FLATWATER AUSTIN HEALEY CLUB

The **Flatwater News**

May 2002

DeSoto Bend Trip Offers History, Fun

May 2003
10—Breakfast at Mahoney Park
17 –DeSoto Bend Trip
20 –Cosmo meeting, Omaha, 7 p.m.
28—Fish at Nehawka
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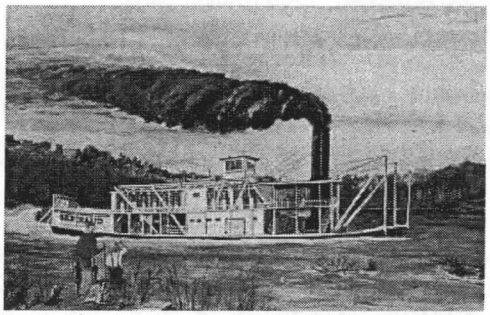
June 2003
6 – Depart for Heartland MG Meet in St. Jo
11 – Gearjammers Gettogether
14 --Breakfast at Mahoney Park.
17 – Cosmo meeting, 7 p.m.
28 – Fish at Nehawka
27

Events have elastic starting and ending times. Fish is 6:30 or so; Breakfast is 9:00 or so.



Come take in the view at the 7,823-acre DeSoto Bend Wildlife Refuge, next Saturday, May 17, on an FAHC May caravan trip.

A highlight of the refuge is the Steamboat Bertrand. Taking $300,000 worth of groceries and mining supplies to the Montana goldfields, it hit a sandbar and ended up submerged in 10 feet of water, 25 miles north of Omaha. Excavated and then resubmerged, the ship's cargo remanants are on view and worth seeing.

This is a full-day tour, so prep yourself and your car accordingly.

The Lincoln group will leave from Big Apple Bagel (61st and O Sts) at 10 a.m. Non-Lincolnites will meet us at noon in Blair at the Cottonwood Marina for lunch and laughter.

The Marina, located at 9800 Marina Lake , has a large outdoor eating area looking over the water. They seemed very happy to accommodate us.

We will have to deal with about a mile of gravel road, but slow speeds and healthy distances between cars will make it manageable. This is a full-day tour, so plan accordingly.

If you get lost, the phone number is 402-426-9940.

Questions on the trip, the route, the Marina or Other can be directed to the trip planner, John Ulrich, 402-421-9252.

By Marvin Marshall

From the Presidential Garage

I'M BACK! For all those who did notice and for those who didn't, I'd be all too happy to explain that four-paragraph column last month over a pint of Guinness or two.

Thanks to all of you who called to see if we were ill or something. We're fine, but April was not good for some of the other club members' health, though. At this rate my column will turn into a Sick List. Please remember them in your prayers.

John Ulrich and Bev's mother were both in the hospital at the same time but one in Lincoln and the other in Hastings. What a headache for Bev that must have been! I've admonished John not to do this again. He has several LBCs to finish first, and besides, he's our treasurer and has the checkbook.

Our other Bev tells us Ben Anderson had pneumonia. He is back to work. He also has several cars but I have never known Ben to work on them. Bill and Ferne Evans were not on the Walnut trip because their son had surgery.

Our youngest son, Paul, and his wife Kiesha are not sick, but I will be after Christmas when the bill for the grandchildren's presents comes in. We will have fourteen of 'em by then. Our newest is due in September. If I missed anyone else, please stay sick and I'll get to you next month.

Now, about that Walnut trip. The monthly meeting was Friday down at the Windmill and those boiler-room sessions are starting to take their toll on the ol' Pres.

Dr. Bob came banging on our door at an ungodly hour or else we'd have missed it. Being the only club officer in the group, it was my duty to take my truck to haul back stuff. About twenty of us left Goldsmiths and took back roads to Walnut.

(continued on page 2)

Presidential Garage, cont. from pg 1

Perfect weather for our caravan of Minis, Triumphs, and MGs. Thank you Brian and Jane for planning this outing!

We took lunch at The Villager and then pretty much split up along Party lines to hunt for bargains. Jane found a sexy purse and I bought a couple of glass insulators. Bob and Jerry spent the time looking through a basket of old motel keychains. (Embellishing their youth, no doubt).

