

Exhaust Notes



The Official Publication
of Nebraska Region
SCCA, Inc.

2006 NRSCCA Schedule:

schedule w/legend on pg. 3

June 2006

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REality Check

Candy Gerber
Regional Executive



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Chuck Garcia and Jean Smith on Safari?

No - they went to a ghost track in Iowa.

Greenwood Roadway (Raceway). See pg. 9

May has come and gone with the June 4th Solo coming up this week.

As for May's events, I want to thank Christy Carlson for being the first female Eventmaster for a RallyCross, here in Nebraska Region. She put on an excellent event. Jim Wood's land must have really soaked up the rains that canceled our previous RallyCross, because the grass/alfalfa was up to mid-thigh on most people. Christy was calling for a lawn mower just to lay the course out. I don't think a typical lawn mower would have even touched this stuff! The first few cars through the course, laid the alfalfa down, with those who followed took the course down to the dirt. I believe fun was had by most.

The Solo on May 28th made up for the rain we had during the April event by bringing the sun out full force, making for a very warm 90+ degree day. The wind was blowing extremely hard, making it difficult to print labels because they would have all blown away before they could be posted. Other than that, John Hunter put on a fast, enjoyable course.

Looking over the results from MiDiv races, I would like to congratulate our members, Andy Wolverton, Jeff Demetri and John Waldbaum for coming in first, second and third respectively on Saturday and a first and second for Andy and John on Sunday, at the May Fling races in Gateway, St Louis, MO. Also racing May 7th was Natha Waldbaum who took 2nd in T1.

I can't forget to mention how Bob Woodhouse is doing in the Speed GT. I was able to watch the live timing on the World Challenge web site. It was exciting watching Bob move from his qualifying position of 31st to finish in tenth position. He is now fifth in the overall point's

Continued next page

R E Column continued

standings, moving up from sixth. Great job, Bob!

Mark Walker put on a Solo Safety Steward School last month and now we have eight additional Solo Safety Stewards. Thank you, Mark, for taking the time to put on the class. I have heard rumors that he may organize another class for later this summer. That would be great!

Thanks for another great month, See you at the track!
Candy GerBer

**Solo Safety Steward School
May 13, 2006**

Instructor: Mark Walker

There were 7 attending the class as students:
Julie Heaton, Tim Heaton, John Hunter, Nathan Olson
Fred Schaffert, Dave Cosseboom, & Dave Zitzlspenger.



And 1 refresher Solo Safety Steward: Chuck Garcia

Also a Pizza Eater and Photographer: Jerry Doctor



Photos by Jerry Doctor



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NOTE: Please Let the Membership Chairman know when you have a change of address, phone number or email address.

NRSCCA Newsletter

The *Exhaust Notes* is published monthly by the Nebraska Region Sports Car Club of America, Inc. Permission to reprint material from the Exhaust Notes is given to all SCCA regional publications and to SCCA's Sports Car, provided that full credit is given to the author, the Exhaust Notes, and the NRSCCA. Opinions expressed herein are those of the author or the editor and are not necessarily those of the SCCA, the NRSCCA, its Board of Governors, or its members. Letters to the editor are welcome and must be signed, please.

Meetings

The Nebraska Region SCCA holds membership meetings as the need arises. Check with a Board member or the web page at nrsc.ca.com to see when the next meeting has been scheduled. The **Board of Governors and Officers of the Nebraska Region, SCCA** meet at 8pm the last Thursday of each month except December. The meetings are at Action Signs, 4425 South 50th Street, Omaha NE. Members are welcome.



**Editor: Patt Buell - 1115 South 92nd Circle
Omaha, NE 68124 - email: editor@nrsc.ca.com**

NRSCCA Calendar . . .

