



April 2004

Flatwater News



*A publication by and for the members of the Flatwater Austin-Healey Club of Nebraska
Find us on the web at: www.flatwater.org*

Calendar:

- April 7:** Gearjammers, 6:30 p.m.
April 10: Breakfast at Mahoney State Park, monthly officers meeting, 9 a.m.
April 17: Walnut, Iowa run. See story
April 20: Cozmo's, 84th and Center, 7 p.m.
April 30: Fish at Nehawka's Windmill Inn, 6:30 p.m.
May 2: Hope Center Show and Barbecue, see story
May 8: Breakfast at Mahoney & Poker Run, 9 a.m.
May 15: Vehicle museum tour planned by Leo Thietje. More info next month.
May 22: Gramercy Hill Car Show in Lincoln.

CAR SHOW!

By Marvin Marshall

We have been invited to participate in a free show at the Gramercy Hills Retirement Center, 6800 "A" Street in Lincoln for the benefit of the residents there. This will be a good event and will help us with our community service objectives. Two other local clubs also have been invited. Each club will be awarded a prize by the resident's votes. It will be May 22. More later and on website. Please plan to attend.



Walnut, Iowa Antique Run April 17

A combined tour of Flatwater Austin-Healey Club members and Her Royal Majesty's Nebraska Patrol members will make the annual pilgrimage to Walnut, Iowa on Saturday, April 17.

Lincolmites who want to caravan can cluster at the 84th and Highway 6 U-Stop for an 8:30 a.m. SHARP departure.

We'll meet up with everyone else at the Goldsmiths around 10 a.m. and depart shortly after bathroom and visit breaks.

At Walnut, we'll eat at the Villager Restaurant north of town by the interstate, then drive back downtown for an afternoon of antique frenzy.

Walnut has 18 antique stores and malls downtown, with 7 specialty shops and two or three small cafes. Check it out at www.walnutiowa.com.

Getting to Goldsmiths, 23939 McPherson Avenue: Take I-80 east to exit 8. Exit onto Highway 6 east. At mile marker 11, turn right onto 245th St. At the "T," turn right onto McPherson Avenue. Questions? Call Brian or Jane Goldsmith at 712-566-2400.

Hope Center Show, Run and Barbecue Sunday, May 2



Just aching to get that little British car out and on the road? Well, Don and Carla Petrick are giving you that chance on Sunday, May 2, with a fund-raising show at the Hope Center in north Omaha.

But let's let Don tell you something about it:

The Hope Center is a youth center located in Omaha's near north side neighborhood. The center offers its 500+ members a place to belong. Youth and teens 7-17 years of age participate in sports, music, computer classes, art and theatre. But the Center has limited funds to bring these opportunities to reality.

We'll start out at the Hope Center (2200 North 20th St.) at about 2 p.m. Carla says, "Help us fill the track at the Hope Center with British cars for a neighborhood car show."

After the show, we'll caravan to the Petricks' home for a country-style barbecue. The Petricks promise food, drinks and non-stop car talk; how can you miss?

Watch for firm details later in April via e-mail. If you want a postal-mail update, let me know. (Another good reason to come on the Antique Run the 17th; you'll probably get details for this show and find out who else is coming.)

This is a community-oriented offering for the club, and the Petricks are working hard to make it a success, so please come out for a good cause.

Contact Carla or Don if you have questions: 402-253-2232 or donpetrick@charter.net.

Dennis Stone at last year's Loess Hills Run.



A Few Words With . . . Dennis Stone *Officer-At-Large*

This year I was elected Officer-at-Large in January, a newly created position with the officers.

If you are like me, you know the cars better than the people who drive them. I drive a white 1973 Jensen-Healey, which I have owned since the late 1980s. I decided about four years ago to add to the collection and I purchased a 1959 MGA literally in cardboard boxes.

I have spent the last few years restoring this car and trying to figure out where all those parts belong. I'm the guy all you MGA owners see crawling under your cars, taking photos of assembled parts and just asking innumerable questions. I was just trying to figure out where all those unlabeled parts belong. I now have the engine so it starts and I would sure like to have it on the streets this year.

Last year, my wife Jane and I began our attempt to start an event during the evening here in Omaha. We meet at Cozmo's at 84th and Center for ice cream on the third Tuesday evening of the month around 7:00.

So if you are looking for a nice ride in your cars on a workday evening, please join us for ice cream and conversation. Cozmo's also offers food if you run short of time and need supper.

I would like to encourage all members of Flatwater to pick out one of the many events we offer through the month and just join us.

