



Exhaust Notes

NEBRASKA REGION OF S.C.C.A.

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THIS MONTH'S EVENT

This month we will return to a favorite event of many in the Region, a Rocket Run. This event will be in place of the Photo Rally which had to be cancelled for lack of a photographer. Ed Arnold traded his Porsche for a TQ midget and changed clubs.

The run will be held Saturday nite, August 8, starting at 8:00. Members and guests desirou' f running should meet just south of the new Interstate Hiway on Nebraska State Hiway 85. It is necessary to run on untraveled gravel roads so taping of grills, hoods & fenders is recommended.

A picnic will follow the shooting of the last rocket. Bring your own beer and vittles.

"RAMBLINGS FROM THE GOLDEN ROD RALLY"

by

Alice and Tony Andersen

Not so many months ago, one of our members inaugurated an activities questionnaire. In it, among other questions, was an inquiry in regard to the type of events that we, the members, preferred. Unfortunately, one third of all the members didn't even have enough interest to fill out and return this questionnaire. Of those who did complete them, one third preferred rallying.

Using this mandate, the expert rallyists in the club began to draw up plans for the largest undertaking this club has seen in many a year. Hundreds of man hours were spent by rally chairmen, Mike Lemmers and Will Mead, on correcting the endless details which make or break a big rally. The course, laid out by map, then on the road and finally on paper was completed and the check point crews were set up and trained. Then 1500 entry blanks were mailed to members in our club and clubs in the several adjoining states. All that could be done by the organizers had been done—all that remained for a successful rally was a good turn out.

This is where the whole situation became rather pitiful. Four cars from the approximately 70 members of our region, entered and ran. The remainder of the total (16) cars were guests and cars from out of the region. So it goes—a lot of work, good weather, an excellent course and no turnout.

The rally itself was a definite success from the standpoint of those who ran it. The entrants from out of this region (Kansas City, Topeka, Peoria, Ill., etc.), when asked their opinion, had nothing but favorable comments and hoped that we would have it again next year. These comments were from rallyists who do more rallying than just the "two or three hours on Sunday afternoon" variety. So the rally itself was a success for the participants and this fact was most gratifying to the organizers. The other aspect of gratification came when Mr. Bob Ridges, secretary of the National Rally Board, announced that in his report to the Rally Board he was going to recommend "very highly" that the Nebraska region be given a national sanction for a rally in July of 1960.

On this point the members of the club will have to make a decision on whether to accept a national sanction and stage a national rally next year. As was demonstrated at this year's Golden Rod Rally, there is a core group of very enthusiastic rallyists. However, after this group the interest apparently runs rather shallow. The hard core of enthusiasts were the people that staged the rally and did not run; hence, the very poor turnout from our own club. The staging of a national event of any type will raise the area's prestige of our club, and therefore, gain recognition for us on an area and national level, as well as promoting rallying in general.

Alice and a friend of ours ran the rally and here is her recap.

It was a cool, quiet morn as sixteen cars eased into the Town House parking lot to begin the first Golden Rod Rally. The previous eve and mid-morning hours had been spent in passing that "inevitable" technical inspection, a "come as you are" cocktail party and the customary driver's meeting. Excitement was high among the participants, who found it difficult to get their "8 hours" that night. But each managed to appear at the starting line on time, and the rally was on.

The #1 Check Point caught most everyone by surprise, but following this first knocking of teeth and heating of brakes, most navigators held more respect and alertness for such signs—with the exception of those who preferred the cornfields.

Compasses, stop watches and other handy devices were furiously at work as the route took us by "devious" means through gravel roads, South Sioux City, gravel roads, the Yankton suburbs, gravel roads, and at long last, our lunch time headquarters near Gavins Point Dam. Outside of small annoyances—flat tires and cars which refused to start—the ferry ride across Lewis and Clark Lake was a most enjoyable interruption. Having filled our human gullies, we proceeded rather wearily back to Omaha and the finish line.