Some Events are tentative until further notice

DATE/EVENT	SITE	EVENTMASTER	POINTS
6/4 Solo #3	MAC	Jon Simmons	A/S
6/17 Night RC	Wood's	Jon Simmons	RC
7/9 Solo #4	IW	West Pierce	S
7/23 Extra Solo	MAC	Todd C. & Suraj P. ?	
7/29-30 Club Race	MAM	MVRG	A
8/20 Solo #5	LEC	Scott Embry	A/S
8/27 Extra Solo	MAC?	TBD	
9/10 Solo #6	IW	Dave Zitzlsperger	S
9/16-17 Club Race	MAM	MVRG	A
10/8 Extra Solo	IW	TBD	
10/15 RallyCross	TBD	TBD	
10/28-29 RallyCross	Nat. Challenge	MPH	
11/4-5 MiDiv Conv	NRSCCA at Ameristar	A	
11/5 Extra Solo**	TBD		
11/12 RallyCross	TBD		RC

Abbreviations for Events:

A	Activity Points	S	Solo Points
RC	Rallycross Points	S/A	Solo & Activity Points

Location Abbreviations:

IW	Iowa Western Comm. College - Council Bluffs Iowa
LEC	Lancaster Events Center - Lincoln Nebraska
MAC	MidAmerica Center - Council Bluffs Iowa
MAM	Mid-America Motorplex - Pacific Junction Iowa
MPH	Motorsports Park, Hastings Nebraska
TBD	To Be Determined at a later date
TOP	Forbes Field, Topeka Kansas



“Getting Involved”

WHAT DID THAT WORKER JUST SAY . . . or Corner Worker Signals You Should Know

by Chris & Frank Safranek

Why is that guy in white out there swatting flies?

Honestly, we have heard this question asked more than once. Just because you don't work corners at the race track doesn't mean that the signals used by the corner workers/marshals should be "Greek" to you. Pits, grid, paddock, and tech workers will find the racing experience easier if they have at least a rudimentary knowledge of corner worker signals. Drivers can gain a lot of knowledge (and find their time on the track much more fun) if they know what the workers are saying besides the basic flags. Solo and rally cross workers will find that it is much easier to hand signal than to yell over motor noise. The benefit to spectators not within earshot of a loud speaker (and sometimes even those who are within earshot) is invaluable when they are privy to the private communications between corners.

Thanks to the Alberta Race Workers Association website for the drawings (and some of the descriptions) used in this article. Although some of the definitions used on the ARWA site are a little different than the ones used in the United States, the descriptions below have been revised, where necessary, to cover U.S. flagging rules.

Go ahead and practice at home - and be the one who can explain what the workers are saying the next time you watch a road race on television or attend an event at the track!



Slow Down: To make this signal, hold your hands out in front of you, palms down and move them up and down together. This signals the drivers to slow down and can be used in advance of an incident to slow down drivers who may have not "seen" the yellow flag — especially when workers are on the track.



STOP: Hold your hands, palms up, in front of you, push them rapidly ahead & hold. This may be repeated a couple of times. The sign may also be used to indicate to a worker NOT to cross the track.



Your Car is On Fire: Hold up a fire extinguisher and point to the car. Although not commonly taught to drivers, they usually remember this one after they have seen it once, or at least twice.



Flat Tire: Hold out both arms to your side, and bring them together slowly a few times.



Stationary Yellow: Arm held at right angles to body in steady unmoving position. This signal is used to call for standing yellow at the corner.



Waved Yellow: One arm held outright and waved vigorously up and down. This signal is used to call for a waved yellow at the corner.



OIL Flag or SURFACE Flag: These two signals are synonymous. In the first case, form the letter 'O', and in the second case, point to the track & describe a circle. This signal is used to call for the red & yellow striped "oil" or "debris" flag. Prompt display of this flag if there is debris on the track is important — it could prevent a messy incident when the condition is encountered. This signal, when preceded by the "check" signal (below), or a "questioning" motion may be calling for you to check the track for oil or debris.



Checkered Flag: A waving motion describing a "figure eight". Usually used by the Corner Communicator to indicate that the Checkered has been displayed, but

continued next page

may be used by Race Control to inform the Starter to display the Checkered.



Cancel: Both hands across lower body and moved rapidly from side to side across the front of the body. Used in a number of different circumstances. e.g. cancel the flag; tow no longer required; everything is okay; the track is clear; the incident is under control; the driver is not injured, etc.

control; the driver is not injured, etc.