Back to Friday's meeting which had about 40 in attendance. I have to give a plug to John, owner of the Windmill Tavern. There isn't a finer place to gather for fried fish and beer than at his establishment. He puts up with us, too! He also has a small house for sale in Nehawka. Ask Sue Marshall about it.

I see from my advance copy of the FWNews that the club is going to start going to Gearjammers on the SECOND WEDNESDAY of the month. It's a new place, I hear it's good. Give it a try.

Now about the HEARTLAND MG REGIONAL. This is Sue's and my favorite. Ten or so years ago we went to this and had so much fun we made it a regular trip.

A contingent of Nebraska British car owners invade St. Joseph with almost a quarter of the vehicles in the show. This year should be no different. Especially since the featured Marque is the Austin-Healey.

Flatwater is planing some special stuff just for the occasion. You need to be there to see it!

We have won every award available more than once and then some. (I won 9 straight First Place Trophies). Some, like Ben Anderson have won in the open class without even knowing he entered.

Join us in June. The excitement is really something to experience. It's a chance to meet old friends. See tons of cars. See St. Jo or relax in the shade, and of course, PARTY! Look up the article inside for full info.

Time to go! Lots of events planned all over this month. Hope to see you at most, if not all. Happy Motoring!

Cars and Parts 4 Sale

FOR SALE: 1977 MGB, runs, needs floor panels, $500, Frank and Connie Williams, Plattsmouth, 402-235-3367.

FOR SALE: 1966 Midget parts, including five wire wheels with near-new tires. Call Roger Woods (who knows FAHC member Greg Lemon) at 402-474-5066.

FOR SALE: 4-speed transmission from 1980 Spitfire 1500. Call Virgil Neu at 402-571-7564.

FOR SALE: Four painted wheels for MGB. Nice shape. $80.00. Contact FAHC member Tim Smith at tsmithone@tconl.com or call him at 402-334-8141.

FOR SALE: 1972 Datsun 240 Z. Good body to be restored, all frame is in good condition. Has rust in typical areas. Have extra parts, too many to list. Was in storage for last 14 years. $450.00. Call 402-727-4518 or email Mike Cerny at mecerny@ teknetwork.com for details on the Datsun.

FOR SALE:

1963 Midget/Sprite; 1967 Sprite; 1973 MGB-GT; 1974 MGB-GT; 1979 Midget; 1980 MGB LE

Call Jim Danielson at 402-464-3733 or e-mail him at jdanielson2003@ yahoo.com if you want other info.

MG HEARTLAND REGIONAL

Heartland Time is upon us once again, Flatwater members.

It's the 14th annual Heartland MG Regional, held June 6 through 8 in St. Joseph, Missouri.

This is practically everyone's favorite show of the year for many reasons: the drive, the pretty park in which we show the cars, the hotel barbecue and even the drive. Good friends, good times, good food. (See Marvin's column, left.)

Friday night at 5:30 is a barbecue in the Drury Hotel parking lot. (The Drury is the host hotel for the event.) Then Saturday it's breakfast on your own and then off to the park (often in a caravan) for the day. People look at cars, talk about cars, compare cars, enter cars in contests, you name it. There's food at the event, but you're strongly urged to bring a folding chair or two and a cooler for sodas, etc. Saturday night is the awards banquet and Sunday morning is a first-ever rally and then it's back home down some of Kansas' twisty back roads.

FAHC plans an afternoon departure to St. Jo, arriving at about 4:30 if all goes well.

Lincolnites will meet at Big Apple Bagel at 61st and "O" St. at 12:30; we'll leave about 1 p.m. If you live in Omaha or elsewhere, please plan to rendezvous with us at the Vanity Fair Outlet Mall in Nebraska City at 2 p.m. More details in June newsletter.

Registration:
Call 816-795-9628 for a registration form. There is information online at: www.heartlandmg.com

Hotel:
Drury Inn, 816-364-4700
I-29 and Frederick Blvd exit

Questions? Call Gary Rockel at 402-420-5977 or Jim Danielson at 402-464-3733.

Fix-It Tip – Carburetor Vacuum Leaks

By FAHC member Tim Creger

I recently struck on the idea of using JB Qwik Weld* to cure a minor vacuum leakage problem on my SU HS2 carburetor throttle shafts. But before I get to that, you need the rest of the story.