Through the Blast of the Grippers buffet dinner, a minimum of slumber and we were off again. The Hangover Special run on Sunday through Glenwood and Sydney, Iowa, proved to be a shorter trip, but perhaps required a keener scrutinization of instructions, so as not to overlook such words as "Mills County."

The Awards Brunch climaxed the weekend rally with special recognition given those who had shown their expert skill.

All the scratch paper, calculations and dusty cars were witnesses of the fact that minds were teased and cars were tested—all that can be asked of a rally.

A WEEKEND OF FUN

by Don Sheidt

"Who me? Mike, you know I can't take off two days to go on a sports car rally. Well, sure I know it would be fun. Yea, I have got ten dollars. We leave at six eleven?" Oh man, I must be crazy.

We left at six eleven alright and were off on one of the wildest goose chases my navigator and I had ever been on. Over hill and dale, through checkpoints, around lakes, across a ferry, on good roads and bad ones, and through towns I never knew even existed. Then, low and behold by six-thirty that evening we had covered over 400 miles and were right back where we started from. After we had a few cocktails, a wonderful dinner and lying to each other about the first day's rallying we were more than ready for the sack.

We showed up in time the next morning from some more of the same chasing around the countryside. This time the rallying was even more exciting for it seemed we passed and were passed by every other car some where along the way. About the time our hunger pains started getting the best of us we were back to the Town House in Omaha for our final checkpoint and a tasty brunch.

After we had eaten and lied to each other some more, we all decided that despite our bad luck, we all had had a wonderful time on certainly one of the best planned rallies ever put on in the Midwest.

(Ed. Note) Don and his navigator Jim Farber placed in the rally first from our region and third overall.)

RESULTS - GOLDEN ROD RALLY

Name - Driver - Navigator	Address	Car No.	Finish Place in Rally
Ralph Ayres Jack Swafford	Mission, Kansas Mission, Kansas	13	First
Dr. Dean Bloch Dr. R. C. Byers	Arlington, Nebr. " "	3	Second
Don Sheidt Jim Farber	Omaha "	11	Third
Don Etchison R. Robinson	Omaha "	27	Fourth
Jack Harvey Roger Knight	Omaha "	7	Fifth
Howard McCully Susie McCully	Omaha Omaha	9	Sixth
Joe Mayer Rose Mayer	Omaha "	25	Seventh
Lisle Robinett Margaret Robinett	Lincoln "	33	Eighth
Al Moore Dick DeJagger	Topeka, Kansas "	5	Ninth
Dave Taylor Mike O'Rourke	Topeka, Kansas "	1	Tenth
Carl Ethal Chris Peterson	Lincoln "	31	
Alice Andersen John Boteler	Omaha	17	
Richard Ross Les Johnsen	Cocoa, Fla. Omaha	39	

Dan Rietz	Omaha	23
Mona Alvarez	"	
Jon Van Bloom	Lincoln	21
Shelly Arnold	"	
Carole Ann Crosby	Omaha	19
Brenda Nugent	"	

PLACES FOR REGION MEMBERS

		<u>Car #</u>	
Don Sheidt	Omaha	11	First
Jim Farber	"		
Joe Mayer	Omaha	25	Second
Ross Mayer	"		
Carl Ethal	Lincoln	31	Third
Chris Peterson	"		

JUNE STRAIGHT TIME & DISTANCE RALLY

Despite the poor turn out the June Straight Time and Distance Rally was thoroughly enjoyed by the fourteen members who ran.

Pep Sinton and his crew of John Porter and John Van Bloom sent us from Lincoln to Crete and back to the Lincoln Airport. Here are the results:

	<u>Name</u>	<u>Car</u>	<u>Error</u>
1	Bob	300SL	8
2	Fubbs	Magnette	27
3	Chester	Austin-Healy	32
4	Thoresen	TR-3	35
5	Ethal	300SL	86
6	Peterson	Porsche	92
7	Kline	Chev.	101
8	Carter	MGA	108
9	Kline	DKW	191
10	Downs	VW	267
11	Andersen	Austin-Healy	286
12	Lemmers & Mead	Magnette	288
13	Smiley	Austin-Healy	587
14	Coffield	VW	867

