



# Exhaust Notes

301 Dale Drive, Lincoln 10, Nebraska  
**NEBRASKA REGION OF S.C.C.A.**

VOLUME 5

OCTOBER 1958

NUMBER 10

## Nebraska Region Officers

Sanford Downs Reg. Exec.	George Gunther Act. Dir.	Jerald Venger Secy.	Dale Thoresen Treas.
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## SCCA EVENTS CALENDER

October	11	Hare and Hounds Rally	Nebraska Region *
	10,12	Rip Van Winkle Rally	New York Region
	18,19	Independence Races	Kansas Region
	24,26	Flaming Fall Rally	Kansas City Region
	24,26	Fort Sumner Races	Rio Grande Region
November	7, 9	Appalachian Rally	Philadelphia Region
	9	Rally	Nebraska Region *
December	13	Annual Meeting	Nebraska Region *

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## OCTOBER EVENT

We have what sounds like a real "goodie" to announce for this month's event. Rally chairmen John Carter and Joe Mayer have plotted a night Hare and Hounds (and doesn't that suggest some interesting possibilities!) You will register and begin your run at Shorty's Service Station in Gretna, Nebraska at 7:30, Saturday evening, October 11th. An awards get-together will follow. Do plan to join the group for this old favorite event.

CAPITAL BEACH GYMKHANA

39 cars turned out on a bright fall Sunday to participate in the Capital Beach Gymkhana. We are indebted to Dick Ferguson for making this private property available to the club for an event, because it certainly lends itself well to the fancies and foibles of a gymkhana planner. A time trial type run took place on the road running through the park. Clyde Versley took over clocking the cars crossing the finish line. They flew by at speed, tearing out across the flat and galumphing over the bottom land. A few cars came up with what we hope were minor bumps and bruises.

The other half of the course was a "beat the clock" type of obstacle problem. Blindfolded navigators had balloons to bust, horeshoes to hang on pegs, potatoes to stab plus a few "regulars"...parking, serpentines etc. Gymkhana chairman, Dale Thoresen, spent the afternoon chalking up scores on the obstacle run. (Contestants got 10 extra penalty points for impaling Dale instead of the potato.) Carl Bok did the starting and stopping on this part of the event. Wives of the committee registered our entrants and kept the balloons blown. Dave Hollenbaugh was represented by wife, Ginny, who paints good numbers and blows balloons really well.

From where I sat the day appeared to be operating smoothly and everyone seemed to be enjoying themselves. So many thanks to the committee for another "good one."

GYMKHANA RESULTS

<u>Finish Position</u>	<u>Driver</u>	<u>Penalty Points</u>	<u>Activity Points</u>
1	Mike Lemmers	693	10
2	Glen Van Zee	700	8
3	Jerry Sievers	703	6
4	Joe Mayer	708	4
5	Paul Reichstadt	712	2
6	Bruce Krebs	729	
7	Dick McEvoy	733	
8	Paul Eckley	739	
9	Jimmy Gartin	742	
10	John Mason	743	
11	John Buchanan	744	
12	James Jelley	745	
13	Ralph Miller	749	
14	George Gunther	751	
15	Bob Fortney	759	
16	Paul Kline	767	
17	William Grabowski	772	
18	Ed Weaver	774	
19	Bob Reglor	778	
20	John Carter	782	
21	Robert Belt	783	
22	Darrell Mahnke	795	
22	Will Mead	795	
23	Pep Sinton	797	
24	Jerry Venger	813	
25	Sandy Downs	867	
		<u>GUESTS *</u>	
		Jerry Peterson	722
		Robert Chaney	730
		Leo Dice	769
		James Wren	757
		Bruce Kline	779
		Walter Coffey	796
		Graham Andre	804
		Henry Meredith	815
		Jack Lorensen	833
		A. Hall	
		Jerry Caplan	858
		Margaret Conlon	943

\* (In Finish Position Order)

## NEW MEMBERS

We were delighted to see so many new faces at our Gymkhana event, and we welcome several of them as SCCA Nebraska Region members.

So Greetings and Fun Driving to you all!

Bruce Krebs 3930 Dunn, Lincoln  
Denis Holberg 544 S. 17th, Lincoln  
Gerald Verbeek 1805 Grant, Fremont  
Robert Kully 504 S. 52nd, Omaha  
Tom Bernstein 2036 Farnam, Omaha  
Tony Anderson 6015 Birch, Omaha  
J. L. Caplan 2201 Calvert, Omaha  
James L. Brown 1019 Parkway Dr.,  
Bellevue

## BADGES

Sandy Downs still has the job among his other duties of selling our club badges, emblems, and such. Be sure to take advantage of his badge bag at our events to buy yourselves your club's identification.