As part of my current project, a 1959 AH Bugeye Sprite (see back page.) I am replacing the original 948 engine in this car with a slightly modified 1275 and twin SU HS2 carburetors I obtained from a 1970 MG Midget donor car.

I rebuilt the HS2s last summer, and now have installed them on the 948 to make sure they are set and tuned in.

When I first started things up after installing the rebuilt carbs, I had real trouble getting the idle to slow down under 1500 to 1800 rpm. The carb manual indicates these carbs on a 1275 should run around 1000 to 1100 rpm.

After consulting Jim Danielson (who had just returned from a training class in Michigan on SU carburetors), we decided there must still be air leakage caused by the vacuum of the engine. There is a significant vacuum created by an engine, and it will pull air in from all sorts of places, such as a break in a gasket, a worn throttle plate shaft, or loose bolts.

If air leaks into the vacuum stream of the intake system, it leans out the air/gas mixture, and the end result is either excessively high idle, or a regular, lumpy idle that won't settle down with standard adjustments.

I had rebushed one of the four throttle shaft holes (there are two per carb), and thought the others were fairly tight so that they would not allow air to leak into the system. I did the rebushing with a hand drill and the new bushing supplied in the rebuild kit, but I have always had a hard time drilling a straight hole with a hand drill, and didn't want to drill and rebush the other three shaft holes if I could help it.

I decided to see which, if any, of the throttle plate shaft holes was leaking by using the carburetor mechanic's secret tool: carb cleaner.

(Safety note! Don't use ether, as it could cause an explosion on a running engine. Carb cleaner is less volatile, but enough to do the trick).

You start the car, and using an extension applicator tip on the carb cleaner, shoot a quick shot at the suspected leak point, in this case the throttle plate shafts and spacer joints.

If there is any air leakage creeping into the vacuum stream, it will also suck in the carb cleaner and immediately change the idle of the engine, thus alerting you to the leak site. Doing this, I determined that the two exterior throttle shaft holes were leaking, and I knew I didn't want to drill them for fear a misaligned hole would make the problem only worse.

Now we get to the main point of the article. I had recently completed installing a rear engine seal kit using, of all things, aerosol graphite lube and JB Qwik Weld®. The thought occurred to me that I could employ the same principle used for the rear seal on the leaking carburetor throttle plate shaft.

I cleaned up the carb bodies well, and sprayed three coats of aerosol graphite onto the ends of each leaking shaft.

(By the way, the shafts must not be removed for this to work, so this is really an easy fix for the mechanically challenged.)

Once the graphite was dry, I mixed up an appropriate amount of Qwik Weld --about the size of a dime to a quarter -- and carefully applied it with a toothpick to the end of the throttle shaft as well as about 1/8"-1/4"over the carb body and slightly worked down into the gap between the shaft and hole.

I then allowed the adhesive to set up (this is why I used the Qwik Weld instead of their regular Weld - it sets up in about 5 to 10 minutes vs. hours for the other stuff).

Once the adhesive had set up, but not cured, I gently opened and closed the throttle plate shaft in order to assure that the adhesive would not stick to it (the reason for the aerosol graphite). After 24 hours the adhesive had cured hard, the throttle shafts were air tight, and the reinstalled carbs were idling and running perfectly!

Dear Uncle Marvin

Dear Uncle Marvin, Now that spring is here how do I get rid of household pests when they migrate from the garage to my house? Signed, Overwhelmed.

Dear Ms Overwhelmed, My assistant says you shouldn't have let them retire.

Dear Uncle Marvin, I burned up my points out on the road. I had everything to replace them except a feeler gauge. What can I do? Signed, Poor Bob.

Dear Bob, I always travel with friends who carry all that crap so I can borrow it or better yet have them install it. But in a pinch you can fold a piece of newspaper a couple of times and use that. The World-Herald is .005" thick.

Dear Uncle Marvin, I got mad at my LBC and kicked the door. It's a shallow dent. How can I get it out without a lot of expense? Signed, Regrettable in Lincoln

Dear Regrettable, Yes, you are. Also a lot like your dent. Hope you didn't crease the metal with your foot. I should send you to a real high-dollar shop but I'll let you get yourself out of trouble with a toilet plunger. Put some soapy water on it and the dent and pop it out. It might not be perfect but I've seen your car.