Flatwater is comprised of a large group of diversified, friendly people. We offer many different types of events such as the Art Darts, Antique Run to Walnut or the Fall Drive through the Loess Hills of Iowa.

There is also Breakfast at Mahoney on Saturday morning and Fish at Nehawka on Fridays. The events are scheduled on different days, times and variety of activity, truly something for everyone.

I have not regretted following Gerry Conant's encouragement to participate in Flatwater events as I have become more involved over the years and I know that you will also. So please, pick an event and join us.

The officers are taking turns writing this column this year and this is my month to write the column. I thought it was probably best to start with an introduction as not many people may know me.

I joined Flatwater through a one-year complimentary membership to the national Austin-Healey club offered to me because of the demise of the White Lady, a Jensen-Healey club that I had belonged to for years. I belonged, but I never attended any events.

Through the encouragement of Gerry Conant, another Flatwater member, I became involved by attending Fish at Nehawka starting three years ago.

Swap Meet Update

By Marvin Marshall, Vice President

The Eastern Nebraska-Western Iowa Car Council held their big spring Swap Meet on March 14. In spite of some minor difficulties your favorite British car club came through once again.

This year we had 11 hearty souls volunteer to help park vendors and take entry fees. Since we can supply twice what we need to have, we have a good chance of getting two job assignments for next year (five people each) for the 3 a.m. shift. Like to help out?

This year's bunch of true car nuts consisted of some of the old faithful who come out at that ungodly hour

pretty much every year for the last ten or so: Brian Goldsmith, John Ulrich, Bob Shaw, Jerry Needham, Marvin Marshall, Sue Marshall.

We had a bunch of newer members who also gave it all for the club: Dennis Stone, Chuck Policky, Don Petrick, Tim Creger, and Don Naimoli. Thank you one and all.

The ENWICC really counts on Flatwater's help at this event. Not only do we share in the proceeds a little for our help, but we get to do some community service as a club. The Food Bank of Lincoln benefits greatly from the meet each year.

Thanks again for all the effort you members gave to make this year's Swap Meet a success.

British Car Swap Meet in Independence, MO April 24

A British Car swap meet is planned for Saturday, April 24, at Hurst Import Service in Independence, Missouri. No charge to attend or be a vendor and if you have stuff to sell, just bring your car/parts to the meet.

Jim Danielson talked to Bill Davidson, one of those coordinating the event, and Bill said everyone is invited to come buy or sell or both. He hopes it can be built into a regional swap meet.

Hurst Import Service is located in Independence, Missouri just a few blocks west of Noland Road at 13208 D East 40 Hiway. If you have any questions, call Bill at 913-677-0884 or Rob Camblin (who works with the Heartland MG show too) at 816-795-9628.

Cars & Parts 4 Sale/2 B

For Sale: 1980 Triumph Spitfire 1500. An original car, drives great. Pictured in spring edition of Victoria British Parts Catalog on page 98. Virgil Neu, 402-571-7564. (Virgil says he's selling because of health reasons and "trying to pack three cars in a two-car garage.")

Wanted: Jim Danielson's looking for an MGB roadster, steel bumper, daily driver. Must have a solid body. Call if you know of one for sale: 402-464-3733 or e-mail him at jdanielson2003@yahoo.com.

For Sale: 1961 MGA Mark II, 1958 MGA, 1977 MGB engine and transmission, Restoration frame, turntable. Both cars partly disassembled, with extra fenders and doors, etc. Call Steve Espelund, 402-465-3432.

Wanted: Dave Ciaccio's not giving up on British cars, but is looking for an early- to mid-70s VW Beetle, in good condition, for a good cause. Contact Dave at djc53052@msn.com or call him at 402-556-4304.

The following three items are all for sale by FAHC member Don Petrick --

For Sale: 76 MG Midget, Maroon/Black, Weber, header, custom exhaust, Minilites with Yokohama. All new brakes, master, braided lines, cross drilled rotors, new gas tank, sending unit and electric fuel pump, electronic ignition, and clutch master. Excellent boot and tonneau. Has car cover, but needs top. NO RUST. 51m miles. \$4,550

For Sale: 4 - 13 X 5 Minilites with lug nuts and chrome caps for Midget/Bugeye. Brand new, still in the box. \$500.00

For Sale: New, never installed Weber 45 DCOE, ram pipes, K&N filter, manifold for 1800 MGB (early). B271 Camshaft, Camshaft lifters, Lube, Head gasket set and Stage 3 unleaded cylinder head with 1.625 inlet valves and 1.344 exhaust valves. Additional porting and flowing, double valve springs. \$1,750. Parts may be split up. Don Petrick, 12907 Kelly Street, Springfield NE 68059 402-253-2232, donpetrick@charter.net

For Sale: 1960 MGA, 2-1600 engines, 1-1500 engine, 2 transmissions. Car is more of a parts car with many parts in boxes. Several new sheet metal replacement panels. Many other extra parts such as a hood, trunk lid, gas tank and rear end. Asking \$1,500.00. Call Dennis Stone at 402-397-2385.

