



March 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:

March 13: Breakfast at Mahoney State Park and set up for the club booth at the ENWICC Swap Meet at the State Fair Park in Lincoln

March 14: ENWICC Swap Meet and after-party

March 16: Cozmo's, 84th and Center.

March 20: St. Pat's Party at the O'Brien's

March 26: Fish at Nehawka

Events have elastic start and end times. Breakfast at Mahoney starts about 9. Fish begin at about 6:30 (but you can call your order in early...).

EVENT ERRATA

- Gearjammers in Ashland is (temporarily?) closed, so there's no Gearjammers meeting this month. Stay tuned to find out if this returns or if a new place is chosen.
- Put the Walnut, Iowa antique run on your calendar for Saturday, April 17. It's always a fun run! More info next month from Jane and Brian Goldsmith.



St. Pat's Party At O'Brien's March 20

By Marvin Marshall

This year's Irish celebration will be hosted by none other than John O'Brien and his wife, Terri.

It will be held on Saturday the 20th of March starting around sevenish. Bring something to drink and snack on and be prepared to have a good time! John and Terri's address is 13408 South 29th Avenue in Bellevue.

Getting to John O'Brien's (once in Omaha):

Take the Capeheart Road exit off the Kennedy Freeway (Highway 75).

*Go west to 25th St.,
then left (south) to the third right (Blackhawk Drive),*

then right on 29th Ave. Turn right to 13408 So. 29th Avenue.

Who are the ENWICC and why are we swapping with them on March 14?

By Barbara Rixstine

When you read the events list by Marvin Marshall on page 2, a particular event is referenced – the March Swap Meet put on by the ENWICC (Eastern Nebraska/Western Iowa Car Council) on Sunday, March 14.

As a club in this council of clubs, we are eligible each year to earn a "share" of the Swap Meet's proceeds by volunteering at o'dark-hundred for traffic and gate control. It's almost always the coldest night of the year, but it's a tradition and a valuable one – we get real money from it, which helps the club operate all year.

Another good cause is also helped through our work – the Food Bank of Lincoln. Last year ENWICC donated \$4,310 to the Food Bank, partly due to our work. The Food Bank sincerely appreciates the ENWICC help.

Can't do that morning shift? FAHC also needs volunteers to staff a booth at the event on Sunday and to help set up the booth right after our monthly breakfast and meeting at Mahoney that day.

Two-hour staffing options are requested. Booth staff talk to the many wanderers-by who (a) had a British car once and miss it; (b) would like to get a British car but are afraid it will break down (don't tell these guys the truth); (c) had a brother or cousin or uncle or girlfriend or ex-wife who had a British car; or (d) currently own a British car that's in one of various stages of disrepair. (We can emphathize, right?)

We try to interest these folks into restoring the British car that's in their parents' garage, ex's backyard, the family farm or other, buying one again, or at least coming to an FAHC event. Sometimes we even get members this way!

FAHC usually offers tea and some kind of sweet edibles. There's food and restrooms nearby and if we have the same spot, you can trade quips with the Corvette Club members who have the booth behind us.

Please give the new vice-pres a call at 402-733-6868 or send him an e-mail if you can volunteer. Believe me, he'll appreciate the offer!

ENWICC also offers a P. O. Pear's get-together the first Sunday of each month and other events throughout the year. Call Marvin or Jerry Needham if you want more information about ENWICC.



A Few Words With . . . The Membership Chairman

By John Ulrich

The State of Flatwater 2004

As I sit at the keyboard searching for something either profound or funny to write in yet another "state of the club" article, I find myself thinking, "I've done this too long."

I've used all the jokes, references to Lucas coils, and pearls of wisdom allotted to one person, so as they say on Dragnet, "just the facts ma'am."

Since I'm writing this early to meet editorial deadlines, there is one week to go before the membership deadline. As of today, we have somewhat more than 100 members paid up for 2004. Of course, when you factor in the spousal units, that becomes a much greater number.

We also have about 175 cars in the club, which is almost the same ratio of insanity as we have had over the years. So what are these 1.75 cars per member anyway?

As you would guess, we are still one heck of an MG club. Nearly 20 members who own a single LBC, have an MG. Interestingly enough, when there is more than one car owned, more than 25 of them are MGs. You can find everything from TCs to LEs, but MGBs reign supreme. However, the MGA is becoming be one of the more sought - after models.