FAHC Adding New Events On Tuesdays, Wednesdays

Gearjammers A "Second Wednesday" Event

FAHC officers have selected a third event for members to attend, in addition to Fish in Nehawka and breakfast at Mahoney.

Please pencil in a get-together at Gearjammers, on Highway 6, just outside of Ashland, the **second Wednesday** of each month, at 7 p.m. (If you'd like it earlier than 7, just let club officers know.)

This "Second Wednesday" at Gearjammers hopes to attract those of you who just don't get to Nehawka or Mahoney but would still like to visit with other Little British Car owners.

Officers have tried it and found several recommendations: it's somewhat convenient to both Omaha and Lincoln members, a big parking lot and proximity to the Gretna Outlet Mall.

There's a hefty menu, fairly priced, and when club officers and members tried it out, the servings were plentiful. In addition, there's a working jukebox and pool table.

Please plan on trying out Gearjammers on Wednesday, June 11!

Cosmo's The Place To Be On "Third Tuesdays"

Omaha members, an event is coming to your area soon! FAHC members Dennis and Jane Stone have graciously offered to host an FAHC get-together the third Tuesday of every month, at 7 p.m. at Cosmo's at 84th and Center in Omaha.

Direction of this "third Tuesday" is up to members. The first meeting on May 20 will let members discuss if they want Cosmo's to be a "meet-and-eat" kind of place or a "meet-and-move" starting point, meaning starting at Cosmo's and taking a drive around Omaha or its environs.

Dennis and Jane joined FAHC last year and have both a Jensen-Healey and an MGA.

We hope that FAHC members will show their support for the Stone's gracious offer and show up at Cosmo's the third Tuesday of this month to discuss those and other event-type questions.

Look for Dennis and Jane's white Jensen-Healey in the parking lot!

Please support our sponsors whenever you can, and thank them for supporting the Flatwater Austin-Healey Club!

Big Apple BAGELS ®

and Brewster's Coffee
6100 "O" Street
Lincoln, Nebraska
Bob Van Kaenel, Mgr.

SynchroTech

Dr. Marty Klein
Marilyn Michel
25108 Adams St.
Elmwood, NE 68349
402-556-0957
drzzzz@compuserve.com

Economy & Performance
14th and "Q" Streets
Lincoln, NE 68510
402-435-1326
Kevin Gilbert, Owner/Mgr

ABSOLUTE BODY AND PAINT
4033 Progressive Avenue, Suite 4
Lincoln, NE 68505
402-464-6100
Terry Worick, Owner/Mgr

Caravanning, FAHC Style:
A Guide to Taking It On the Road

By Jerry Needham and Barbara Rixstine

The first few days of driving-with-the-top-down are upon us and since the caravan season is so short in Nebraska, there's no time like the present for road trips.

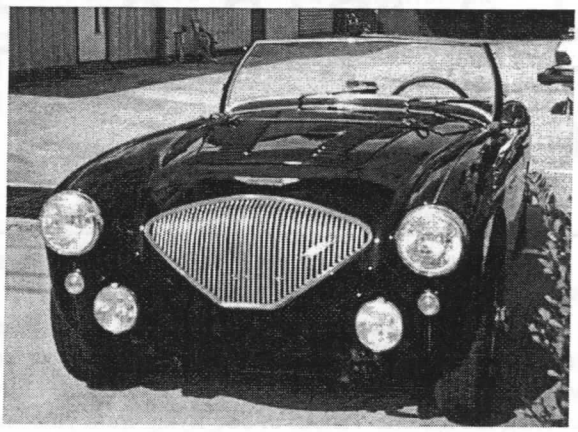
While it's tempting to jump into the car and head out, a little planning makes the experience more enjoyable. Here's a few tips that you might consider the next time you hit the road with either just another friend or as part of a caravan on a touring excursion:

- A small cooler chest with icy soft drinks or two is a no-brainer;
- A couple of common hand tools and electrical tape (see Dear Uncle Marvin's admonishments this issue) can get you through an unexpected on-the-road hiccup.
- In the same vein, I like to carry an extra set of spark plugs, rotor, condenser and even spark plug wires to save me from the most common road mishaps. And you'd be surprised at how many parts are inter-changeable. We once rescued a Lotus Europa on Kansas Route 7 along the Missouri River with a Bugeye rotor;
- Agreed-to meeting spots and arrival times. Be there early to avoid being the only one holding everyone else up and, the way we work it, departures will happen at the appointed hour;
- Gas up before starting and plan rest, gas and food stops along the way. Unless it's a Poker Run or road rally type of event, everyone should know the planned route and stops along the way.
- Travel as fast as the slowest car. If you really want to see what your car will do, get out there and make it roar but catch up with the group later;

And one last, but really important point when caravanning, is keeping an eye on your buddy following in the car behind.