## CONTINENTAL DIVIDE RALLY

Carl Ethal, who with wife, Pat, ran the Divide Rally writes about the junket as follows:

"This years divide rally was run amid mistakes, mud, and a great deal of rain. It may at least be said that the saying "push on regardless" proved to be more than just a saying.

This year the Nebraska Region furnished 6 of the 115 competing cars, ably driven and navigated by the Stroys, the Meads, the Lemmers, the Downs, the Petersens, and the Ethals.

The first day out a wrong turning instruction caused a great deal of confusion and ultimately the removal of the first 3 legs of the rally. Needless to say this pronouncement was not met with a great deal of enthusiasm.

The roads, ah yes, the roads. Oh well, perhaps had the weather been dry. . . . .

In spite of the rather hazardous road conditions only 2 cars were bent up, a Jag buried its nose in a bank on one of the rather muddy trails, and an Alfa was crunched on one of the more mountainous roads, fortunately no one was hurt.

None of the Nebraska cars suffered injuries save one, Mike Lemmers T.R. which had some brake pad trouble.

It may in truth be said that this years Continental Divide Rally was indeed a challenge."

And now the crowning blow! Today by slow boat or carrier pigeon comes the announcement that because of errors and difficulties in the operation of the rally the National Rally Committee has withdrawn sanction of this rally as a national event... retroactive to a date preceeding the event. This means simply that the hardy, adventuresome souls who ran the rally receive no national points for participation. Seems a shame!

Sandy Downs registered a very legal protest on his running time plus wear and tear on his nerves at the Gymkhana. He was car #1 and evidently some of us were unaware that the run had actually begun. Sandy and Lee were going great guns and were about to execute the final parking problem when one of our small boys decided to meander onto the course. Sandy drew to a screeching halt, which in all probability added several vital seconds to his time. We are all relieved of course that the youngster escaped even the smallest injury, but it is certainly necessary that when there are children at our events, parents take the responsibility for keeping them safe. They are little, curious, fascinated by the small cars... and almost totally unaware--in the way of children--of any danger.

Joe Mayer's MG came out of an encounter with one of Detroit's finest just a little the worse for wear. Almost like missing an old friend not to see it in the lineup Sunday.

If I may editorialize for a moment, let me tell you about.....

#### "THE CASE OF THE VANISHING MEMBER"

Once upon a time there was a man. He was a nice ordinary guy who got fed up with large cars at large prices that ate vast quantities of high test higher price octane and who at last in casting about for a solution to his problem came up with "one of those little foreign cars." Next he was pleased to discover that owners of the wee ones had banded together in a sort of inner sanctum for the purpose of first: self defense, second: learning to more acutely enjoy the companionship of other nice ordinary guys who were similarly afflicted with sports-car-itis. So with much enthusiasm he dashed off the checks (for no little sum) which would insure him membership in this rare brotherhood. He was then accredited and put on the societies mailing lists. And here we have our mystery. He has never been heard of since!

All kidding aside, friends, Nebraska Region SCCA currently looks like a really going club. We have over ninety members, eight of which are brand, spanking new, and there are several others whose applications we can expect to have before the first of the year. I'm sure there could be nothing more gratifying to those who work on events' committees than to have every member turn out for an event. This past year we have had no event in which more than half of the membership participated. For the balance of 1958 there are two rallies scheduled. This delightful fall weather just couldn't be better. Cars run cool and people need not battle either heat or cold. The rally will be well-planned and well-executed affairs with plenty of opportunity for getting together afterwards. So why not try to join the group for at least one if not both of these driving days. Perish the thought that there are any among you who have not participated from lack of confidence about your rallying techniques. Any other member in the club would be glad to give any help solving them. Some of the most experienced rallyists find themselves in the last place slot from time to time. And some of us, try as we might, never end up far out of it. So don't be bashful! As far as equipment goes, you can run your rally with an alarm clock and paper and pencil. I'll admit there are easier ways-but why not at least give it a try. When things get dull around our house I know it's getting to be time for another rally. We do have the dandiest arguments over whose fault it was that we turned right instead of left at the John Heffelfinger mailbox. But after the event is over, it's really been a barrel of fun however many mistakes we made...and it's been such fun making up.

The operation of your sports car club is necessarily in the hands of comparatively few each year. Every members' participation is needed to keep ideas fresh and the club an active one. So be critical of your club's management. Complain if you feel it's justified. This newsletter is one of the ways you can do just that. We will publish (without your name if you choose) any comments you care to make.

So for whatever reason--plan to ~~attend~~ the next two rallies and of course the Annual Meeting in December. Sports cars or the SCCA need not be an all consuming passion with you, but the people are friendly, the weather is ideal to enjoy Nebraska's highways and byways (mostly byways I expect) and the little cars are fun to manuever about. So how about it? Let's show up en masse on October 11th, and let's have some fun!

See you there!

Your Editor