Austin-Healeys and Jensen-Healeys are perplexing. There are 46 of them in the club, but are seldom seen at events. My theory is a garage to a Healey is like a roach motel. You get them in there, and always find ONE more thing you want to do before they hit the road. They never check out! Special awards go to folks like Greg Lemon who will drive his BN1 to Elkhart Lake and back.

The Triumph population has grown to almost 40 cars. This has given Flatwater a real boost, as Triumph drivers seldom think of their cars as art objects,

but drive the heck out of them instead.

When a fellow in upper New York was crowing about his acquisition of a TR-2 "long door," I could tell him with a straight face, "Yeah, yeah, we have two of them in our club."

I even did my part this year with an engine rebuild for my TR-6 and the purchase of a TR-3 which I hope to have on the road by the Fall Show.

Where have all the Jags gone? If you watched the Barrett-Jackson Auctions last month, you'd tend to believe the XK series and E-Type models are art objects. I suppose it is rough getting lost on a mile of gravel road trying to find the Cottonwood Marina when your car costs as much as my first two houses combined. Total cat count: 8.

Our "assorted" category is growing faster than the Jags are shrinking. We enjoy a good representation of Nash Metropolitans, classic and New Minis, Lotus Elan, Alpine, Singer Gazelle, Riley, and even a TVR Vixen thrown in for good measure.

We also welcome Bart Hamilton's Morgan +8 into our fold. If you haven't seen this car, you are missing something special. If you aren't sure what the "+8" stands for, just try and catch him sometime.

Since our humble beginnings in Jim Danielson's living room over ten years ago, I'm amazed at what Flatwater has become, and how much it means to so many people. I'm totally impressed by the variety and quality of the cars of Flatwater, and I'll put our best up against the best from all over the country.

We have beautiful cars, we have fast cars, and we have well-used and well-loved cars.

Most importantly, we have a great group of people who will work to preserve a little bit of history, and then get out and drive them as it was intended.

See you on the road!

Events Update

By Marvin Marshall, Vice President
and Event Chairman

The Annual Irish Fest is at John O'Brien's on March 20 this year. Read my story about it on the front page for more info.

The Third Annual Nigel Shiftwright Go-Kart Race has been postponed this year due to lack of an indoor track. This annual event has brought out the Usual Band of Suspects and a few others and has been a great way to tear up the track without tearing up your car. It may be rescheduled for warmer weather when it can be held outdoors. Track suggestions welcome, send them to me.

The Valentine's Dance at St. Mary's School was held February 14th. Six of the partyers were Flatwater members. Jerry & Nancy Needham, Sue & I, and John Rued & Ann Guy braved the cold to dance the night away. The drinks, raffles, door prizes and steak dinner all added to the evening's pleasure.

Still looking for warm bodies to work the **ENWICC Swap Meet** on the 14th at 3 a.m. We need five and possibly up to ten as there is another slot available and we could help the treasury with a double dose of money for our efforts. Call me if you want to help.

Don't forget the Swap Meet itself on the 14th. Even if you don't get up at 3 A.M. you can still come see us later in the day at our booth in the Lancaster Building. Have some cookies and tea with us at our booth.

My contact info: 402-733-6868,
marshalldoc@yahoo.com

Cars & Parts 4 Sale/2 Buy

Wanted: Jim Danielson's looking for an MGB roadster, steel bumper, daily driver. Must have a solid body. Give him a 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.

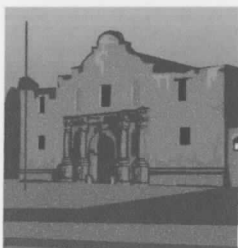
Wanted: Dave Ciaccio's not giving up on British cars, but is looking for an early- to mid-70s VW Beetle, in good condition, for a good cause. Contact Dave at djc53052@msn.com or call him at 402-556-4304.

The following are all for sale by 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



Conclave '04

Make Plans for San Antonio June 20-25

Come see if the stars really are bigger and brighter deep in the heart of Texas in the Austin-Healey Club of American National Conclave in San Antonio June 20-25.

You'll get to visit attractions like Six Flags Fiesta Texas, the Alamo, the River Walk and others. The gymkhana and funkhana competitions will be at Sea World and picnic tickets include Sea World park admission. (Bring the grandkids!) The Radisson Resort Hill Country is the host hotel and boasts three pools, open fire pits, indulgent spa services and more.

Interested? Go to www.conclavetexas.org!