For Sale: Jim Danielson's selling the following: 1963 Midget/Sprite; 1967 Sprite; 1979 Midget; 1980 MGB LE. Call Jim at 402-464-3733 or 402-730-6883 if you're interested in any of these vehicles.

Got something to sell? Looking for parts or a car to buy? Members get a free ad for three months; non-members can advertise once. Send ads by the 25th of each month to Barbara at either address on the back page.

Elkhart Lake 2004

By John Ulrich

For all members who have asked about the trip to Elkhart Lake, here is a rough itinerary of our pilgrimage to the historic races.

Thursday, July 15: 8:00 a.m.: Leave Lincoln from 84th and Highway 6 U-Stop. 9:00 a.m.: Meet the Omaha bunch at the 13th St. and I-80 exit. Bathroom, gas and lunch stops as needed. Arrive at the Imperial Motel in Sheboygan at about 8:00 p.m. Grab some supper.

Friday, July 16: Breakfast at Harry's Diner. Race practice and testing. Street car track touring. Bratwurst. Go into the Village of Elkhart Lake for the race car parade and concours.

Saturday, July 17: More breakfast at Harry's. Race car qualifying. More bratwurst. Street car touring. Head into the Village for the street car concours and Mecham auction.

Sunday, July 18: Harry's. Race day. Bratwurst. Touring. Drive to Dodgeville, WI. Find our favorite steakhouse. Spend the night.

Monday, July 19: Drive the rest of the way home.

Remember: Your "Super Ticket" gets you into the pit and paddock areas. Find your favorite cars and visit with the drivers. There is also a nice assortment of vendors to satisfy every lust from t-shirts to art posters.

Please Note: It is very difficult to find a room anywhere near Elkhart Lake on race weekends. If you find one, they are often very pricey. I need to know NOW if you want one of the rooms I've reserved. If you plan to rent a golf cart, you need to do it now. There will be none left by July. Touring Laps are also best reserved early. They need to limit the number of cars on the track so you can enjoy driving the circuit, not be caught in a traffic jam. Any questions? E-mail me at julrich@lps.org or call home at 402-421-9252.

FREE Parts & Accessories Catalogs

Choose From These Catalogs:

- Austin Healey
- MGA
- MGB & MGC
- AH Sprite & MG Midget
- Sunbeam Alpine & Tiger
- TR2 TR3 TR4 TR4A TR250
- TR6
- TR7 & TR8
- Spitfire & GT6

Order Toll Free 7 Days A Week
1-800-255-0088

Order Catalogs & Parts Online at
www.VictoriaBritish.com



My Jensen-Healey

By Eric Gregory

I am my father's son. And after a youth misspent on a long string of 60s American muscle cars and another dozen years in Volkswagen GTIs, my dad's British car bent has finally come home to roost.

I remember his 1956 Lotus 11 well. I grew up with it crouching in the back of the garage where I would crawl in, wrap my sticky little fingers around the wheel and make speed racer sounds as I was immersed in dusty, bare aluminum and the aroma of old grease and gasoline. I think I was ten years old when he sold that car and I cried like a baby. Of course the damned thing is worth so much today that we'd both be too terrified of damaging it to have any fun in it.

Dad's first car was a '57 MGA and he later followed up with a '49 MG TC and a '67 MGB.

But for me it really all started a few years ago with a trip to the SCCA's Valvoline Runoffs at Mid Ohio. I worked for the *Topeka Capitol Journal* at the time and heard about an area guy named Kent Prather who raced an old MGA and was still taking it to the guys in much newer iron. Sounded like a fun trip with dad (who was a corner-worker at that track in the 1960s), a chance to see family and a good story for the newspaper.

Well, turns out it was more. Watching Prather was a blast. And of the 24 different classes racing at the Runoffs, it was all the old British stuff that I loved.

The Sprites, MGs, Spitfires and the odd Elva seemed to me to be everything a race car ought to be.

They looked right.
They sounded right.
And they had a mystique the formula cars and the newer production-based cars lack.

Coming home from that first Runoff I knew I couldn't afford to do what those guys do, but I wanted a sports car to play in and I wanted one bad.

