



Exhaust Notes

EDITOR - Gordon Smiley
STAFF - Jim Bishop
Jerry Baker

COMING

EVENT - T.D. R LLY - SUNDAY FEBRUARY 16, 1964 DR. JURG'N SON IS RALLY-
MASTER

FLYER TO FOLLOW

JANUARY EVENT-ABOMINABLE RALLY

by
JIM BISHOP

The morning of January 19 dawned dreary and cold and things got progressively worse as the day progressed. By the time 1:00 arrived it was apparent that the event was properly named as a mild blizzard was brewing. This was but the start of the competitors troubles, it became clear in the very beginning that backtracking the "Gateway City Trail" was not the easiest thing to do, in fact some of our better rallyists could not even find the trail to start backtracking.

The off course controls did a booming business which is more than Jerry Baker can say about his checkpoint as only two of the nineteen cars found him! A very difficult event that took a lot of "second guessing" by the entrants.

ABOMINABLE RALLY RESULTS

<u>Place</u>	<u>Driver/Navigator</u>	<u>Points</u>
1	Fleetwood/Bly	738
2	Heaton/Hansen	743
3	Givens/Seay	784
4	Robinson/Carter	989
5	Venger/Vanscoy	999
6	Leduker/Hawthorne	1021
7	G. Smiley/Jennings	1202
8	B.Gunther/T. Cocks	1212
9	Patrick/Marr	1388
10	McMahan/McMahan	1453
11	Flesher/Flesher	2064
12	Nicholson/Lewis	3224
13	Burton/R.Tolman	DNF

ABOMINABLE RALLY RESULTS (con't.)

GUESTS

<u>Place</u>	<u>Driver/Navigator</u>	<u>Points</u>
1	McDowell/Law	1124
2	Christopherson/Boeka	2368
3	Bill Bloedel/R.P. Blodel	DNF

* * * * *

JANU'RY MEETING - JIM BISHOP and GORDON SMILEY

The January meeting, attended by EIGHTEEN of our members, was one of the best in a long while, but then most of you wouldn't know that would you? With a standing membership of over 70 enthusiastic (?) sports car fans only 18 (and the same 18 we see at each meeting) could give up 3 hours of watching television to come and support your club. Well, this time, you avid fans missed a real fine show which included a very interesting talk by Mr. Charles Ward of the Ford Motor Company who told us of Ford's future plans, showed us a terrific movie on "Total Performance" (don't laugh, did you know all 8 of the Falcon's entered in the Monte Carlo Rally finished, including two class wins and a second overall?) showing the Riverside 500 and the Lotus-Fords at Indy. We would like to take this opportunity to personally thank Mr. Ward for giving us a very enjoyable evening.

The first Nebraska Region monthly meeting was attended by 52 members and we have been lucky to get even half that many since then. Sure, some of the meetings were a little uninteresting but the opportunity to get together with other members and talk of your pride and joy should be enough encouragement to get you people out of the house. Another thing we have noticed is the people that can't seem to make it to any of the meetings are the one's griping about how the club is run at all of the events. If you don't like the way the club is run come to the meetings and tell us about it.

Meetings are held on the first Thursday of each month at the Ames Plaza 56th and Ames, social hour at 7:30, meetings start at 8:30. Surley if you can pay \$18.50 to be a member of our club you can spare three hours each month to make it better! We are always open for criticism so attend the meetings and let's hear your complaints.

THE FOLLOWING IS A CURRENT LIST OF 1964 MEMBERS AS OF FEBRUARY 1, 1964:

Jerry Baker	Hamp Miller
Ralph Barbe	Dr. Harold C. Oehner, Jr.
C. Bercaw	Robert Patrick
Jim Bishop	John Porter
Dr. Dean Bloch	Dr. Paul Reishstadt
John Bly	Danny Robinson
James Boyle	Jack Roll
Gordon Brewer	Capt. Al Sambold
John Buchanan	Don Scheidt
Dale Flesher	Capt. P. S. Schuessler
Ed Givens	Gene Smiley
Ken Geiken	Go Smiley
Lou Gorr	Dr. Don Stroy
George Gunther	Howard Shoemaker
Henri Hirschfield	Kathleen Sweeney
Mike Honaker	Sharon Sweeney
Leonard Janke	Ralph Tolman
Bob Jennings	Ken Tyhurst
Bruce Kline	Jerry Venger
Paul Kline	Jerry Venger
Paul Kline	Dr. Ronald Waggener
Mike Lemmers	Jim Warrick
John Lewis	Don Wilson
James Liska	Robert Wolf
Jim McGurk	
C. E. McMahan	
Jerry Miller	

Those of you who have not paid your 1964 dues by March 1, 1964 will be considered as Guests at all events and you will have to pay the Guest entry fee. Also, you will not receive the Exhaust Notes after March 1, until your dues are paid in full.

Immediately upon receiving the route instructions, write the average speeds as given in the instructions under the column Average Speed Given. This can be done on the way to the Odometer check. If given a speed to drive to the Odometer Check, figure the time it takes and enter under the column Accum. Perfect time. If a certain time is allowed for the Odometer run, enter that time under the perfect time column.

3. On arrival at the Odometer Check, read the miles that you have traveled to the checkpoint. Divide the given official miles into your reading. This will give you your Odometer Correction Factor. Now, multiply all the given official speeds by the Odometer Correction Factor and enter them in the column Corrected Average Speed.
4. Now divide the corrected average speeds into 60. This will give you the time for one mile for each speed. If you have Curta Tables, use them. Your division should be carried to the third decimal place. For example: the corrected average speed is 45.00 MPH. This divided into 60 is 1.333. Now enter these numbers in the column Time for one mile. The calculation can be made as you are driving the rally.
5. On scratch paper, write down the Out-Time given you. Add the time required to reach the Odometer Check. Now add the time for one mile to this figure. This is the time your clock should read when you have driven one mile from the Odometer Check. REMEMBER, you are using minutes and thousandths of minutes and NOT minutes and seconds. To convert the decimal of one minute, multiply it by 60.
6. Speed Changes - At the point where the speed changes, record your mileage from the last speed change. Add the necessary time to complete that distance. For example: You have been adding on your scratch pad the time for each mile. You read the point of the speed change and determine that you have traveled an additional .55 miles over the last full mile. Multiply .55 by the TIME for one MILE and add that to the total at the last full mile. This is the exact time that you should have reached the speed change. Record this figure on your log sheet as Accumulated Perfect Time.
7. Your time checks during the rally are done as follows: Your out-time from the last speed change was 12:01:00. Your time for one mile is 00:01:565. This added to 12:01:00 is 12:02:565, or two minutes, and .565 of a minute or 34 seconds. Look at the odometer, if you are on, you will turn up one mile just as your clock reads 12:02:34. This procedure is repeated for every mile of the rally. REMEMBER to enter your miles at the Odometer Check on the LOG and Not the official miles.

This is a Curta Time of Day system, but it can be done without the Curta and just with paper and pencil. We are sure that this will not be entirely clear to you the first time that you use it. Try it and we will try to answer your questions after the rally.

P.S. -- MOST IMPORTANT

DON'T GET LOST

DON'T GET LOST

DON'T GET LOST

FEBRUARY FROLCS

T.D. RALLY

NO GIMMICKS!



WHERE: REGISTRATION CROSSROADS PARKING LOT

WHEN: SUNDAY FEBRUARY 16

TIME: REGISTRATION 12:30 FIRST CAR OFF: 1:01

Members \$3.00 Guests \$3.50

YOUR RALLY MASTERS: DR. BILL JURGENSON, MIKE LEMMERS

HERE IS YOUR OPPORTUNITY TO TRY THE PAR-RICK TIME OF DAY SYSTEM

THIS IS A POINT EVENT

* * * * *

COMING EVENT: MARCH OFFICER'S GYMKHANA

TIME AND PLACE TO BE ANNOUNCED