Withdraw Flag: This is similar to the "Cancel" signal, but is more specific. It's a signal to "Put the flag down." In some situations, where your view of the track is impaired, and your Chief may be signaling to other stations during the course of an incident, it's very important that you wait until you receive a clear "Withdraw Flag", or "Flag Down" signal before removing your flag.



Check: describe a large check mark with one arm. This is a signal to check a condition. It will be followed by a signal for oil or fluid or a car number, etc.



I need a point: This is a request to your captain or co-worker for directions in crossing the track. A single raised arm may be used by some workers to make this request.



Last Car: Point to last car as it passes.



Lap: Squat slightly, and pat your "lap", usually used with . . .

Half Way: Commonly known as "sawing yourself in half", move one hand back and forth across your waist in a "sawing" motion. This means half the laps are complete (or at least that is what Control has currently counted!).

Last Lap: Several signals can be used for this, but the one you will see most often is using both arms to trace a double "L" in the air in front of the worker.



Phones (or Radio) Not Working: Tap your headphones with both hands. If you're not wearing headphones, pretend.



Front: To indicate the front of a vehicle, pat your belly.



Rear: To indicate the rear of a vehicle, pat your behind. (And don't be using anyone else's behind for this purpose.)



Spraying: Make a fist, hold it to your mouth, and move it away while splaying your fingers. This is to indicate that a vehicle is spraying something.



Leaking: Yes, this little stick man is taking a leak. It is understood that this may require a certain amount of imagination on the part of the female workers, and in certain cases, might offend a few delicate sensibilities. This signal obviously means that the vehicle is leaking something.



Smoking: Pretend you're puffing away on a big Havana cigar. This is used to report that a vehicle is smoking



Fluid: Pretend you're drinking something. Most often this signifies engine coolant, or water. Use this sign when a car is "leaking" or "spraying" fluids.



Driver: To make this signal, hold your hands out in front of you, grasp & wiggle an imaginary steering wheel. It indicates the driver of the car, & is generally used in conjunction with . . .

OK/Not OK: Traditional thumbs up or thumbs down.



Worker Needs Assistance: Rapidly tap the top of your head.



Ambulance: Form the letter 'A' above the head.

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May 21, 2006 RallyCross

Eventmaster: Christy Carlson

at "Jim Woods" rally course

#	CLS	NAME	RUN 1	RUN 2	RUN 3	RUN 4	RUN 5	AM	GRANDTOTAL
			RUN 1	RUN 2	RUN 3	RUN 4	PM	GRAND TOTAL	
63	SF	Jan Gerber	52.32	50.54	48.81	48.72	50.05	250.44	250.44
			50.08	49.1	48.84	48.47	196.49	446.93	
17	SF	Zach LaGrone	54.47	55.1	54.72	52.92	50.83	268.04	268.04
			54.88	53.53	53.61	52.54	214.56	482.6	
44	SF	Brandon Engal	62.43	60.38	59.61	58.95	55.26	296.63	296.63
			62.72	58.2	60.85	57.59	239.36	535.99	
7	SF	Jim Williams	58.7	56.4	53.61	51.81	51.72	272.24	272.24
			66	66	66	66	264	536.24	
57	SA	Gary Graybill	51.57	49.93	49.07	49.17	48.66	248.4	248.4
			53.5	52.27	50.46	51.16	207.39	455.79	
19	SA	Mark Walker	51.88	51.08	56.43	49.23	52.66	261.28	261.28
			51.81	54.15	51.26	49.45	206.67	467.95	
87	SA	Jerry Doctor	57.63	61.33	58.02	58.19	53.18	288.35	288.35
			55.98	54.94	55.6	55.17	221.69	510.04	
15	SR	James Wood	50.55	49.82	49.64	48.44	49.54	247.99	247.99
			54.06	52.39	52.2	49.82	208.47	456.46	
23	SR	Jerry Gregis	54.78	54.44	55.26	53.74	53.65	271.87	271.87
			61.69	58.76	57.59	58.45	236.49	508.36	
99	SR	Dave Temple	60.17	60.35	55.7	56.01	57.29	289.52	289.52
			65.09	60.02	59.43	61.55	246.09	535.6	
125	PF	Scott Cannon	52.2	51.59	52.73	51.02	49.57	257.11	257.11
			52.23	52.23	51.22	50.61	206.29	463.4	
88	PF	Travis Barker	56.01	55.36	51.38	53.28	50.8	266.83	266.83
			54	52.57	52.42	54.35	213.34	480.17	
70	PA	Anthony Wells	49.76	46.85	46.76	47.28	48.42	239.07	239.07
			52.67	51.34	50.68	48.97	203.66	442.73	
40	FR	Tony Koester	49.98	49.79	49.49	48.84	49.1	247.2	247.2
			54.82	51.88	50.99	52.96	210.65	457.85	
140	FR	Scott Embury	54.04	55.46	50.52	49.46	49.43	258.91	258.91
			51.88	51.81	50.96	51.02	205.67	464.58	
8	M2	Nathan Olson	54.54	57.91	51.02	51.53	50.3	265.3	265.3
			57.44	56.08	53.05	52.42	218.99	484.29	
1	EVM	Christy Carlson	50.55	49.14	53.78	48.94	48.01	250.42	250.42
			52.79	50.43	49.79	50.22	203.23	453.6	

