



# Exhaust Notes

EDITOR - Gordon Smiley  
STAFF - Jerry Baker  
Pat Baker  
Carolyn Heaton  
R. D. Mac Dowell  
Barb Gunther

DECEMBER 1964 ?????

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COMING EVENTS: January 7 - Monthly meeting Ames Bowl, 58th & Ames, 7:30 PM  
January 16 - Night Rally from Lincoln-- details to follow.

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ANNUAL MEETING by Gordon Smiley

The 1964 Annual Meeting was run off quite closely to the given time schedule for the first time in several years. Present at the meeting, among others, were such famed Nebraska Region members as Jerry "Venager", John "Bushman", and the owner of "Sports Car No. 92----".

The meeting was kept lively by past R. E. Ralph Barbe with his witty (sometimes) jokes. Ralph then turned the meeting over to the new R. E. for 1965 Jim Bishop following the announcement of Ralph Tolman as assistant R. E. Carolyn Heaton as Secretary, Jerry Miller as Activities Director, John Carter as Treasurer and Jim as R. E.

Jim then awarded the following annual awards: Joe Mayer Trophy for High Activity Point Winner to Jerry Miller, The Dr. Byers Memorial Trophy to George Gunther for the Best Event of the Year (Rocket Run), the Powder Puff Award to Helena Miller, the Exhaust Notes Top Gymkhana Driver Trophy to Gordon Smiley, the Rally Driver/Navigator Trophys<sup>1</sup> to Mike & Joan Lemmers, and the Woody Dunn Memorial Trophy for the member that contributes the most to the Region throughout 1964 was not awarded. (see Editorial)

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<sup>a</sup>  
FLASH!! - H pp New Year Dept: John and Marilyn Olson had a boy, Michael John  
y 7 lbs. 8 oz (C Mod.?) on December 19.

EXHAUST NOTES TROPHY FOR TOP GYMKHANA DRIVER OF 1964

(Counting 3 Events - March Officers Gymkhana--July Speed Gymkhana, and November Go-Cart Trials)

Place	Name	Car (s)	Points	Total
1.	Gordon Smiley	Austin-Cooper-Porsche	1 15 15	31
2.	Jerry Baker	Triumph TR-4	13 10 6	29
2.	Dale Flesher	Porsche	15 8 6	29
4.	Don Scheidt	Corvette	8 13 6	27
5.	Jerry Miller	Spitfire, TR-4	8 8 10	26
6.	George Gunther	Jaguar XK 140MC	0 6 13	19
7.	Ralph Barbe	Austin-Healey	0 9 9	18
8.	Tom Hoy	MG A	8 4 4	16
9.	Jim Bishop	Austin-Healey, TR-4	4 2 8	14
10.	Bob Jennings	Triumph TR-3	11 0 0	11
11.	Will Boeka	MG B	0 8 0	8
11.	Buck Buchanan	Arnolt-Bristol	0 6 2	8
11.	Carolyn Heaton	MG B	4 0 4	8
11.	John Porter	Olds F-85, Sprite	2 4 2	8
11.	Ralph Tolman	Porsche Devin	0 0 8	8
16.	Mike Lemmers	Opel, Porsche	6 0 0	6
16.	Danny Robinson	Triumph TR-4	6 0 0	6
16.	Al Sambold	Jaguar	6 0 0	6
19.	Gordon Brewer	MG B	0 4 0	4
19.	Ed Givens	Alfa Romeo	0 4 0	4
19.	Mac MacMahan	Porsche, Mercedes	4 0 0	4
19.	Fred Tuzzi	Austin Healey	0 0 4	4
23.	Robert Fehl	Ford Mustang	0 0 2	2
23.	Richard Hill	MG A	0 2 0	2
23.	Al Nelson	Triumph TR-3	0 1 1	2
23.	Paul Reischstadt	Alfa Romeo	2 0 0	2
23.	Kathleen Sweeny	Sprite	2 0 0	2
23.	Don Wilson	Daimler	0 2 0	2
29.	John Carter	Olds F-85	1 0 0	1
29.	Mac McDowell	Porsche	0 1 0	1
29.	Jerry Venger	Alfa Romeo	0 0 1	1

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NOVEMBER GO-CART TRIALS TECHNICAL VIEWS by Gordon Smiley

The November Go-Cart event had some technically interesting cars competing so due to a lack of a December event we will reminisce for a few sentences.

George Gunther competed this year in his 1956 XK 140 Jag with limited slip differential and Good Year Bluestreak's. This car showed much improved handling characteristic's with the combination of the locked rear end and very sticky tires. George showed why a race car is a race car is a race car, by defeating second place man Ralph Barbe in a stock Healey by some 7 seconds.

I drove Howard Shoemaker's race prepared Porsche 1600S Speedster which served to show other competing Porsche drivers what a prepared engine, limited slip rear end, camber compensator, and Blue Streaks will do for the car. Although the driver did little to help the cause the car handled very well and was much more easy to feel than other Porsche's not prepared.