I spent a long time trying to figure out what to buy and searching near and far. My head told me to buy an MG for all the obvious reasons. But I found myself drawn to the expensive and the odd. TVRs, Tigers, Ginettas and even one-off specials.

On a journalist's salary these and most other classics weren't in the family budget. Then I discovered the Jensen Healey. Something of an orphan in the classic car world, the Jensen doesn't have the brawny good looks of a big Austin-Healey for example, and doesn't command its price either.

But to my eye the design has aged well, I like it's rarity and it even has a good-sized trunk. But it's the motor that made me fall in love. Two liters of all-aluminum, double overhead cam, 16-valve power by Lotus.

So it was a '74 Jensen-Healey that I found a couple of years ago listed in the *Omaha World-Herald*. And I pretty much did everything wrong when I bought it.

When I went to see the car, it's owner had it out in the street and said it had just died and wouldn't start again. Said the carburetors desperately needed to be rebuilt. I looked it over cursorily and said to give me a call if he got it running again.

Well, turns out he never got it running again, but he did keep calling, and with a lower asking price each time. Finally, I bit. Without the benefit of a real close examination, much less a



drive, I made a deal over the phone. This folks, is not the way to buy a car. Suffice to say the problem was not the carburetors and it was a long time before I got the car on the road. Several of those 16 valves needed attention along the way as well as the carburetors and the ignition system and the brakes and....

But I didn't buy a car. I bought a hobby and I love it. Although usually more of a purist, I don't feel compelled to keep this car original and hope to make it faster, safer, more reliable, and more my own. I got a taste of autocrossing at last year's FAHC Founders Autocross, after a little advice from other members there, and had a ball (despite my difficulty in deciphering the course). I actually haven't driven the car since, but I've done a lot of work on it over the winter and hope to have it back on the road and at a club event very soon.

Now if I could just get dad back into the fold...

Editor's note: Eric's dad, Don Gregory, wrote last issue's article on Daytona racing.



Terry and his car at last year's Heartland event.

Photo: Barbara Rixstine

Why We Love British Cars

By Terry Davis

I promise this won't be one of those "Back when I was your age" stories, but those of us who are over 50, maybe even 40, remember that when new cars came out each year, it was an EVENT! They all came out in the fall, just like the new TV shows, and each new year brought new models and new designs, even if some of the changes were subtle.

As somewhat of a meaningless trivia geek, I could tell you the difference between each model year of Volkswagen. For example, the 1967 model had the separate backup lights bolted on top of the bumper. The 1955 Chevy had half-moon parking lights while the 1956's were square. But you know what I mean.

Somewhere in the 70s or 80s things got off track. Cars all started to look the same. First it was the square little econoboxes, then the sedans, then the minivans, etc., etc. Not only couldn't I tell one year of car from another, I couldn't tell one make from another, and eventually not even the nationality.

I think that's one thing that we love about our British cars. They are, for the most part, distinctive. There's no way an MG TF could be mistaken for an AC Ace, though both came out in 1953.

If one develops an interest in these cars it's fairly easy to learn the basics of who made what cars and roughly when, although one night at the local Amoco a young man in his early 20s asked me if my big Healey was "one of those Austin-Martins." God bless him, at least he was trying!

There are many things that we love about these cars – the sounds, the smells (good and bad), the feeling of wind blowing through your hair (if you still have any), driving an automobile rather than operating an appliance, but most of all it's probably the sights that are associated with these cars.

It's the curve of the wings, the shape of the grill, the chrome trim rings around the white on black gauges, the delicate looking wire wheels, the wood on the dash, and on and on.

On our trip to St. Jo last summer, John Ulrich was following me and my Bugeye in his MG. He commented on how great the knockoff hubs looked, spinning as we rounded the

curves. I think that says it all.

Why do we put up with these 40- and 50-year old cars that leak oil, have no weather protection, and won't start when it's below 50 degrees? Because they look great, that's why.

Don't get me wrong, the driving experience is just as great and just as important, but the first thing that attracted us to these cars is how they look. Isn't that why we first noticed our spouses, too? (No jokes about 40- and 50-year old spouses leaking and not starting below 50 degrees please!)

When I was a kid, probably around 10, I remember having some foreign car collector cards. They were like baseball cards, with pictures on the front and statistics on the back.

That's where I first saw these exotic cars with names I'd never heard and couldn't pronounce. Cars with curves instead of fins.

I don't know what happened to those cards. They probably got thrown out with my Mickey Mantle and Whitey Ford baseball cards (yes, I'm a Yankee fan). Who knew old baseball cards would be worth something?