Photos
by
Jean
Smith
and
Chuck
Garcia



These photos were taken on Saturday setting up the Rallycross at Jim Wood's place in Lincoln. More on Sunday at Registration and the driver's meeting.

more photos on next page >

More Rallycross Photos - by Jerry Doctor



Mark Walker



Jan Gerber



Christy Carlson



Anthony Wells



Gary Graybill



Scott Cannon

May 28, 2006 Solo Points #2

MidAmerica Center

Eventmaster: John Hunter

#	Name	Car	Run 1	Run 2	Run 3	Run 4	Total
Class SS							
1	Ed Fisher	Lot.Elise	1)036.332	2)034.03-D			36.332 T
Class = AS							
10	Suraj Pradhan	Mitsu Evo	1)033.881	2)033.541	3)033.126	4)032.741	32.741 T
23	Christy Carlson	Subaru	1)035.401	2)034.604	3)034.129	4)034.072	34.072
24	David Trejo	Subaru	1)038.57-D	2)036.894	3)035.251/1	4)035.76/1	36.894
Class = BS							
34	Jon Simmons	M3 BMW	1)032.694	2)032.353	3)031.781	4)032.147	31.781 T
30	David Fink	Porsche	1)032.774	2)032.613	3)032.151	4)032.137	32.137
87	Jerry Doctor	RX-8	1)043.040	2)035.753	3)035.494/1	4)035.914	35.753
Class = CS							
92	John LaRandeau	MR2 Spy.	1)031.721	2)031.125	3)031.287		31.125 T
33	Fred Schaffert	Miata	1)032.933	2)032.690	3)032.484	4)032.567	32.484
50	Tim Thompson	Miata	1)039.619	2)039.150	3)038.274	4)038.551	38.274
Class = DS							
71	Lisa Lee	Audi TT	1)039.573	2)040.301	3)038.774	4)038.223	38.223 T
Class = ES							
15	James Wood	MX-5	1)035.063	2)034.410	3)034.242	4)034.462	34.242 T
81	Susan Wittkop	Por.924S	1)037.973	2)037.464	3)036.978	4)036.520	36.520
Class = FS							
59	Timothy Gray	Mustang	1)037.028	2)038.204	3)037.726	4)036.625	36.625 T
Class = GS							
39	Jay Kline	Mini Coop.S	1)035.739	2)034.183	3)033.641/1	4)033.925	33.925 T
3	Jared Hansen	Civic	1)037.140	2)035.267	3)034.948	4)034.91/1	34.948 T
48	Jerry Gregis	Nissan	1)035.467	2)035.785	3)036.820	4)034.995	34.995
61	Jon Steckelberg	Focus SVT	1)038.288	2)037.700	3)037.789	4)036.807	36.807
Class = HS							
54	Eric Gregory	VW GTi	1)036.657	2)035.049	3)034.690	4)034.268	34.268 T
62	Greg Jensen	Toyota	1)036.573	2)036.17-D	3)035.887	4)035.547	35.547
Class = BSP							
16	Mark Jorgenson	Sub.STi	1)030.498	2)030.024	3)029.427	4)029.46/2	29.427 T
75	John Slinkard	H.S2000	1)031.424/3	2)030.291	3)030.51/2	4)030.30/1	30.291 T
9	John Rudder	260Z	1)031.574	2)031.881	3)031.502	4)030.668	30.668
65	Mike Ashbaugh	260Z	1)032.426	2)032.185	3)031.86/1	4)029.87-D	32.185