Stop immediately if you see the car behind you make a wrong turn or stop. Signal the leader, but stop and stay. That's one of the advantages of going as slow as the fastest car; it's easier to stop and help if you're together, rather than if you're spaced out over several miles.

Also, know the lead car driver's cell phone # and give him or her yours, just in case. Thinking ahead makes the experience that much more enjoyable for everyone involved.



New to caravanning?

Here's some suggestions from FAHC members on what to bring along:

John Ulrich:

A tin box (like Altoids come in) of assorted fuses and electrical fittings, and a cutting/ crimping tool;

A couple of feet of baling wire and a few nylon zip-ties;

A tube of blue non-hardening gasket maker;

A flashlight;

A fire extinguisher (always);

WD-40; and

Bud Dunklau

Jim Danielson (who says these are in addition to John's list):

Fix-A-Flat;

Tow chain; and

Selected wrenches/screwdrivers/sockets;

Barbara Rixstine:

Book to read while you're waiting for club members to figure out what the problem is; and

A cell phone or walkie-talkie system to call the caravan leader.

Member information change:

E-mail Dave Ciaccio at: djc53052@msn.com

They helped too:

Randy Hiatt and Joe Kueper, who also volunteered for the o'dark hundred shift at the Swap Meet in March. Thanks, guys!

Joe's "Git-By Garage"
Tip of the Month -- MG Fan Motors

By FAHC member Joe Kueper

It seems to happen on one of those first warm days in spring.

You're top down caught in traffic when the engine temperature rises and the cooling fans kick on. Fine, except you start to hear that errr – errr – squack from one of the cooling fan motors. Visions of $80 flying from your wallet cross your mind as you are convinced that you cooked the motor or it's bearings and need to replace it.

Not so! I learned from my electrician friend Tom that the problem is a dry bearing. Tom also showed me the following process that can save you money and extend the use of the motor.

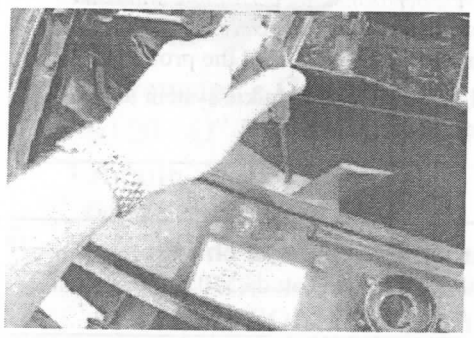
Access to the front bearing next to the fan blade on these motors is easy for applying a few drops of oil however, this bearing is rarely dry. The rear bearing is the usual offender and it is sealed deep in the motor. You need to take it out and take it apart. The entire fix can take 1-3 hours depending on how many beverages you consume with your assistant and the problems you encounter.

The good news is that you don't have to take out the radiator to remove the fan motors.

Step 1: Remove the protective screens. Two 7/16 bolts hold the top one and 5-6 screws hold the lower screen. (Editor's note: Joe's picture for this didn't transfer; contact him and he'll e-mail it to you.)

Step 2: Disconnect the wires. Simply squeeze the two levers on the back of the connector plug to release the hooks that hold it together and pull it apart.

Step 3: Using a long, narrow-tipped screwdriver, back out the setscrew that holds the fan blade onto the motor shaft.



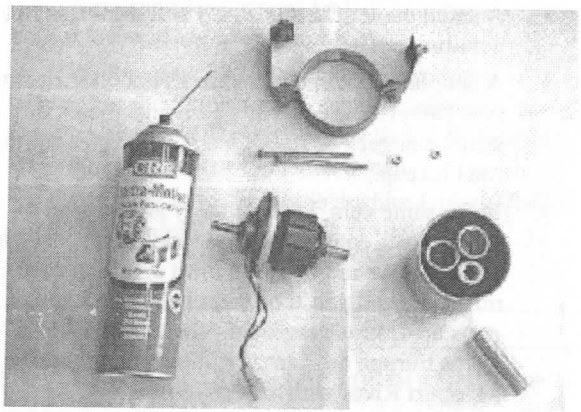
There are two slots in the front side of the yellow fan hub and only one of them leads to this setscrew. Find it. If you are lucky, this comes out easy. *If not, skip to PROBLEMS* at the end of this article.