15th Annual Heartland MG Regional Meet June 11 to 12

Held in the historic community of St. Joseph, Missouri, the Heartland MG Regional returns to the grass of the Civic Park and host hotel, the Drury Inn.

- Friday evening – the Heartland social;
- Saturday—registration 9 to 10:30 a.m.; auto display and voting from 11 a.m. to 3 p.m. Evening banquet with awards ceremony and auction;
- Sunday – caravan back to Nebraska.

New this year are the expanded classes for non-MG British cars. The meet will now have classes for non-MG marques based upon production year.

Visit the website at www.heartlandmg.com for further information and online registration.

Contact: (Show) Tommie Camblin at 816-795-9628;
Contact: (Hotel) 816-364-4700, ask for Heartland MG Regional rate.

More info on FAHC caravan plans later.



It's not too early...
**RoadAmerica
Racing
Reservations
Needed**

It's not too early to be thinking about reservations for the Historic Races at Elkhart Lake, WI. The dates are July 15-18. Hotel rooms and golf cart reservations need to be made ASAP. Call John Ulrich at (402) 421-9252, or e-mail him at jlulrich@lps.org for information. (John and several other Elkhart Race participants shown here.)

Danielson Sprite Seen in 'Motorsports'

Jim Danielson opened his mail a few weeks ago and found a September 2003 "Classic Motorsports" magazine from his friend Daniel Stapleton in England. More surprisingly, he found his Sprite pictured on page 164 as part of a story on the Hershey, PA Sprite Spree last April.



Morgan in Grand Am parade

The Rolex 24-Hour Daytona

By Don Gregory and George Tuck

Look for more photos from this story on the website. Click on "Events."

UNL professor emeritus George Tuck (College of Journalism and Mass Communications) and Don Gregory (English/General Studies) took in a few days at the 24-hour Daytona event in January. Gregory, also known as FAHC member Eric Gregory's dad, agreed to provide some insight for us, if Tuck provided photos:

This year's Rolex 24-hour race included a relatively small field of 55 cars, including 17 of the new Daytona Prototypes (DP—mandated by the France family, which owns Daytona), 23 Grand Touring (GT) and 15 Super Grand Sport (SGS), but there was actually not much variety.

Along with the DP's there were 4 Ferrari 360 GT's, 2 BMW M3's, 3 Corvettes, 2 Maserati Light GT's, and 27 Porsche GT3's.

Scott Pruett took the pole in a Lexus/Riley DP; the DP team of Terry Borcheller (last year's DP champion), Forrest Barber, Andy Pilgrim and Christian Fittipaldi won the slowest and shortest 24-hour race ever (rain caused three hours of yellow and three hours of red) in a Pontiac-powered Doran; second and third places were taken by Porsche GT3s.

In spite of a small field and a lack of variety in the cars, attending the Rolex 24-Hour Race is still a huge kick, especially if you get there Wednesday before the race on Sat./Sun.

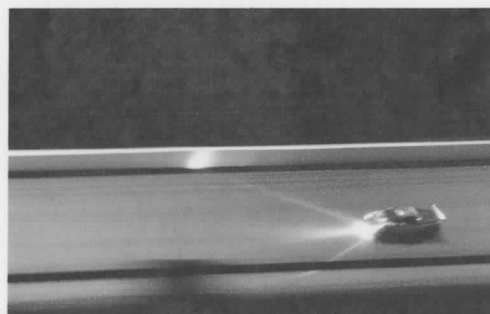
You'll have plenty of time to look around, tour the track in an open shuttle and visit the in-house museum and gift shop. Be in the infield by 9:00 AM on Thursday, and you can watch the big-name drivers going in and out of the press building for the drivers' meeting.

Big-name faces this year included Max Papis (fabulous 2nd place drive for Momo Ferrari in '96), Didier Theys (won in '98 and '03), Hurley Haywood (five-time winner) Robby Gordon, Paul Newman, Scott Pruett, Bill Auberlen, Boris Said, Scott Sharp and Dale Earnhardt Jr. (who actually had to sprint everywhere to avoid being mobbed by NASCAR fans).

The atmosphere in the paddock on Thursday, Friday and Saturday morning is electric. The place is teeming with car owners, mechanics, drivers, photographers, pit bunnies and spectators.

The drivers (particularly the younger, newer ones) strut and preen, the gorgeous pit bunnies pout at the attention being lavished on the cars, and everyone tries to avoid getting run over by rushing golf carts.