#	Name	Car	Run 1	Run 2	Run 3	Run 4	Total
Class = BSP (continued)							
41	Rob Hunter	H.S2000	1)035.251	2)036.452	3)040.746	4)032.66/1	34.665
Class = CSP							
27	John Becker	Miata	1)030.315	2)029.833	3)030.159	4)030.073	29.833 T
13	Dan Costello	Honda CRX	1)031.96/4	2)030.51/1	3)030.3/2	4)030.99/1	32.517 T
14	Dennis Stone	Jen. Healey	1)036.581	2)035.874	3)034.783	4)034.506	34.506
21	Dale Lind	MR2	1)037.433	2)036.159	3)034.809	4)040.52-D	34.809
Class = DSP							
63	Jan Gerber	Civic Si	1)033.950	2)033.630	3)033.265	4)032.984	32.984 T
58	Brian Shamblen	Neon	1)035.735	2)035.238	3)034.557	4)033.822	33.822 T
28	Brian Heinz	Impreza	1)034.789	2)035.428	3)034.450	4)034.498	34.450
32	Tom Riss	Cavalier	1)037.697	2)038.033	3)038.700	4)035.992	35.992
Class = ESP							
19	Mark Walker	Cam. Z28	1)031.44/3	2)031.98/1	3)031.558	4)030.596	30.596 T
88	Marshall Brandt	Mustang	1)037.225	2)035.686	3)037.387	4)038.37/4	35.686
7	Aarion Nielson	Talon	1)036.05-D	2)036.612	3)036.517	4)036.355	36.355
Class = FSP							
6	Tony Koester	Suzuki	1)034.06/1	2)031.73/1	3)032.771		32.771 T
Class = CP							
57	Gary Graybill	Mustang	1)033.44-D	2)032.69/2	3)032.612	4)032.475	32.475 T
Class = DP							
25	Gerry Conant	TR7	1)035.418	2)035.262	3)035.128	4)051.10/1	35.128 T
Class = EP							
52	David Webb	VW GTI	1)035.262	2)035.316	3)036.25/2		35.262 T
Class = FP							
18	Dallas Clemens	MR2	1)034.744	2)033.637	3)033.445	4)033.186	33.186 T
Class = AM							
56	Brian Kent	Cougar	1)034.91/1	2)038.947	3)038.352	4)037.937	36.912 T
46	John Otto	Cougar	1)040.267	2)039.350	3)038.6/1	4)037.865	37.865
8	Chuck Anderson	Corvette	1)041.473	2)039.737	3)039.315	4)039.409	39.315
Class = DM							
155	Lael Cleland	H.Del Sol	1)033.409	2)032.630	3)033.418	4)033.509	32.630 T
55	Tim Oehlerking	H. Del Sol	1)035.943	2)034.460	3)034.685	4)033.840	33.840
Class = STS							
22	Doug Rand	Sub.Impr.	1)033.034	2)032.673	3)032.628	4)032.555	32.555 T
96	Travis Barker	Ford ZX2	1)033.643	2)033.146	3)033.847	4)033.663	33.146 T
26	Carl Dresedow	Saturn	1)036.685	2)036.547	3)035.803	4)035.286	35.286
36	Colin Narans	Ford Cont.	1)037.362	2)037.113	3)036.027	4)035.420	35.420
90	Wayne Manion	Escort	1)037.472	2)044.62-D	3)038.167	4)036.964	36.964
Class = SM							
5	Chris Clark	WRX	1)032.718	2)031.938	3)032.061	3)032.053	31.938 T
89	John Williams	Mustang	1)032.836	2)032.624	3)032.390	4)032.347	32.347 T
91	Dennis Topolski	WRX STi	1)033.03-D	2)035.329	3)033.76/1	4)033.290	33.290 T
97	Todd Coniglio	Nis.SE-R	1)036.75-D	2)034.12/1	3)033.370	4)033.643	33.370
4	Dan Hrivnak	Subaru Imp.	1)034.434	2)033.815	3)034.103	4)034.013	33.815
93	Eric Carlson	WRX	1)034.09/1	2)034.77/1	3)034.506	4)034.823	34.506
84	Michael Tran	Accord	1)035.312	2)035.198	3)034.951	4)034.819	34.819
70	Chuck Garcia	Mustang	1)037.324	2)036.623	3)035.702	4)035.098	35.098
60	Rob Faber	Sentra	1)035.746	2)035.549	3)036.052	4)033.88/1	35.549
Class = SM2							
51	Sue Eckles	Hon.S2000	1)032.729	2)031.392	3)030.868	4)030.859	30.859 T
98	Bryan Heiman	RX 7	1)047.250	2)037.487	3)037.555	4)033.370	33.370
Class = STX							
38	Chuck Rudisill	Nissan	1)033.89/1	2)032.578	3)032.324	4)032.31/1	32.324 T
73	Larkin Whisler	Integra	1)033.600	2)033.399	3)036.04-D	4)033.966	33.399 T
64	Ralph Gutekunst	Mustang	1)035.150	2)034.686	3)034.507	4)034.077	34.077 T
12	Chris Kent	WRX Wgn.	1)035.289	2)034.693	3)034.308	4)034.11/1	34.308
17	Sarah Gutekunst	Mustang	1)036.506	2)035.284	3)034.827	4)036.064	34.827
77	Shawn Dodson	Integra	1)042.42/1	2)035.745	3)034.932	4)037.25/2	34.932
78	James Phillips	Neon	1)036.111	2)035.697	3)035.929	4)035.4/1	35.697
Class = EVM: John "The Slow" Hunter							
999	John Hunter	Miata	1)030.950	2)029.827	3)029.798	4)029.681	29.681 T

