



# Exhaust Notes

NEBRASKA REGION OF S.C.C.A.

*April 1961*

DEDICATED TO:

Elaine Carey	Norfolk
Paul Reichstadt	Omaha
George Gunther	Omaha
John Buchanan	Omaha
Paul Kline	Lincoln
John Carter	Omaha
Jerald Venger	Omaha
Ed Weaver, Jr.	Lincoln
Bruce Kline	Lincoln
Don Stroy	Council Bluffs
Dean Bloch	Arlington
John Porter	Omaha
Jerry Tubbs	Lincoln
John Ely	Omaha
Ralph Barbe	Omaha
Martin Hall	Lincoln
John Nelson	Lincoln
Gary Reicks	Lincoln
Ralph Tolman	Lincoln
Sy Weisinger	Omaha
Peter Coffield	Lincoln
E. S. Dunclau	Lincoln
Bob Jennings	Omaha
Charles Miffy	Pender

ANNIVERSARY ISSUE

Charter Members

1954	Sandy Downs	Lincoln
1955		
1956	H.E. Smiley	Omaha
	Dave Hollenbaugh	Lincoln
	Mike Lemmers	Omaha
1957		
	Leonard Janke	Pender
	Wilbur Mead	Omaha
1958		
	Will Jurgenson	Omaha
1959		
	Bob Byers	Fremont
	Mason Steinberg	Omaha
	Robert Wolfe	Omaha
1960		
	Al Bebout	Omaha
	Jim Cushing	Lincoln
	Doug Franklin	Lincoln
	Hal Middaugh	Omaha
	Lisle Robinette	Lincoln
	Hubert Tolman	Lincoln
	Al Viscioni	Lincoln
	R. Don Wilson	Grand Island
1961		
	Harry Elliott	Omaha
	Kieth Kretzmer	Omaha
	Bruce Krebs	Humphrey

The following information as to Nebraska Region History was obtained thru Sandy Downs:

In the early spring of 1953 a group of sports car owners gathered together to form the MG Car Club Nebraska Center. They put on events such as Rallies and Hare and Hounds. These first events were quite simple and were attended by seven to ten cars. At this time there was no Nebraska Region and thus, those of us that were to form the Region were members of other Regions. I was a member of the Oklahoma Region. Others were members of the Kansas Region, Kansas City Region and other near by Regions.

In early spring of 1954 a meeting was held at the home of Dr. Jerome Ritter in Lincoln to form the charter of the Nebraska Region SCCA. The Charter Members were:

L. F. Bollinger	Elaine Carey
Maynard Buchanan	Richard Ferguson
Sandy Downs	Joe Mayer
Loyal Katskee	Clyde Bourgeois
Jerome Ritter	

The Articles of Incorporation and Charter were filed with the State of Nebraska on April 12, 1954.

We elected Joe Mayer as Regional Executive and under his guidance the new Region got off to a good start. More members of the MG Car Club joined the Region and the MG Car Club fell by the way side due to lack of interest. The main reason for this was that the SCCA had a national organization and the MG Car Club did not.

The Nebraska Region has had its ups and downs as to good and poor years. The Region has had as many as 95 members and as few as the original Charter Members.

The Region is governed by the Incorporated Charter and the Bylaws of the National SCCA.

#### MEMORIES:

1956- A Hare and Hound where the Hounds almost caught the Hare--who stopped for a beer. A muddy Gymkhana at Capitol Beach. Pontiac second at Brick Yard Trials.

1957- The Blown Ranger was retired. An Alarm clock was noted as rally equipment. Sandy and Dave wishing for a tape recorder on a Rocket Run.

1958- Last time Paul Kline loaned a navigator to Ed Weaver. The girls put on a Tulip Rally. Venger got caught playing footsie with what he thought was a newcomer.

1959- First year of Garnett races. Again the Ashland Artillery in full force for a Rocket Run. The Ferry Man. A Tricyole rider for a check point runner. 2 beginners won the Golden Rod.

1960- R. Tolman found more places to buy gas. Checked in in the rain- an MG from Florida--not in the event. What did that Historical Marker say, or should we back up? Whoa Jerry, that was a LEFT turn after that check point. "I thought I saw a lake over that hill?" And how is YOUR sense of balance?

Racing Record: George Gunther. His performance at Garnett made all of us proud to even be able to say we knew him.

Attendance Record: Bruce Kline. He has missed only 2 events (excluding a couple of extras) and 3 annual meetings since February 1956.

R. E. Column

First let me apologize for the absence of the column in the last months Exhaust Notes. I hope that will be the last time that we miss an Issue.

I would like to discuss the forthcoming Goldenrod National Rally. Obviously this is a terrific opportunity for this Region to gain national recognition. Fortunately or unfortunately, this recognition can be on the basis of a good or a POOR rally. Naturally we want only a good rally to gain for us that recognition. To do this, a lot of hard work and perhaps some sacrifice is required on the part of all members of the Region. This is the reason why all members must step forward to help. Don't wait to be asked or assigned to a job, rather, volunteer. You might even get a job that you like that way.