It's all very colorful, and watching the procession of full-race Ferraris, Porsches, BMWs and (even) Daytona Prototypes rush through the paddock on the way to the track is an enthusiast's dream. Thursday and Friday are devoted to practice and qualifying. Night practice on Thursday is particularly spectacular. The track is lit, but not brightly, and the headlight patterns are something to see.



Many cars also have unique sidelights (some in neon) to identify them at speed. The sight of the cars climbing the 31-degree banking at speeds approaching 180 mph is riveting, and each marque has its own engine pitch — all music to the ears.

Friday afternoon there is also a three-hour race for a refreshingly wide variety of Grand Am Cup cars. Spectators are free to roam the infield to find various bleachers and vantage points.

It's all relatively informal; the crowd is comparatively small, and the France family doesn't care enough about the Rolex to make things unpleasant.

There are plenty of food stands and a good-sized midway for vendors of souvenirs, automotive art, posters, diecasts, the inevitable T-shirts, badges, patches, baseball caps, etc.

And there are great cars to see everywhere — on formal display, parading around and just parked in the spectator areas and in specialized "corrals" (e.g. Porsche Club of America, Historic Sports Racing, etc.).

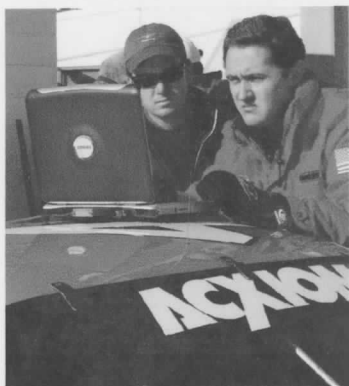
The 24-hour race itself is almost anti-climactic. Although there are always a few genuinely exciting battles, the distribution around such a large track (3.56 miles: the tri-oval with two large hairpin sections in the infield) of a relatively small field can lead to some periods of boredom.

A visit to the paddock during the wee hours of the morning, however, can liven things up with fascinating scenes of true desperation.

This year, the fact that the rains came two hours into the race and remained for the next 22 hours served to dampen one's enthusiasm as well as everything else.

This year, there wasn't a lot for the British car enthusiast: one Lotus and one Jaguar in the Friday support race and a Lotus Super Seven, two Elises, a lovely white Morgan and a beautifully restored Lotus Cortina (with great old Lucas tripod headlights) in the Grand Am parade of cars.

But the ambience, the excitement, the sheer spectacle -- and some hope for better things -- will probably require another trip to Daytona next January.



Captions: top, nose cowlings lined up nose-to-nose; second, checking out a computer problem; bottom, a Lotus Super Seven on a parade lap.

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Ben Anderson Given FAHC "Lifetime Membership"

By Barbara Rixstine

Longtime Lincoln British car owner and trader Ben Anderson was recently named as the newest Flatwater Austin-Healey Club of Nebraska Lifetime Member, joining Pat Koch (Mrs. Shorty Koch) of Omaha on the list.

Ben was nominated by Jim Danielson, who said he wouldn't try, and probably couldn't, enumerate all of the contributions Ben's made to the promotion of British cars in Nebraska. "If you don't know Ben, then make a point to meet and talk to him," Danielson said. "Ben is a lawyer, he's accustomed to talking. If it is British car and Nebraska, Ben likely has a story about it."

Ben owns now, has owned, and may well yet own, several cars. The inventory includes a '74 MGB-GT, '69 MGC, '83 XJS and an '89 Sterling. He says he has a dream car, but it's not any of the 19 Jaguars he's bought so far.

Congratulations, Ben!



Club Minutes Available on Web

The new officers group held their first meeting at the regular Mahoney breakfast on Sat., Feb. 14. Minutes from that meeting (taken by Sue Marshall) can be found on the web at www.flatwater.org/minutes. If you would like them mailed to you, please let club secretary Terry Buchholz know.

Officer meetings will continue at Mahoney Breakfast Day, the second Saturday of every month. All welcome at these short meetings.

Website offers news 24/7

Don't forget to check out the club website during the month. Cars for sale or parts wanted go up there before the newsletter comes out, and items are also posted to the message board. Just go to: www.flatwater.org and prow! around.



Ebay and You: Using the Internet for Fun and Profit

By Joe Guinan, jlg@duganinc.com

So your garage shelving is threatening to buckle, and your significant other is threatening to make you sleep out there with all your "sports car junk."