Step 4: Use two large screwdrivers or something similar to lever the plastic fan forward on the shaft. Be careful to not jam the fan into the radiator fins.

There may not be enough room to remove the fan so after you have it sliding forward on the motor shaft, loosen the two 7/16 bolts that clamp the motor in it's mounting bracket and slide the motor toward the front of the car to give you more room to slid the fan off the shaft. *Fan won't come off the shaft? See PROBLEMS*

Step 5: Remove the two 7/16 bolts holding the bracket, which holds the motor. The bolts for the passenger side motor are conveniently located on the top of the narrow sheet metal apron that holds the hood latch. The second bolt of the driver side motor is located on a vertical support underneath the hood latch. Separate the motor from the bracket and maneuver them both to remove them out the front by the rubber bumper.

Step 6: Taking the motor apart is very easy.



Just remove the two long bolts. DO NOT REMOVE the circle clip on the front of the motor. Leave it in place so you can remove the end cap attached to the shaft of the armature. The brushes are attached under the end cap and can be difficult to reinstall if they are removed. IMMEDIATELY upon removing the armature from the cup-shaped motor case, place a piece of metal in the case in between the two magnetic fields located in the case to connect the opposing fields. This ensures the field maintains its strength I'm told. I used two large deep sockets.

Step 7: Clean, lubricate and reassemble. I used the cleaning spray designed for electrical parts – available at any parts store -- to clean the armature and brush mechanism. Keep the deep sockets in the motor case while cleaning and lubricating it. I used carburetor cleaner to clean out the tough varnish buildup inside the motor case. Add a few drops of oil or a dab of bearing grease into the bearing cup. I prefer grease since it seems to last longer and I use a wood stick to dab it and avoid the interference of the magnetic field. Remove the sockets and quickly reinstall the rotor and end cap. Replace the two bolts and oil the bearing at the end cap.

Miscellaneous Sputterings

By John Rued, FAHC member

"Look! A four-leaf clover," exclaimed the little girl in the Nehawka town square.

Ann and I had just rescued a small boy from the bucket swing—he couldn't extricate himself—and that apparently endeared us to the small collection of kids in the local playground.

Botanically intrigued, Ann and I went to investigate. After all, four-leaf clovers are considered rare and lucky. Turns out that the four-leaf clover was nothing but a small broad-leafed weed with four petals. Nothing but a simple weed.

Or was it?

To these kids, this weed was something of value: a treasure whose value far exceeded the intrinsic value of something otherwise regarded as a gardener's nuisance; a value based on a belief system unfettered by the constraints of reality.

Ann and I slowly walked back to The Windmill. I thought about the simplicity of young lives where anything can be something to somebody.

I looked at the smattering of British cars parked on the main Nehawka cross street. Then it dawned on me. We are those kids! All of us who shift into fourth and imagine ourselves to be a youthful Hawthorne on the tail of Moss, racing down the Mulsanne Straight at Le Mans.

To heck with the fact that we are really an Espelund on the tail of Shaw, racing across US 34 to the best fish-and-chips in Cass County.

We in Flatwater embrace these fantasies.

We celebrate them every time we drive these archaic cars.

We share them every time we gather in small-town cafes.

We experience life within a different set of constraints—to the amazement and amusement of others.

Just like the kids of Nehawka.

Check out the FAHC website:
www.flatwater.org
for links to the Heartland Regional page and other stuff!

Joe's Garage, cont. from page 6

and I use a wood stick to dab it and avoid the interference of the magnetic field. Remove the sockets and quickly reinstall the rotor and end cap. Replace the two bolts and oil the bearing at the end cap.

Step 8: Install the motor, attach the fan and replace the protective screens. You are now good to go in hot weather and have $80 to spend on cool beverages.

PROBLEMS:

If it can go wrong it will. In my case, I encountered two problems. First, one of my setscrews refused to come out and half of the top of the screw broke off.

