the information in this article came from Wiley Davis' story, "Filling the Void," included in a previous Moss Motoring publication.*

## **Ponca Hills Trip A Real Treat**

Ice cream wasn't the only treat at a Ponca Hills cruise July 15. The real treat was meeting new FAHC folks and mixing lots of little cars together: (Triumphs, MGs, Sprites).

Rich and Pam Brunke, Rod and Melody Chvatal, Tim and Joy Clark, Bruce and Judy Cratty, Jim Danielson and Barbara Rixstine, Scott Hanne-man, Virgil and Audrey Neu, Don Petrick, Gary and Vicki Rockel, and hosts Dennis and Jane Stone all took a beautiful winding trail around Lake Cunningham for a nice evening out. Joining us at Zesto's - the finish locale - were Greg and Deb Thomas.

We'll meet again at Cozmo's at 84<sup>th</sup> and Center on Tuesday, August 19<sup>th</sup>.

## **Welder, Car Mags Available For Custody**

Jerry Needham reminds club members that they can take custody of the club welder from him at any time and are also welcome to borrow or leaf through his extensive collection of back issues of "Chatter" and other magazines offering technical articles on many different types of British cars. E-mail Jerry at [bugeye@radiks.net](mailto:bugeye@radiks.net).

## **KC All-British Car & Cycle Show To Be August 30 and 31**

Going to the All-British in KC over Labor Day? It's back at the Airport Marriott this year and some changes are in store. It's Saturday and Sunday only; not three days as in the past. No banquet, just a burger and brats bar on Saturday evening. Sunday is voting and awards presented immediately thereafter.

Reservations at the Marriott are due **Friday, August 8** to get the special rate of \$64/night. Call 1-800-810-2771 to make your reservation. This is a great hotel but a little remote; plan to take another car if you want to go anywhere and still put your car in the show. Registration info available at <http://kcallbritish.tripod.com>.

A caravan (or two or three) are liable to go Friday night and/or Saturday morning. Once all the plans are finalized, you'll get a club e-mail with the details and they'll be posted on the message board.

## **Bondo Tech Tip**

*By FAHC member Jay Fluehr*

I've recently been doing some body work on the faithful MGA and, after a bondo hiatus of around 25 years, am very impressed by the quality of modern products.

I have learned about a potential bad actor, though, and would like to share some information with you. The popular two-pack refinishing systems, also known as base coat/clear coat, are a superior product. Popular brand names are Imron, Deltron, and the duPont Chroma system.

They are all characterized by the need to mix in a hardener, or catalyst. Unfortunately, the hardener can be very bad for your health. It contains isocyanate or diisocyanate compounds that can really send your lungs on an adventure, with symptoms similar to a bad asthma attack.

The level of sensitivity varies with the person, and you can become more sensitive with each additional exposure. The material safety data sheets (available at supply stores or from manufacturers' websites) all say the same thing: Use an air-supplied respirator. The familiar activated-charcoal respirators that we all normally use just don't do the job. Although they remove some of the contaminants associated with spraying, the isocyanates break right through without even pausing.

While I can't in good conscience recommend this approach, if you choose to use isocyanates without an air-supplied respirator, get yourself a respirator with a combined HEPA (particulate) and activated charcoal cannister.

AOSafety sells a respirator with the combined cartridge, and the cartridge ID is R53HE-P100.

This product has been spotted at area Menards and Harbor Freight stores, and you'll recognize it by the magenta and yellow stripes on each cartridge. Be sure to protect yourself while mixing in the hardener, not just while spraying.

Good luck with your latest restoration project. Be careful out there.

## SEDUCED!

By FAHC member Terry Davis

I didn't mean for it to happen. I mean, I'm really not that kind of guy. Besides, I was already involved in a relationship with her big sister. But when I saw those big eyes, that smile, that cute little round rear end . . .

Wait! I'm getting ahead of myself. It was September of 1994 when I saw her "ad" in a local periodical. She was from Florida, hadn't been in town very long, and needed taking care of. What harm could there be in seeing her, just once?

So I made a call and it was arranged. Like many such encounters, when I first saw her she didn't look as good as her picture.

She was in a garage on South 60<sup>th</sup> Street in Omaha, buried under several bags of junk, a layer of dust, and even an old lawn chair. Did I mention that she was a 1960 Bugeye Sprite?

I can't say that it was love at first sight, but there was an attraction there, and thoughts of what she had been and what she could become again. Despite her rather dilapidated condition – holes in the floor boards, rust around the wheel wells, cracked windshield, wrong engine, and four different wheels – she still had some charm and "cheek" as the British would say.

She definitely needed taking care of, and I thought that she would be a good project for my son Ryan (then 11) and me to tackle as a first restoration project. So we took her home.