My friend, it's time to learn what the internet auction sites are all about. The internet has rapidly become one of the best sources for finding and selling odd and unusual things. I use eBay quite a bit to buy and sell car parts and entire vehicles. I've used a couple of other auction services, and they all seem to work about the same. What follows is an "eBay Primer."

GETTING ACQUAINTED

FINDING eBay

The first thing to do is find the site. Open up your internet browser, type in "www.ebay.com" and you'll find yourself at the eBay "Home Page." Down the left side of your screen will be a list of different "categories" in which you can find the objects of your desire. Across the top are links to other pages within the eBay site that are often used. You can play around in eBay without registering, and I suggest you do so.

CATEGORIES

For those of us interested in little British cars, eBay Motors is going to be the main category of interest. This part of eBay is broken down into several sub-categories.

There are even different categories listed within these sub-categories. For example, different makes of cars are listed under the Passenger Vehicle sub-category. There are so many items listed for sale at any one time that you have to learn how to effectively search for the items you are interested in.

SEARCHING

Once you are into the eBay web site, figure out how to find items of interest to you. There are literally millions of items available on the eBay system. Learn how the items are categorized and arranged, and try searching for different specific things.

Find the small "search window" that's included on every page and type in something that you'd like to find. Refining your search techniques will pay dividends later. As you get more familiar with the system, try the "Advanced Search" which lets you set up an "automatic search." This feature will search eBay every day and let you know by email if there are any new items that match your search criteria.

REGISTERING

If you decide you are ready to start bidding on items and listing items for sale, you will have to register a "User ID" and a password that will keep your information private. You'll have to provide your email and postal addresses and phone numbers in case anyone has to find you. Before too long, you will get to the end and eBay will send you an email that will tell you what to do next.

GETTING IT BOUGHT BIDDING

Let's say you found an item you want to own. Examine the photos and the written descriptions. If there are no photos, or they are very poor, you have to wonder, "What is the seller trying to hide?"

If the description doesn't tell you everything you want to know, click on the "Ask Seller a Question" button and send an email asking for further information.

Be sure to read the information about "Shipping and Handling" costs. Add the cost of shipping and handling when you are considering your maximum bid level on an item.

You should review the seller's reputation by clicking on the rating number behind the seller's User ID and reading the feedback others have left. This is the real "key" to using eBay, as you can see what other customers have said. Negative feedback comments should be considered a strong warning, and a lack of feedback is probably an even stronger warning sign. Anyone

with a "New Identity" is suspect as well. Some people change IDs when they get negative feedback, and then start cheating the next batch of buyers.

You can usually spot the "bad apples" – just be careful about what you are doing and make sure you carefully read the description of the item.

If you are going to be buying entire cars online, you need to be aware of the "20 Foot Rule."

Cars look a lot better from 20 feet away than they do from up close. Digital photography is great, but actually seeing a car will tell you a lot more than any set of photos.

You really have to "read between the lines" of the descriptions given. In other words, "There is almost no rust!" actually means there IS rust present, and you should be prepared for that. My favorite line is, "The carb needs a tune-up, but it runs good."

OK, now get ready to bid. First, look at what the current bid price is. Then decide how much the item is worth to you. I've seen people pay more for an item on eBay than they would in a regular store.

Some auctions have a "Buy It Now" option. At a certain price, you can win the auction immediately. Watch out for sellers that have high "Starting Bids" or ambitious "Buy It Now" prices. If you are ready to bid, click on the "Place Bid" button and enter your price.

I sometimes enter the full amount that I am willing to pay. The eBay system uses "Proxy Bidding" to increase bid amounts incrementally, so your full price is not entered until someone else pushes the bidding up to that level.

When I'm trying to get a really good bargain, I'll watch the bidding on an item as the ending time for the auction approaches. As the end nears, I decide how much I want to bid and then enter the bid when only a few seconds are left.

Of course, I have to play this game with everyone else out there that is trying to do the same thing as I am. This brings us to the topic of "Sniping".

SNIPING

Waiting until an auction is nearly over and then jumping in with a winning bid is referred to as "Sniping." What the bidder is trying to do is to avoid driving the price any higher than he has to.

It happens ALL THE TIME, so don't get mad when it happens to you. If you have a very fast internet connection and a reliable and stable computer, you may want to try to do this yourself. Just don't allow yourself to get caught up in the excitement of the auction and put in too high a bid.

