



Exhaust Notes

FEBRUARY 1969

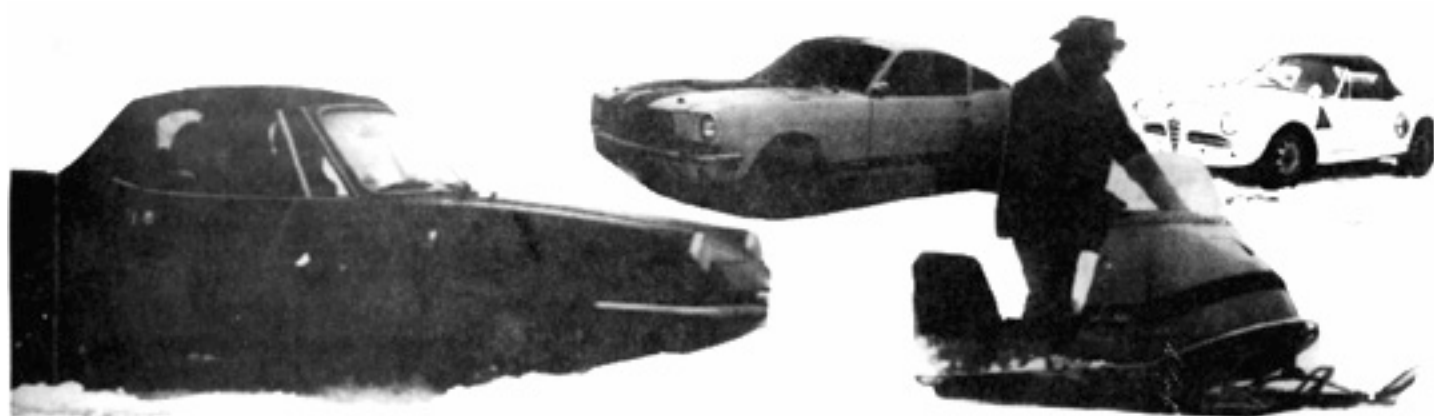
Monthly Newsletter of the Nebraska Region,
Sports Car Club of America

LAKE WA-CON-DA ICE TRIALS

Vic Kuklin

Cold, clear ice, hard as stone and over a foot thick. Sound good for ice trials? It was!!! Dr. Bill Jurgensen not only provided access to the ice, he even had the snow plowed off a twisting mile-and-a-half course. Several new ideas were incorporated into the rules of the event by the chairman, Ralph Barbe. Knocked over pylons had to be reset by the driver. Bruised bottoms were plentiful. If you spun into the snow, you had to do your own pushing. Have you ever pushed your car with no one driving except the choke? Cars were classed only by engine-drive wheel location without regard to the engine size. Note the results where the fastest car driven by John Wright, a FIAT 850 with studded snow tires, was only .04 of a minute faster than Ralph Barbe's GT-350 with normal tires.

Everyone seemed to enjoy the course and the bonfire and the hot coffee. I hope we get another crack at the ice this season with lots of practice time. Most of the members need more time to find the limits on solid ice, and they need a chance to try various techniques of driving on ice by taking lap after lap of practice. If the weather doesn't improve soon, we may have ice trials in May!!!!!!!



A STUDED FIAT SPIDER

SKI - DOO JURGENSEN

MEMBERSHIP EXPIRES 2-28-69 & THE FOLLOWING HAVE NOT PAID TO RENEW:

Mark Acuff
Marbin Baden
Ben Blackwell Jr.
Jin Calder
Glen Chapman
David Dahlbeck
John Dingwell
Gary George
James Hergert
Gloria Hofman
Bill Jurgensen
Steve Knee
Jin McGurk
Dennis McGonigle
Albert Neyer
Sam Munna
Al Nelson *
Bob Olson
Danny Robinson
Terry Sammin

George Sheaff
Glen Stewart
Ken Tyhurst
Fred Weiner
Lynn Witte
John Woodson
Neal Bower
John Wright
Jin McCully
Paul Dolan
Mike Hemp
Gordon Smiley
Richard Dilbeck
Allen Bishop *
Michael Knepper
Don Grisnik
Jim Harris (national)
R. Beswick *
Mrs. Joan C. Kenney *

* Regional only

Send your check to national & your \$5.00 to Chuck Jones, 4813 No. 66th #119
Om. Nb. 68104
If you have any questions drop a line to John Olson, 1735 Pepper Ave.,
Lincoln, Nb. 68502, & he will get in touch with you.