I didn't want to go through the trouble of removing the radiator just to remove the motor and fan. After removing the mounting bracket from the motor, I was able to turn the motor, with the fan blade still attached, around so it faced forward.

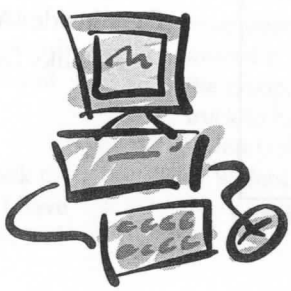
Now I had easy access to drill out the broken setscrew. If you are lucky, you can then use an "easy out" to get the rest of the screw out. I wasn't and had to use a tap to rethread the fan for a new setscrew.

If you find yourself in this situation and don't have a tap and die set in your toolbox you can usually get a self-tapping screw at a hardware store. I personally like to replace the slotted setscrews with hexagonal head screws that require an allen wrench for fastening. They are stronger and easier to use.

My second problem was that even after the setscrew was out, I could not pry the fan off the shaft. With the motor and fan facing forward, it was easy to hold onto the fan-blade and using a punch, I had my assistant drive the shaft out of the fan.

GIT-BY@ *Economy repairs are for drivers who want to do their own mechanics. Jury-rigged repairs are performed by certifiable shade tree mechanics at darn cheap prices. Another fine service developed by* ***Joe's Garage****.*

Joe and Linda Kueper from Papillion own a 79 and an 80 MGB, a TR4A and a TR3-A.



Want the newsletter by e-mail or to be notified when it's on the web?
Send a note to: Fahcmailbag@yahoo.com

Flatwater Austin-Healey Club of Nebraska
1310 Idylwild Drive
Lincoln, NE 68503-2040
an affiliate of the national Austin-Healey Club of America

INSIDE:
DeSoto Bend Trip May 17
Two new regular club events set
Heartland Regional promo
Tech tips from Joe Kueper and Tim Creger

Jeff & Liz Lemon
4410 Serra Place
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The *Flatwater News* is published monthly. Members are welcome and encouraged to contribute items to: fahcmailbag@ yahoo. com. All submissions may be edited for length and information.

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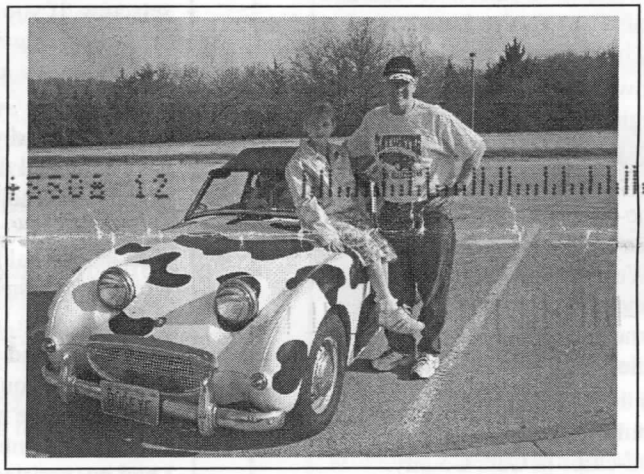

The *Flatwater News* is published for members like:

Tim Creger, shown here with daughter, Helen, in the parking lot at Mahoney State Park this spring.

Tim and wife Joan also have two boys and have been members of Flatwater for the last few years. They own a 1959 Bugeye which, obviously, is a one-of-a-kind vehicle.

You'll find an article from Tim on carburetor fixes inside. Also note his t-shirt!

Thanks for being members, Tim and Joan!

ORDER YOUR FLATWATER REGALIA TODAY

Shirts? Did we hear someone say he wanted shirts? If you're interested, here's your choices:

T-shirts: Mike Nelson's the guy with Flatwater Austin-Healey Club t-shirts. Gray with black FAHC lettering – Tim's got one on in his picture here -- Mike's got some XL and XXL sizes left for $15. Send him an e-mail at mike@spitfireguy.com or call him at 402-498-4320.

Polo shirts: Nicolette Bonnstetter is working on polo shirts. These are the three-button kind in dusty blue and the logo over the left chest. Cost is about $28. Send Nicolette an e-mail at nkb@unlserve. unl.edu or call her at 402-423-9183 ASAP!

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