There are three main areas that make or break a rally. First is the congeniality of the members and workers of the sponsoring Region. This is obvious and it will certainly make up for many small inconveniences or mistakes. Second; is the route for it's scenic and interest and the instructions. We all know how poor instructions ruin an otherwise excellent rally. For instance, CTH. Finally and probably the source of the most difficulty in these events is the timing, check point procedure, and scoring. In order to obtain the best results and fewest mistakes these check point crews must know and understand their jobs. To accomplish this the Rally Committee has picked out from the members nine (9) check point crews. Each crew, for an open check point, must have at least four and preferably five people. Simple multiplication points out that every member of this region is going to have a speaking part in this drama. If by an outside chance a member is not listed, PLEASE, dear fellow, let me know immediately. This particularly applies to our new members. To make these crews function several practices will be required. So PLEASE, if your crew is practicing, be present. It is impossible to place too much emphasis on the importance of these crews.

I was very sorry that I could not make the general meeting in Lincoln. From all reports the meeting was successful and at least in part, accomplished it's purpose. Incidentally an ample supply of membership blanks is now available and may be obtained from the Membership Committee or Secretary. Never forget though, that we are all members of the Membership Committee.

In closing I would like to urge those members who can, to take in some of the National Rallies this year. I have information on almost all of them, drop me a note and I will pass it on to you.

See you next month.

W.W.J.

Meeting of March 11, 1961.

Cocktail hour a big success. After dinner Ed Weaver turned the meeting over to Mike Lemmers in the absence of R. E. Bill who was unable to come because of sickness in the family.

George announced more about the Autocross. Cards were to be mailed because the exact date depended so strongly on the weather.

Mike announced the coming events with stress on the Goldenrod. Committees, chairman, etc., were announced. If it is impossible for a person to do the job asked of him, it would be appreciated if they will let the Committee know immediately, so other arrangements can be made.

Jerry Tubbs: General Rally Chairman in charge of pre-rally plans.

Social Chairman: Lisle Robinette.

Trophies: Ed Weaver, Sandy Downs and Bud Dunclau. It is figured that \$35.00 to \$400.00 will be needed to buy appropriate trophies. It is their job to find it. The Trophies will be chosen by the following wives: Jennings, Mead and Buchanan.

Publicity: Reglar, Reicks and since Paul Kline is already on publicity he is to help out.

Registration: Alice Kline.

Technical Inspection: P. Kline, Chairman. Helpers Cushing, Hly, Viscioni, B. Kline. Harry Elliott also offered to be of assistance on this committee and will be more than welcome.

Photographer: George Gunther.

Lead Car: Mike Lemmers and Will Mead. Sweep Car: P. Kline and B. Jurgensen.

The Calender of future events was handed out.

Mike then got stuck trying to answer all of the questions presented. Some of them were dandies. He did a good job.

We welcome as new members: Harry Elliott, Keith Kretchner and Bob Jennings all of Omaha. Bruce Krebs of Humphrey.

Searchlight Rally March 25.

On the short notice of less than 100 hours--Lisle Robinette, Jerry Tubbs and Bruce Kline got a Searchlight rally organized, cards out, etc. I think they deserve an extra good hand for their speed, dependability and willingness to try. 15 entrants arrived at Lee's and were off for the dark night to find the wee light. Everyone seemed to have a fine time and Lisle and Bruce had a lot of laughs listening to people looking for them as they sat UNDER the Bridge. A meeting was held at Lee's after the event, past trophies were awarded. The Autocross is again planned for April 9th, though an alternate rally is also being planned in case of rain. The Autocross directions hold true for the 9th and in case of rain--see you at the Fairview Cafe for a Rally.

Jane Tubbs reports that the date has been confirmed for the Gymkhana by the girls, as April 16th. Registration 1:00 P.M., Gateway Shopping Center east of Lincoln on U.S. 34. Marcia Reicks is her co-chairman and I know the girls have some dandy things planned. April looks like a bumper month so try your best to attend these interesting events.

Last but not least--be sure and ask Ralph Barbe about his intimate acquaintance with the Lancaster County Patrol. It seemed to the Editor he did a fine job of an unusual type of Public Relations.

1. Jim Cushing	7.6 miles	7. Bob Jennings	12.5
2. Dean Bloch	7.85	7. Gene Smiley	12.5
3. Bill Jurgensen	8.0	8. Al Viscioni	14.3
4. Harry Elliott	8.7	9. Ralph Barbe	16.8
4. Gary Reicks	8.7	10. Sandy Downs	25.
5. George Gunther	10.2	DNF Flannagan, Krebs and Maschke	
Carter			
6. H. Tolman	11.0	Official Milage	5.75