More next page plus photos

#	Name	Car	Run 1	Run 2	Run 3	Run 4	Total
Class = STS2							
37	Scott Embury	Miata	1)035.768	2)035.327	3)034.481	4)035.460	34.481 T
Class = STU							
85	Shaun Wittington	Sub. STi	1)034.005	2)033.126	3)034.129		33.126 82
	Phillip Tesar	Mitsu Evo	1)033.866	2)034.236	3)033.665	4)034.422	33.665
67	David Illiff	WRX	1)036.554	2)040.009/1	3)036.132	4)036.705	36.132
Class = Street Tire							
94	Joe Osborne	Celica GT	1)037.023	2)035.462	3)035.324	4)034.92/1	28.047 T
2	John Hrivnak	Civic Si	1)038.198	2)037.835	3)038.343	4)036.696	29.137 T
31	Dianne Lind	MR2	1)038.409	2)036.762	3)036.615/1	4)036.163	29.147 T
40	Edward Bitcon	Camaro	1)036.121	2)035.310	3)034.617	4)035.085	29.251
95	Tony Searnes	Mustang	1)035.36-D	2)035.583	3)034.521/1		29.463
79	Jon Garrison	Miata	1)038.812	2)038.342	3)037.612	4)037.748	30.315
45	Andrew Brinkman	Mustang	1)040.088	2)039.171	3)038.171	4)038.012	30.600
86	Nick Howe	Mazda Pro.	1)042.67-D	2)040.32-D	3)040.719	4)040.681	32.463
Class = Ladies							
163	Candy Gerber	Civic Si	1)034.313	2)034.631	3)034.417	4)033.367	26.593 T
53	Melanie Costello	CRX	1)034.392/1	2)033.485	3)033.746	4)033.981	28.060 T
20	Deborah Long	Civic Si	1)039.657	2)038.981	3)038.437	4)038.716	30.519 T
137	Ashley Embury	Miata	1)039.223	2)043.1/1-D	3)038.798	4)038.587	30.947
44	Jean Smith	Mustang	1)037.4/1-D	2)041.000	3)039.469	4)038.829	31.257
134	Cheryl Simmons	BMW M3	1)041.104	2)040.281	3)038.238	4)038.529	31.432
100	Katrin Woodworth	CRX	1)088.660	2)041.126	3)039.806	4)038.453	32.224
80	Teri Victor	Acura RSX	1)046.299	2)041.957	3)046.301	4)041.328	32.236