Those cards left an impression on me – that there were cars out there besides the Chevys and Fords that my parents drove. I grew up driving DeSotos and Volkswagens (talk about eclectic tastes!) in high school and college, but when it came time to buy my first new car, I headed straight to Baxter's for a Tahiti Blue 1975 Spitfire 1500 with a tan interior.

What a car! I drove it, loved it, and am sorry I ever sold it. It wasn't particularly fast, but it cornered well, looked great, and gave me that "British sports car" experience.

The revival of our beloved British sports cars in spirit (Miata), and I hope some day in fact, will mean that we can again drive distinctive cars.

The Thunderbird, PT Cruiser, and Chevy SSR give me some hope. And hey, even though the Aztek is butt-ugly, at least there's no mistaking it for the latest Taurusaccordcamrymobile.

Davis' newly-finished car at Absolute Body and Paint in Lincoln last year.



Got a car story of your own to tell? Contact the editor for word count and photo guidelines. THANKS!

Ebay and You: Using the Internet for Fun and Profit – Part II

By Joe Guinan, jlg@duganinc.com

PART II:

GETTING IT SOLD

Last month's newsletter featured part one of an article on buying cars, parts and other on eBay. Here's what to do if you have cars and parts to sell:

SELLING

Once you have bid on and purchased a few items, you may decide it is time to sell some of your own things.

You will have to provide a credit card number to eBay so they can charge you for your listing on their service. Sellers have to pay in order to list items, so take a look at the fee structure that eBay has set up. It costs me about \$82 to list and sell a car with eBay. Smaller items cost very little to put on the system.

Take some good digital photos of your item, and write a good description of it. Bidders want to see good pictures of your item if they are going to bid on it, and a clear description that gives a complete and unbiased description of the item will help eliminate any confusion and will encourage buyers to bid.

Figure out what it is going to cost to package and ship the item, and specify a reasonable charge for that. Then sit back and wait for the emails from interested bidders to pour in! Some of these emails will be a complete waste of your time – but you ignore them at your own risk. They could be the ones who drive the bidding up at the end.

You need to watch out for “Dead-beat Bidders” when you are selling. Some people bid on things they have NO intention of paying for.

I typically explain in my listings that bidders with “Zero Feedback Ratings” or with any serious “Negative Feedback” are required to contact me before bidding. Then I know they are serious and I can make sure they know I am serious too.

You can block bidders that you know you don't want to deal with, and you are able to cancel the bids of anyone who does not follow your instructions.

GETTING PAID

PayPal is wonderful, but it costs a couple of percent of your selling price. The good thing about it is you know you have the money in your account as soon as it is transferred, and you can quickly ship the item to the buyer. Money orders are safe, and you don't have to wait very long for them to “clear” at your bank.

Personal checks from buyers are problematic. Make sure you wait for the funds to be made available to your account before you ship anything. This can take anywhere from a few days to a couple of weeks.

NOT GETTING CHEATED

This is the big worry isn't it? One must realize that both buyers and sellers are at risk in these auction services. The people who get cheated are the ones who simply were not careful.

In my experience, you can tell something is “fishy” about an item if you just do your homework. You need to know that what you're buying is the item you think it is, and you have to carefully read the descriptions and examine the photos to make sure you know the condition of the item is satisfactory.

Selling is typically pretty safe. You have control, so if you don't get paid, don't ship the item. What you have at risk is the cost of listing the item with the auction service. It hurts if a winning bidder does not come through on one of our auctioned vehicles, but we can usually re-list the item at a discounted rate.

All online auction services have policies in place to prohibit fraud or other criminal activities.

However, I've heard from quite a few people who've had bad experiences that there is really very little that the services can or will do if a transaction goes bad. An unscrupulous seller can lie to you about the condition of an item, and then never respond to your requests for a refund.

If he can prove that he did indeed ship an item to you, the auction service is satisfied. As far as they are concerned, the dispute is between the two parties; they have nothing to do with it.

If more than a few complaints are received about a particular seller, the services will usually block him from listing any more items.

WARNING

There are criminals on the internet. I will occasionally receive an email that asks me to update my account information with PayPal or with eBay.

These emails look EXACTLY like they came from a legitimate source, but they are criminal “scams” in which people are trying to get credit card numbers and other personal financial information.

PayPal and eBay NEVER send out emails asking for you to provide personal information. This information is only taken in through their SECURE internet systems in order to protect their customers.

Never respond to such emailed requests for your information. Both PayPal and eBay have methods by which you can report these scams. Always report any suspicious emails.

FEEDBACK

As I said earlier, “Feedback Ratings” are the key to the whole system. I can't bring myself to buy things from people who have more than one or two negative comments in their ratings. Most people I have worked with have had 100% positive ratings.