The Triumph Spitfires very visably demonstrated why all racing Spitfires are equipped with a camber compensating--anti roll bar as their first option. The Spitfires all "stood up" on the back tires as soon as they were thrown into a tight turn and promptly went into the toolies as a result of this lack of option.

Don Scheidt equipped his Corvette with his Chev-Healey's Blue Streaks but improved on his previous year's time by only 1 second showing he possibly was "right on" the year before and very little can be done when you run on your limit.

The TR-4's all showed good neutral handling style but the times did not approach the well driven time made by Bill Gilmore the year before in his TR-4 (with Michelins). Jerry Miller's car was not yet broken in and he could not really push it to it's full extent but we shall see if our "4" driver's will put their foot in it a little harder after they read this.

RESULTS: (Place, Name, Car, Time, Position in Class last year, time last yr.)

UNDER 1600

1. Gordon Smiley	Porsche 1600S	2:09.7	(1)	2:16.4
2. Ralph Tolman	Porsche Devin	2:18.8		
3. Dale Flesher	Porsche 1600	2:19.0	(2)	2:20.5
4. Tom Hoy	MG A	2:20.2		
5. John Porter	Sprite	2:22.4	(8)	2:30.0
6. Jerry Venger	Alfa Romeo Giuletta	2:23.6		
7. Ed Givens	Alfa Romeo Giuletta	2:24.2		
8. Mac McDowell	Porsche 1600	2:25.0	(6)	2:29.75
9. Mike Lemmers	Porsche 1600	2:27.4	(5)	2:31.0
10. Pat Wollery	Sprite	2:27.7		
11. Ron Jeffreys	Spitfire	2:33.8		

1600-2200

1. Jerry Miller	Triumph TR-4	2:21.7	(6)	2:35.6
2. Jim Bishop	Triumph TR-4	2:23.2	(5)	2:27.5
3. Jerry Baker	Triumph TR-4	2:24.6	(5)	2:32.5
4. Carolyn Heaton	MG B	2:27.0	(6)	2:33.1
5. Buck Buchanan	Arnolt Bristol	2:29.5		
6. Al Nelson	Triumph TR-3	2:30.2		
7. Ron Bushnell	Triumph TR-3	2:30.8		
8. Mac MacMahan	Mercedes Benz 190 SL	2:31.8	(7)	2:38.8

OVER 2200

1. George Gunther	Jaguar XK 140MC	2:11.3	(1)	2:14.9
2. Ralph Barba	Austin Healey 3000	2:17.3	(3)	2:24.2
3. Don Scheidt	Corvette	2:18.1	(2)	2:19.0
4. Fred Tuzzi	Austin Healey 3000	2:28.6		

POWDER PUFF

1. Barbara Gunther	Jaguar XK140MC	2:28.3	(1)	2:42.1
2. Pat Baker	Triumph TR-4	2:33.5	(4)	2:45.0
3. Helena Miller	Triumph TR-4	2:40.9	(5)	2:49.8
4. Anna Tollman	Porsche Devin	2:45.0		
5. Kathy Buchanan	Studebaker Avanti	3:04.0		

**GUEST**

1.	Dave Eagen	Morgan	2:19.9	(5)	2:24.7
2.	Randy MacDonald	Triumph TR-4	2:22.0		
3.	Bud Reiman	Sprite	2:27.1		
4.	Phil Wilson	Jaguar	2:27.4		
5.	Jim Inness	MG A	2:27.5		
6.	Eric Swanson	Sprite	2:27.6		
6.	Chester Kowalski	MG B	2:27.6		
8.	Bob Olson	Sprite	2:27.7		
9.	Bill Battera	MG A	2:28.0		
10.	Jack McCoy	Sprite	2:28.3		
11.	Lowell Eck	Volvo 544	2:29.6		
12.	Steve Roberts	Karman-Ghia	2:30.1		
13.	Claude Wilson	Jaguar	2:31.2		
14.	Mike Sluter	Spitfire	2:31.9		
15.	George Thompson	Corvaair	2:33.0		
16.	Phil Dunham	Volvo 544	2:35.0		
17.	Bruce Craig	Triumph TR-3	2:36.0		
18.	Peter Despovich	Sprite	2:37.7		
19.	Larry Marquardt	Spitfire	2:40.5		
20.	Rich Wilson	Jaguar	2:44.3		

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**NO MEMBER VALUABLE ENOUGH ?**

The Woody Dunn Memorial Trophy, for several years now, has become less and less important when in fact this trophy was designed and meant to be the most important award a Nebraska Region Member could acheive.

The activity point award has moved more into the spotlight and this should not be. A member can attend all point events during the year and do reasonably well and take home this trophy, but he really isn't doing the region anything more than supporting the events, (which is important but leaves nothing to the coming year or promotes no new interest or fame to the club).