MID-YEAR ACTIVITY POINT STANDINGS

(Does not include July Event)

1	Mike Lemmers	84½	13	Bruce Kline	52
2	Joe Mayer	80	13	Paul Kline	52
3	Gene Smiley	75	15	Pep Sinton	50
4	John Carter	70	15	Tony Andersen	50
5	Will Mead	66½	15	Jerry Venger	50
6	Sandy Downs	66	18	John Buchanan	45
7	Jim Jelly	64	19	Bob Belt	44
8	Dale Thoresen	58	20	Carl Ethal	42
9	Bill Jurgensen	56½	21	John Van Bloom	41
10	Ray Peterson	56	22	Red Wozochil	40
11	John Porter	55	22	Carl Bok	40
12	Don Stroy	52½	22	Clyde Bourgeois	40

25	Jerry Tubbe	38	38	Ed Weaver	10
26	Dave Hollenbaugh	30	38	Jack Lorensen	10
26	Glen Richard	30	38	Grasham Androe	10
28	Blaine Carey	38	38	Ken Wilmarth	10
28	Mason Steinberg	28	38	Ken Austin	10
30	John Mason	24	38	Howard Tabb	10
31	Pete Fonda	20	38	William Scanell	10
31	Tom Bernstein	20	38	Dick Fergensen	10
31	George Gunther	20	38	Len Janke	10
31	Horace Bensen	20	38	Bob Fortney	10
31	Jim Gartin	20	38	Don Stacy	10
31	Bill Merwald	20	38	Bill Coffield	10
37	Bob Chester	14	38	Capt. Brown	10
38	George Rowland	10			

LAKE GARNETT GRAND PRIX

The Nebraska Region provided nine cars and drivers for the 1st Lake Garnett Grand Prix races, held at Garnett, Kansas, July 4th & 5th. The trophy winners were: Joe Mayer - 2 First Place Trophies in Class G - MG race with his TF, and Grasham Androe - Third Place Trophy in the novice race over 2,000 c.c. with his corvette. The also rans were: Pep Sinton, Sprite; Mason Steinberg, Sprite; Ray Peterson, Porsche 1600S; John Carter, MGA; Jerry Venger, Corvette; Ralph Miller, Corvette and Clyde Bourgeois, H modified special.

In the pits (no one from the Region had to purchase an admission ticket) were: "Buck" Buchanan, Doc Reickstadt, Carl Bok, Paul and Bruce Kline, Dale Thoresen, Dave Hollenbaugh Tony Anderson, Gene Smiley, Red Womochil, Jim Porter and John Van Bloem.

SIOUX FALLS RACES

The Nebraska Region was out in force last Sunday when 22 members traveled to Sioux Falls, South Dakota to either participate or pit (watch) the 1st annual Sioux Falls Races. Of the twelve drivers from our Region, six were successful in bringing home some hardware. Red Womochil, Austin Healy, one 1st and two 2ds. Pep Sinton, Ace Bristol (new and beautiful) one 1st and two 2ds. Ken Wilmarth, Austin-Healy, one 1st and one 2d. Gene Smiley, Austin-Healy, one 3d. Tony Anderson, Austin-Healy, one 3d. Clyde Bourgeois, Porsche 1300S (old and tired) one 1st (We figure Clyde's trophy was for Class G, Grand Touring but at press time we still think far taking the longest pitstop still might have an outside chance.) The other drivers were: John Porter, MGA; John Carter, MGA; Jerry Venger, Corvette; Mason Steinberg, Sprite; Jim Jelly, Sprite; and Jim Gartin, Alfa.

SIOUX VALLEY RALLY

The Des Moines Valley Region is going to sponsor a 6 to 8 hour invitational rally starting at Cherokee, Iowa at 12:00 noon, Sunday, August 16th. All Nebraska Region members have been invited. John Carter and Mike Lemmers in Omaha have entry blanks if you plan to attend.