No one can please everybody every time, so one or two negatives do not bother me if the person explains what happened and the explanation makes sense.

More than that though, and I start feeling nervous. Make sure you leave good feedback for others, and ask them to do the same for you.

Impromptu Autocross Soon

Rich Brunke has been kind enough to offer his property for an impromptu autocross IF it can be planned and run before his builder puts a new building on the lot.

Planning is in the works and club members with e-mail will get final details a few days before the autocross is a go. (For example, if the date chosen is a Sunday, you're liable to get the message on Thursday or Friday.)

Watch your e-mail!

Club Message Board the Place for Event, Parts Info

Watch the club message board at www.flatwater.org for information on upcoming events, who needs what to get their car(s) running and who's got parts to sell.

Also on the message board are:

- A 2004 events listing, to tell you what's coming up, without having to watch the newsletter calendar;
- Resources for mechanical work, books, manuals and other stuff;
- Each monthly newsletter, with no password to remember;
- The club's bylaws and minutes, to see what's been decided;
- Membership form. Found someone who ought to be a part of our club but isn't? Download the club membership form from the website and give it to him/her/them. Better yet, download one for yourself and keep it in your car. That way if you're out and about and see another British car that should be part of our legion, you can give them info about the club.
- FAHC brochure. See above. Ditto.

While it's true that webmaster Ron Bonnstetter and I have been dealing with some occasional X-rated Spam (pause while several members run to their computer to check what's there), just pass it by and go to the message in which you're interested. Check it out!

Member Photographs

A selection of photographs that just haven't made it into the newsletter but help identify some of our members.



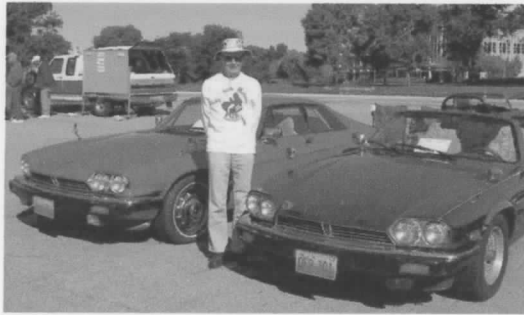
Don Petrick, with Midget. Don and wife Carla are hosting the Hope Center Run



Terri (left) and Bart Hamilton, with their Morgan at the fall show. Terri contributed the recipe for Black Bean Dip/Salsa listed elsewhere in this issue.

Club Minutes

Terry Buchholz's March meeting minutes should be on the website soon, if not already there. Officer meetings are held the second Saturday of each month in conjunction with the Mahoney breakfast. All are welcome.



Ben with two of his non-favorite cars.

Photo by Ron Bonnsetter

My Favorite Car

If you have had any luck at all in purchasing automobiles, choosing a favorite should be quite difficult.

In my case, logic would dictate that any car I presently own that will travel 500 miles without a hiccup should be my favorite. Cars that I own are rolling (sometimes) reminders that mechanical things can and **will** break.

Common sense says that a model of car that I constantly go back to must be my favorite. If that be the case then a Mark I Jaguar must be my favorite as I have owned six of them, seven if you count as two the one that I owned twice with about a 4- or 5-year separation.

Tied up in my harbor right now are Jaguar number 18 and Jaguar 19. It is my belief that a car that lovely must have a good car inside of it somewhere and that I can find that car. I have been wrong 19 times so far.

And don't tell me about the famous Mark II as I have had two of those and disliked each of them for good reasons, and never went looking for one again.

SO, my favorite car is our 1974 MGB-GT. We have owned that car for about 15 years now. It gets tied up in the barn in about October and is let loose in about April.

Each April, therefore, I hop into that automobile and find out once again what a truly great car it is.

It sits right, the controls are where they ought to be, it goes as well as it should, it makes all the right sounds and feels like it ought to feel as we travel down the road. We have taken more trips in the GT than any other car and have taken longer trips in the GT than we have in any other LBC.

We have taken long trips in the B roadster and in the C roadster but 500 miles of wind noise does get to me and I hanker for the GT. It also helps to have a place for luggage after you have placed your tools.

We have actually taken trips in the GT when we were not in a group of travelers. It just seemed like it would be more fun than with a big cruiser.

So that's my case, your turn.

FAHC Membership Roster A Valuable Tool

By Barbara Rixstine

Each spring, membership chair John Ulrich puts together a list of all paid-up members, their e-mail addresses (if they have them) and their cars and sends it to the membership. (Remember, you tried to give him a check and no form and he suggested he didn't want the first if it didn't come with the second?) This issue comes with a roster (print) for those who get a hard copy and without a roster but a promise to send one for those who read the newsletter on the web.