In the past two years the award has gone to: 1963--The Exhaust Notes Staff and 1964 to no one. This is definitely wrong! Our members should be encouraged to go out and do some outside work that will bring them no activity points, possibly no fame but instead the highest award a Nebraska Region member can acheive--The Woody Dunn Memorial Trophy--for the member that "Does the most for the Nebraska Region S C C A" during the year.

The award should not go to the Exhaust Notes staff, this is simply an excuse for no thought or planning to an individual that worked hard throughout the year to promote the club. Sure, the Exhaust Note Staff probably does more work during the year than any other "Group" but this award should not go to a "Group". It should go to a deserving individual and there have been several in the past two years as their is every year. But it is always put off til the end of the year when most of the HARD work has been forgotten.

The point is, these people that have done the hard work don't forget! A committee should be formed NOW, before the start of the year, to observe the hard work put out by individuals throughout the year and at the end of the year at least recognize these people at the annual meeting and award the Woody Dunn Trophy to the one that has done the most for our club.

1964 FINANCIAL STATEMENT

Received Books December 7, 1963 with a balance of		\$143.18
Income from 1964 Events	\$930.25	
Memberships	450.00	
Badge Fines	12.50	
Sale of Club Merchandise	54.15	
Total Deposited receipts	1446.90	
Memberships to be deposited	15.00	
Total 1964 Income through December 5, 1964		1461.90
Paid our in 1964:		
1963 Banquet	\$118.21	
Trophies	537.58	
Advertising Events	32.90	
Transferred to Pot of Gold	10.00	
Refund of duplicate payment R.E. Dues to Al Sambold	5.00	
Creighton Memorial Fund in memory of John Lewis	10.00	
Exhaust Note & Flyer Supplies	149.48	
Postage for mailings	89.12	
Miscellaneous	59.13	
Unpaid Engraving Bill	7.25	
Total Expenditures through December 5, 1964		1018.67
Balance as of December 5, 1964		586.41
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Increase 1964 over 1963		443.23
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Breakdown of 1964 Events:

EVENT	ENTRY FEES	EXPENSES	NET
Abominable Rally (J. Porter)	52.75	31.70	21.05
February Frolics (D. Jurgenson)	59.00	39.59	19.41
Officers Gymkhana	96.50	115.66	(19.16)
Rainy 80 (B. Jennings)	50.50	32.50	18.00
Get Lost Rally (R. Tolman)	68.50	32.60	35.90
Rocket Run (G. Gunther)	65.00	67.69	( 2.69)
III City Rally (CNSCC)	-----	-----	-----
Kids Kaper (W. Doeka)	60.00	40.85	19.15
SpeedKana I (G. Smiley)	126.50	75.39	51.11
Treasure Hunt Rally (R. Tolman)	51.00	44.86	6.14
Hare & Hounds (Jim Bishop)	77.50)		
Sarpi Safari (R. McDowell)	61.50)	87.65	51.35
Hail Dratannia (G. Bergstrom)	73.50	10.29	63.21
Go Kart Gymkhana	150.75	77.35	81.40

Racing News

Congratulations are extended to the Mid-West division trophy winners at the Riverside Divisional run-off's in November. John Siefkes from Wichita in his Lotus S-7 was 2d in C Production. Dr. Dave Kiser from Kansas City was 3d in G Production in his Spitfire -- Dave Dooley from Oklahoma City in an XKE finished 3d in BP. John Goans Jr. from Kansas City was 4th in DP in his TR-4. Eddie Kimmel of Oklahoma City was 6th in DP in his TR-4 -- Dr. Dick Alley of Wichita was 5th in HP in his Sprite -- Frank Manley from Topeka 5th in HM in a DB, and to Bill Riggs of Kansas City who had fastest qualifying time in FP with his TR-3.

Roger Penske won all three feature events of the Nassau Speed Weeks including the 252 mile feature driving team mate Hap Sharp's Chapparal-Chevy after eliminating his own Chapparal while leading the race and bending the front end. A. J. Foyt in the Hussein I -- Hemi-Dodge and Pedro Rodriguez in a Ferrari trailed Rapid Rog to the checker.

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- - - - - N O T I C E - - - - -

Do not throw what you believe to be the new Road & Track or Sports Car Graphic into the corner in disgust because you were hoping it to be the January Exhaust Notes --- Look at it closely it just might be - - - - - NEW EXHAUST NOTES IN 1965.

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SWAP & SELL

3.5 litre Jaguar engine bored .020, 9:1 Pistons, C cams, never run - complete Paul Scott, 5117 Nicholas Street, Omaha, Nebraska.

Pirelli and Continental Tires available in Omaha at special prices to Club Members from: Gordon Smiley, 10756 Grover, 391-9198

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EXCUSES???? -- No, Apologies -- for being so late with ~~ENI~~ -- last month's 'Notes. Your publisher had to do a little honest work for a change and it left him a little pooped and with an attitude of "I don't give a -@+c%?" if those blasted 'Notes ever get out. Sorry for the delay, and a promise to not let it happen again.

Jerry Baker

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-- REMEMBER -- SPORTSMANSHIP DEMANDS SAFE DRIVING --