LAKE WA-CON-DA ICE TRIAL RESULTS

Class 1 (Engine & Drive together with regular tires)

1. Mike Lemmers, Porsche 912
2. John Wright, FIAT 850
3. Henry Davis, Renault R-8
4. Wayne Faris, VW

Class 2 (Engine & Drive together with snow tires)

1. Pat Lemmers, VW
2. Odi Snell, Corvair
3. Tom Sawyer, Corvair

POWDER PUFF CLASS

1. Pat Baker, TR-4
2. Lynn Spence, Mach 1
3. Carol Poaches, FIAT 124
4. Donna Smith, Volvo 123GT

Class 3 (Engine & Drive remote with regular tires)

1. Vic Kuklin, TR-GT6
2. Jerry Seivers, TR-4
3. John Woodson, GT-350
4. Ron Poaches, FIAT 124
5. John Navakas, AH-3000

6. Roy Durr, Vette 350
7. Gene Welnaick, Vette 427
8. Chuck Jones, FIAT 124
9. Bob Spence, Mach 1
10. Jim Mc Culley, Volvo 142
11. Arnie Durr, Vette 350
12. Tom Karloff, Vette 350
13. Ralph Barbe, GT-350
14. Roger Blecher, Mach 1
15. Tom Lochmann, Vette 350

Class 4 (Engine & Drive remote with snow tires)

1. Jerry Baker, TR-4
2. Mike Hemp, Alfa Romeo
3. Steve Christensen, Vette 327
4. Phil Keifel, Vette 350
5. Bob Shaw, XK-E
6. Mathew Anspach, FIAT 124
7. Jerry Dunn, TR Spitfire
8. Bill Jurgensen, Toyota Land
9. Lionel Smith, Volvo 123GT
10. Donna Bently, Tiger 260
11. Phil Schroeder, TR-4
12. Al Dreusdon, Vette 350

NEBRASKA REGION'S "WHO'S WHO" (JOHN WRIGHT) by Mike Hemp



● FOR SALE: 2-6:50/7:00-13 Studded Snow Tires. In excellent condition!!!!
Best offer. Write: Jerry Dunn, Box 2746, CMR#3, Offutt AFB, Nebr. 681

A LOOK AT THE 1968 CAN-AM SEASON

by BONNIE JANKE

After racing many years in national and regional races, and a season in group seven racing, it is found there is a very notable difference. Let's call it professionalism. Occasionally, but seldom, do you find a self thought hero, who regardless of cost is going to win the race in the first turn. (We have known a few of these in E and F production.)

The atmosphere before and during races is also quite different. The crews up and down the pit lane work diligently on their cars with precision, many times with some of the best testing equipment and engineering advice available. Except for the roar of engines here and there it is exceptionally serious and quiet. Since many of the drivers are contracted to drive, most teams have hired mechanics, the cost of the car and equipment what they are, and a sponsor looking for a win, makes this a big business. Not to mention the purse for a series such as the Can-Am. Distance is also a factor. Cars must be prepared to perform for many more miles than in most amateur races. Therefore everything, usually, is done in a meticulous and very business like manner. The cars arrive at the track and in most cases are very well prepared and ready for practice and qualifying. The fact the cars have to be qualified for position and there are usually more cars than the starting grid allows, makes for an added burden on the drivers.

Troubles that arise during practice or qualifying, many times can be corrected between sessions, or it may take all afternoon and into the night. Regardless how long it may take, there is always lots of company. The garages---if available---are busy around the clock. Two of the tracks, Riverside and Road America, have garages available for working on cars inside and provide excellent working conditions. Vagas, although not roofed, has concrete pits and is quite nice for any work needed to be done. Some of the other well known tracks have facilities that are unbelievably bad, especially if it happens to rain.

Even though Group Seven is more serious than amateur racing, it does have its light moments--such as the day the plane flew over the track and Donahue remarked, 'clock that guy--he's really flying!' There can also be a few embarrassing moments, like when you think it is strange you are the only one running your car, and are advised that there is a law against starting an engine on a race car before one on Sunday in New York.