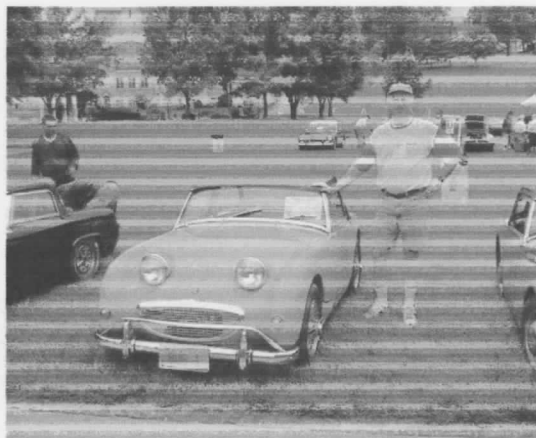
Well, we had no trouble starting to take her apart. We removed the bonnet, seats, and trim bits in fairly short order. I thought it was high time Ryan learned what the inside of an engine looked like, so we took off the carburetors, intake manifold, valve cover, and cylinder head. Then we sort of stopped. Okay, not "sort of," we just plain stopped working on her.

She sat in the garage until November when I towed her out to my storage garage in Waterloo. She would sit in her new resting place for the next 7+ years, until April of 2002.

You see I'm the sort of guy who starts projects around the house and usually doesn't get them finished. The cradle I started before Ryan was born still isn't done, nor is my daughter Allison's dollhouse (she's now 24).

Besides, if I do get done with a project, I'm also the kind of guy that always has a couple of parts left over. You know, washers, screws, whatever. They must be extras.

I realized that if I was ever going to drive the Bugeye someone else was going to have to restore it. She had now become an "it."



Terry Davis with his 1960 Bugeye Sprite at the 2003 Heartland MG Meet in St. Joseph, Missouri

Terry Worick at Absolute Body and Paint in Lincoln came highly recommended by John Ulrich and Jim Danielson, so in April of 2002 I called AAA and had her loaded onto a flatbed and hauled to Lincoln.

My Explorer was loaded with all the parts Ryan and I had removed, an extra engine and transmission, and enough other parts to open my own Moss Motors store.

I had described her condition to Terry, but I think that she was more of a project than he had expected. Over the next several months though, she slowly took shape as a possibly drivable automobile.

I was in Lincoln every few weeks on business and would stop by the shop, visit with Terry, and see what progress he had made. By the fall of 2002 I realized that she was actually going to be a restored automobile one day. It was exciting to see new panels welded on or new parts installed as the weeks passed.

A few months and more than a few dollars later, she was done. Terry called me in March of 2003 and said that she was ready to drive home.

I drove my TR3 to Lincoln to swap cars with Terry so that the TR could undergo some "freshening" and I could drive the Bugeye home.

She was beautiful. Terry really had done an extraordinary job of resurrecting this previously "holey" rusted heap. The drive home, although rather bumpy, was great.

I drove her almost daily over the next several weeks to do some "sorting out," and encountered no major problems. She ran well, looked great, and never ceased to be a conversation starter at the gas station or grocery store. The only somewhat negative comment came from my infinitely tolerant wife, who laughed

(continued next page)

"Seduced" from page 6, continued

and said I looked funny "all scrunched up in that little car" when the hood was "erected."

It was great driving her to the Heartland Regional MG show in St. Joe and it was the first time I had caravanned with other Flatwater members. That really made the trip.

Jim Danielson picked a wonderful route for us to drive with nice scenery and virtually no traffic. At the show the response to the car from fellow LBC owners and winning a trophy was the icing on the cake.

Was it all worth it? Yes. Would I do it again? Honestly, I don't know. Restoring a car, as well as owning and driving these LBCs, is an emotional experience.

Despite what radio talk show host Bruce Williams once said ("Never love anything that can't love you back"), we do enter into a relationship with these cars and do develop feelings for them.

Several times during the restoration process I thought about stopping and just selling the car, but didn't.

I'd made a commitment and wanted to see her running again. There are only so many of these cars left and I wanted to see this one finished.

But I've come to realize that I'm not the kind of guy to restore a car. My pleasure comes more from just driving them and maintaining them. I have a great deal of respect for those who restore their cars themselves.

For example Jesse Wubbels, who did a great job on his MG, is justifiably proud of his accomplishment and his car is beautiful. I wish that I had the talent and the time to do that.

But I guess not doing the restoration work myself gives me more time to drive my cars. And maybe I'll even finish that cradle and dollhouse someday. . . . Nah!

Don't know much about...