- The roster tells you the full name and contact info of the guy you just heard referred to as "Joe" or "Shaw" or "that guy with the beautiful Nash Metropolitan."
- The roster tells you who else has a car like yours (or like the one you want) and gives you the information you need to contact him or her with questions about fixing, repairing, junking or buying it.
- Keeping a copy of the roster in your car gives you the information you need to call the person whose house you can't find because the directions were incomplete and/or call someone with a similar car if/when yours breaks down and you don't want to call AAA.

Please forward any changes or errors in the roster to John Ulrich at 402-421-9252 or julrich@lps.org.

License Plate Update

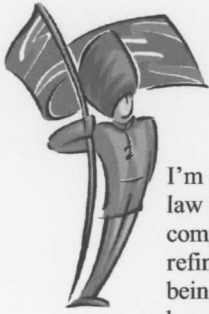
By John Ulrich

While at the State Dept. of Motor Vehicles to register my Triumph as "historic," I discovered you no longer need the license plate "sticker" or "tag" corresponding to your auto's year. In other words, a 1972 plate would have been just fine for my 1974 TR-6 as long as it's in the same series of plates.

For example, the '72 plate ran until the Bicentennial plate of '76, so that series would be good for all autos from '72 to '75 as long as they are at least 30 years old. I brought in a pristine '72 plate, (with a now-unnecessary '74 sticker), proof I owned a daily driver, and walked out about \$78 bucks later fully registered as a historic. (The car, not me)

Remember, these plates do not expire, but are not legal for hardcore, everyday use. I have three cars with historic plates, and have never had a problem.

Lincoln Car Show 4/17: If you're looking for an alternative to the Walnut, Iowa run on April 17, Tim Creger's forwarded information on a Lincoln car show. Tim says the guys at Burr Hall on East Campus are holding a bull fry (mountain oyster fry) fundraiser and are including a car show in the day's activities. There's a \$15 registration fee but it's for a good cause. Check with Tim at 402-466-3968 for more info.



Miscellaneous Sputterings

By John Rued

I'm getting more mail from law firms than from credit card companies or mortgage refinancees. Apparently, I am being targeted to jump on board a seemingly endless supply of class action lawsuits levied against irresponsible CFOs.

I suppose it's easy to blame this on America's love affair with litigation; with putting social responsibility over personal responsibility; with getting something for nothing.

Heck, I picked that stock. The prospectus caveat was pretty straight forward: "Past performance is not indicative of future results."

I made a decision with the knowledge I had. Too bad it wasn't my best decision. But as I'm not a stock analyst, I put my trust in someone else.

It's kind of like car restorations. I'm not a vehicle restorer. And because I'm not, I must put my trust in someone else. That wasn't my best decision, either.

Attempting to define proper reparation for efforts not performed requires a lot of research. And to define the level of effort not performed means defining the level of effort that should have been performed.

Industry standard restoration work is very subjective; it varies according to who you talk to.

But, by talking to a number of restorers — amateur and professional alike — an industry standard does start to develop. It includes things like seals that don't leak, suspension components that aren't prematurely worn, and a frame that is straight and structurally sound.

So, if the shop doing the work hides the imperfections (with an inflated use of Bondo), rationalizes the imperfect results ("They all leak, you know"), or expands the financial scope of the restoration ("Your frame is proving tougher than expected; I need 2,000 more dollars"), well, that's when trust is put on the line. And so is the financial obligation.

True, when we invest a lot of capital into an activity, we need to be informed and educated as to the expected results. The risk is balanced by knowledge.

But when we haven't the expertise, then the expertise fronted by the activity manager becomes the basis for the contract. Just as it is in the marketplace, so it is in the restoration business.

So I'm pressing on with the lawsuit settlement. And I'm pressing on with the restoration settlement. Heck, I'm also pressing on with being a better informed consumer.

Terri Hamilton's Black-Bean Dip/Salsa Recipe

Note from editor: Teri brought this to the O'Brien's party and it was so good many people asked to get the recipe. Thanks for bringing it, Teri.

"For normal -- tasty but not hot -- disregard the first two substitutes. The third substitute for fresh cilantro is HIGHLY recommended for really fresh taste."