I find that I am more often disappointed when I play this game than I am when I just bid what I am willing to pay and wait for the auction to end. I sometimes get great deals, and I never pay too much. Sniping is enormously satisfying when it works — ask me about the \$1000 set of Spitfire racing wheels I got for \$150...

GETTING IT HOME

PAYING

If you win an auction, you have to find a way to pay the seller. Emails are always exchanged between a buyer and seller in which addresses are listed and payment arrangements are made.

You can send a personal check, but you will have to wait several days for your check to clear before the seller will ship your item.

I often use money orders. These are pretty safe and don't cost me anything, and sellers ship my items immediately upon receiving my payment. Postal money orders are easy to get and are safe and inexpensive.

You can also use an online financial service like "PayPal" to transact business. PayPal was purchased by eBay and is now fully integrated into the auction system. This service allows you to use your

checking account or credit card account to make payments. The seller pays the fees for using these services, so it does not cost a buyer anything extra. I'd suggest you stick with money orders for the first few transactions and then investigate your options.

SHIPPING

Heavy items or large and bulky merchandise can be quite expensive to ship. Examples of this would be complete engines or hard top assemblies.

Some sellers insist that winning bidders make their own shipping arrangements. Unless the seller is nearby and I can pick up the item myself, I typically will not buy items that are difficult to ship. Many sellers will work with you to make delivery or pickup arrangements.

Smaller items are easy to ship. UPS or FedEx parcel delivery services are pretty handy, but can be very expensive if your item is large or heavy. The good old U.S. Mail works pretty well.

"Truck Transport" is the only option for some items, and can be very difficult to arrange. You need to work through a "Less Than a Load" trucking company like Yellow Freight or Con-Way Central Express for such items. Anything that is breakable should be insured, and I've found insurance costs to be pretty reasonable.

Shipping to and from foreign countries can be difficult. For example, I have to print three copies of the invoice on items going into Canada. International shipments are subject to customs laws, and taxes often have to be paid. My Canadian customers like to have me clearly label my shipments as "Used Auto Parts" to reduce the taxes due.

NEXT MONTH:

Getting It Sold

Jlg@duganic.com



Miscellaneous Sputterings

By John Rued

The sun is out.

The temperatures are well into two digits.

My roof is clear.

The car is filthy.

I'm officially declaring it Spring.

It is my hope you are all finishing your Winter Projects so you can enjoy the lengthy Midwest driving season. April comes awfully quick.

I, too, am in the final stages of my Winter Project:

- Negotiated settlement with the frame and body guy in California completed;
- negotiated settlement with the mechanical guy in California pending;
- negotiated settlement on a new BN-2 frame from Australia in the works.

This is progress. So hopefully I, too, will enjoy the lengthy Midwest driving season. September comes awfully quick. But I'll still have October and November.

Press on...

ASME Lubrication Course March 12

ASME is planning a professional development course on fundamentals of lubrication, oils, greases, etc. from 8 to 4:30 p.m. on Friday, March 12, at the Cornhusker Hotel in Lincoln. Cost varies from \$80 (non-members) to \$65 (ASME members).

Reservations are required and due by 4 p.m. Monday, March 8. Contact Bill Reddinger at 402-636-2482 or e-mail him at wredinger@oppd.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...

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The *Flatwater News* is published monthly. Members are welcome and encouraged to contribute news and/or technical stories. All submissions may be edited for length and content.

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

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The Flatwater News is published for members like:



Marty Klein and Marilyn Michel.

You know Marilyn's name if you've been late with your membership or are a sponsor. You know Marty's name if you were at the election or like to watch him "fly" his V8 at meets.

They own 2 MGTDs, a 1977 Spitfire, 2 Minis and a V8 Sprite and live in Elmwood. Thanks for being members!

More Fascinatin' Facts from Leo...

Leo Thietje forwards the following info, for those who like to compare "the good ol' days" with current times. In 1903:

- The average life expectancy in the U.S. was 47.
- Only 14% of the homes in the U.S. had a bathtub.
- There were only 8,000 cars in all of the U.S., with only 144 miles of paved roads.
- The maximum speed limit in most cities was 10 mph.
- Henry Ford had just started his automobile company in June.
- There were no President's likenesses on any American coins.
- Only 6% of all Americans had graduated from high school and one in 10 U.S. adults couldn't read or write.
- The population of Las Vegas, Nevada was 30.
- The tallest structure in the world was the Eiffel Tower.