## Flatwater Events

By Barbara Rixstine

So you're relatively new to the Flatwater club or you haven't been to an event in a long time or there's some new events you'd like to know more about. Well, here's the rundown:

**Breakfast:** We have breakfast the second Saturday of every month at Mahoney State Park near Gretna. Breakfast starts about 9 a.m. (or whenever the first person gets there). You do have to have a state park permit to get in, but a year's permit is only \$14 and you can buy a day permit for \$2.50.

**Gearjammers:** We go to Gearjammers, just west of Ashland on Highway 6, every second Wednesday, beginning about 6:30 p.m. We eat and drink and still take time to look at each other's cars. Try the Reuben!

**Cozmo's:** This event, held the third Tuesday of every month, is new and still under construction, but Jane and Dennis Stone are willing to make it a tour and more. This last month, we took a tour of the Ponca Hills and it was great! The August 19 meeting is at Cozmo's at 84<sup>th</sup> and Center.

**Fish at the Windmill Inn in Nehawka:** This event on the last Friday of the month may be one of the longest-running events the club has. If you want to know the backstory, ask Jim Danielson or Marvin Marshall. Please note, we **do not** schedule the Nehawka event in November or December, because of the holidays.

John (the owner) and his staff do an outstanding job of serving fish and chips to our rowdy bunch. "Fish," as it's commonly called, usually brings out anywhere from 25 to 55 people, so if you're want to connect with someone from the club, this is the event to attend. But come early to get a seat!

**Other events:** We also plan "Help Days" and an all-British car and cycle show in Lincoln in September, caravan to the Heartland Meet in St. Jo in early June and the All-British in Kansas City on Labor Day weekend and offer other events throughout the year. Anyone is welcome to suggest or coordinate an event.

"Miscellaneous Sputterings," the monthly column by John Rued, will return next issue. The Editor

## From the Editor

As more and more people write for the newsletter, some of the same questions have come up:

*Who can write for the newsletter?*

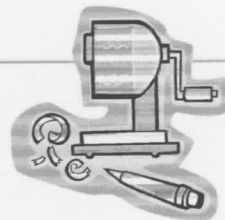
Any member can. It's a newsletter for members, by members, and the more members we hear from, the better. Stories are due around the 22<sup>nd</sup> or 23<sup>rd</sup> of each month for the issue following. Length depends on the topic, but a good rule of thumb would be 450 to 550 words. Most word-processing programs have an automatic word-count tool.

*If I write once, do I have to write every month?*

Absolutely not. Contributions are welcome any month you want to send them. Stories – particularly those that offer tech tips – are always welcome and encouraged.

*What about pictures?*

Pictures are welcome and encouraged too, either digital or "hard copy."



**Flatwater Austin-Healey Club of Nebraska**  
**1310 Idylwild Drive**  
**Lincoln, NE 68503-2040**

*an affiliate of the national Austin-Healey Club of America*

**Poker Run August 9<sup>th</sup>!**



*Photo from top of water tower at  
Platte River State Park from Poker  
Run 2002. Credit :Jerry Needham*

*The Flatwater News is published  
monthly. Members are welcome and  
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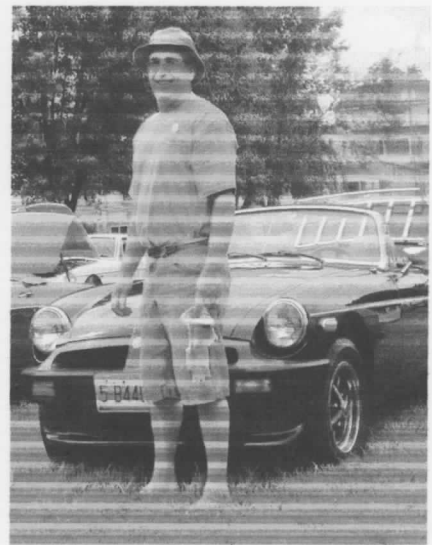
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**The Flatwater  
News is published  
for members like –**

Mike Cerny of Fremont,  
shown here cleaning up his  
1979 MGB at the Heartland  
Meet in St. Joseph, Missouri  
this past June.

Mike and Elaine Cerny  
contribute to the good times at  
many events with good food  
and good company. Mike has  
recently retired and is enjoy-  
ing his little British car.

Thanks for being  
members, Mike and Elaine!



**FAHC Shirts Still Available**

If you haven't yet gotten your FAHC polo shirt – or you see someone who needs one -- there's still time before heading to Kansas City over Labor Day. Show off your club membership with a dusty blue polo shirt that bears the club logo on the left side. Sizes range from Medium to XXL. Cost is \$25 for all but XXL; those are \$27.

Nicolette Bonnstetter's the one with the supply. Call her at 402-423-9138 or send her an e-mail at [nkb@unlserve.unl.edu](mailto:nkb@unlserve.unl.edu).