- 2 cans Ro-Tel chopped tomatoes and green chiles, spicy or original (substitute HOT chopped tomatoes and green chiles for hotter)
- 2 cans black beans, rinsed and drained (substitute black beans with jalapenos for even hotter)
- 2 cans Green Giant white shoepeg corn, drained
- 2 small cans sliced black olives, drained
- 1 red bell pepper, seeded and diced
- 1 yellow bell pepper, seeded and diced
- 1 tsp. each, ground cumin, garlic powder, and dried cilantro leaves. (Substitute fresh chopped cilantro for the dried if you have it -- much better)
- 1/2 cup red wine vinegar; salt and pepper to taste

Mix all ingredients together in a large bowl. Serve with Fritos Scoops or tortilla chips. Also, can be served over lettuce with avocado slices as a salad with a Mexican dish.

Editor's Note: Many thanks also to John and Terri O'Brien for hosting a great party on the 20th and to all those who came and celebrated St. Patrick's Day.

One of our club's basic tenets is good food, good company and a good time. The O'Brien's event certainly qualified. It was great and thanks again!



New British car drivers are expected in two FAHC families this spring. Renae and Ryan are expecting a new little Reis in April and Gerry and Chrissy expect another Conant to join them in June. Best wishes to everyone!

Planning a car event? Want to help plan an event?

Vice President and Events Coordinator Marvin Marshall is the go-to guy when it comes to events. If you want to know more about an event or you'd like to help plan a club event, contact Marvin at 402-733-6868 or e-mail him at marshalldoc@yahoo.com.

Flatwater Austin-Healey Club of Nebraska

A chapter of the Austin-Healey Club of America

1310 Idylwild Drive

Lincoln, NE 68503-2040

Plenty to read inside...

| | |
|---------------------------|------|
| Walnut, Iowa Antique Run | pg 1 |
| HopeCtr Run on May 2 | pg 2 |
| Why We Drive British Cars | pg 4 |
| Our Cars | pg 5 |
| EBay, part 2 | pg 6 |

The *Flatwater News* is published monthly. Members are welcome and encouraged to contribute news and/or technical stories, but the editor reserves the right to edit all copy for content and length. Please send as electronic files on Microsoft Word, if possible.

Previous issues are available on the club website at www.flatwater.org

Club officers:

President:

Jerry Needham

402-291-7122 / bugeye@radiks.net

Vice President/Events Chairman:

Marvin Marshall

402-733-6868/ marshalldoc@yahoo.com

Treasurer/Membership Chairman:

John Ulrich

402-421-9252/julrich@lps.org

Secretary:

Terry Buchholz

402-438-0466/ TerryDrafting@aol.com

AHCA National Delegate:

Jim Danielson

402-464-3733/jdanielson2003@yahoo.com

Officers At Large:

Joe Guinan

402-727-8011/jlj@duganinc.com

Dennis Stone

402-397-2385/djstone@glx.net

Webmaster:

Ron Bonnstetter

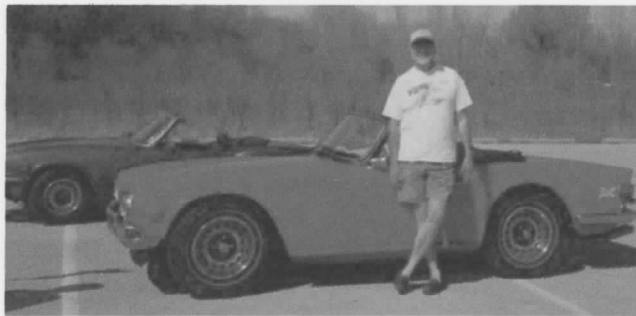
402-423-9138/rjb@unl.edu

Newsletter Editor:

Barbara Rixstine

402-464-3733/fahcmailbag@yahoo.com

The Flatwater News is published for members like:



Don Larimer, from Omaha, and his 1970 TR6.

Don joined the club a year or so ago and we hope to see him at more events. Thanks for being a member, Don!



ABENDMUSIK LINCOLN

In Memory of Beverly Ann Anderson

by John Ulrich

On Sunday, March 21, the Abendmusik (evening music) Concert series presented the International Sejong Soloists in memory of dear friend and Board of Directors member Beverly Anderson.

This 14-piece chamber orchestra, made up of young world class players from eight nations, combine their talents to form a breathtaking ensemble. Playing without a conductor, various members led the group through the intricacies of the music with body language only. In this manner, the orchestra took the audience on an ambitious three-century tour of string orchestra repertory. High points included an elegant serenade by England's own Sir Edward Elgar, and works for solo violin and cello, performed by three young artists destined to become household names in classical music.

The sponsorship of this concert was provided by generous contributions to Abendmusik by the family and many friends of Beverly. In addition to the concert, a tree will be planted in her memory in the courtyard of First-Plymouth Church. It was my honor to serve on the board with Beverly, and it is my hope this concert served as a fitting tribute to a great lady.