With the above mentioned emotions, there is also exasperation. Especially when waiting for rain tires to be mounted and the pace car and field leave before the tires are ready. One evident difference in Group Seven is the start of the race. The air of excitement is felt with the tenseness as some wait to watch for the worst as others say a silent prayer. The noise of 30 to 40 very powerful engines vibrating the ground can make even the strongest shiver a bit. The field getting the green flag, as the pace car pulls off, is truly an experience.

The sameness in the two types of racing has to do with the people participating in either type, whether racing or working the race. Everyone is eager to help in any way possible if help is needed. They, for the most part, are all great people who love the great sport of racing. In Group Seven as well as amateur, after the winners and losers are separated by the race of the day, they all enjoy getting together afterwards to re-race it over a few tall glasses of a popular refreshment.

February-March Event Schedule

Feb 14 Pershing College Sports Car Club Haire and Hound Rallye. Registration at 6:30. Starts at 7:30. Rallye starts from campus. After the event there will be a party at the Holiday Inn.

➔ Feb 15 A SATURDAY EVENING-SCCA POINT EVENT. A haire and hound Rallye. Registration 6:00 PM at Ken Wright's Texaco Station, 123rd & Center Streets. First car off at 7:01 PM. No Special Equipment needed!

Feb 16 Corvette Club will present a Slalom at the Southroads Shopping Center. Registration starts at 11:00. Don't be late. No late registrations!!!!!!!

➔ March 6 Nebraska Region Monthly Meeting at the Tomahawk Inn. March's program will include color slides of the 1968 Trans-Am and Can-Am Series.

THE 1969 SOLO EVENTS REGULATIONS

Lionel Smith

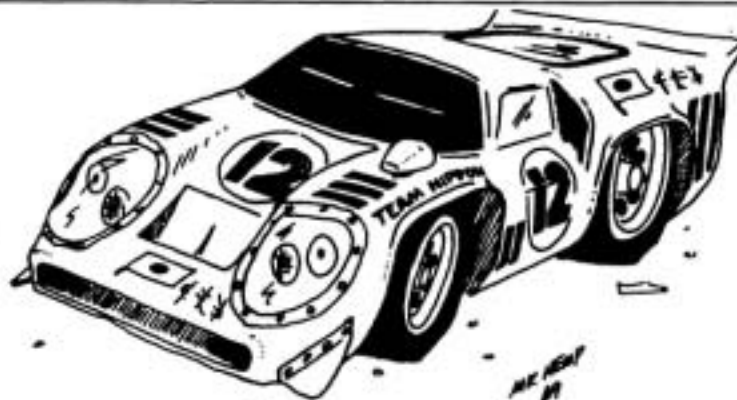
If you haven't had a look at the solo events regulations (SER) in the back of the 1969 General Competition Rules you may be in for some surprise at tech this year. FOR EXAMPLE: The following general event organizational standards should be adhered to:

3. Competitors should be required to wear seat belts when driving in competition. Crash Helmets are recommended. Roll bars in open cars are suggested.
4. All cars should be subject to a strict safety inspection based on the applicable standards for Category I events. Tubeless street tires should not be permitted unless fitted with with inner tubes. Small sedans with swing axle rear suspension should be decambered to neutral or negative camber or fitted with a camber compensator.
5. Basic rules and standard for conduct of events should be drawn up before the event is run and available to all competitors. Local sports car club council rules, SCCA Regional, Area, or Divisional rules, or applicable portions of the SER may be used.
7. Car classifications to be used and distribution of awards should be established prior to the event and available to all competitors.
8. An event chief official must be appointed to supervise the running of the event. His duties should be generally those of the Chief Steward and Event Steward of a Category I event. All courses for Category II events should be approved by the Regional Steward before competition begins. He may request the course to be changed in the interest of safety, to comply with insurance standards, or because it is properly classified as a Category I event in its original form.

THERE ARE MANY MORE INTERESTING ITEMS YOU SHOULD KNOW IN THE GCR. GET YOUR COPY FROM CHUCK JONES AT THE NEXT MEETING!!! ONLY \$ 1.00.

SECOND HEAT

editor:
Lionel Smith
Call Bellevue
291-1811



by MIKE
HEMP

Regional Exec.
John Porter
Call Omaha
558-6142