Solo photos by Jerry Doctor



Dan Costello



Jared Hansen



Chuck Anderson



John Slinkard



Sue Eckles



Mark Jorgensen



Larkin Whisler



Dallas Clemmens



Jerry Doctor photo by Candy Gerber



Ashley Embury



Dave Trejo



Fire Truck, or Fire: Form the letter 'F'. This is the most common signal used to indicate fire. Note that the "pump" signal below is sometimes used, and that workers in some regions raise one arm in the air & spin it in a circle to signal "fire".



Broken: Hold your arms in front of you, and make a motion of "breaking a stick". This may be used to indicate that "Car X is Broken".



Dragging: Make a motion of dragging a heavy object. This signals that a car is dragging something. (a muffler or a body panel, etc.)



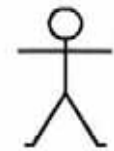
Impact: Smack your fist against your opposite palm. This indicates that a car has "impacted" something.



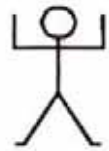
Side to Side Contact: To indicate side to side contact between vehicles, hold out your palms at a 45 degree angle in front of you, and bring them together a couple of times.



Car Out of Fuel: Rub your belly with one hand, while bringing the opposite arm back & pointing over your shoulder. "Fuel gone".



Flat Tow Required: Form the letter 'T'. The car is disabled, but can still roll.



Wrecker or Hook Required: Form the letter 'W'. The car is damaged and must be removed from the track with a lift. Many workers will also indicate a "hook" is needed by forming a hook over their heads with one arm.



Number Signal: Cross your arms in front of your chest. This signal is used to indicate that you are about to signal a car number back to your corner. The method of signaling numbers is explained below.

Numbers are signaled by holding one arm straight down, and tapping that arm with the other. "One" is signaled by tapping once on the shoulder, "two" by tapping once on the elbow, and three by tapping once on the wrist of

the opposite arm. "Four", "five", & "six" are signaled by tapping TWICE on the shoulder, elbow and wrist, and "seven", "eight", & "nine" by tapping THREE times. The numeral "zero" is indicated by sweeping the hand down along the length of the opposite arm. In a two or three digit car number, switch arms between digits. And before beginning the number, use the "number" signal. Also, if reporting two car numbers, use the "number" signal between the car numbers to indicate that they're separate.

Trip To Greenwood Raceway

Photos & story by Jean Smith



On Sunday, April 30, The Mustang Club of Central Iowa put on an event at Greenwood Raceway (aka Roadway) in Indianola, Iowa. Chuck and I decided to go in the Gray Mustang, despite the rain. This was not a race, but an opportunity to drive on a once famous track that

has not been raced on since the sixties (1966 to be

exact). The track is 3 miles long and was once raced on by legends such as the Unzers and Carroll Shelby.



From Nebraska Region, Pat-c Henry, Ralph Barbe, Go Smiley, and Al Nelson (to name a few) once worked corners at this track. Attempts were made to revive it in 1969 and 1972 but to no avail.

We arrived around 11 am. Chuck was able to get in some track time (several runs) before The Mustang Club arrived at 12:30 pm. Then there was more track time. The track was a little rough and rocky but Chuck enjoyed running it and really got the feel for it. There were areas where he was able to pick up some speed. It was somewhat hilly and the original guard rails were still up. The scenery is beautiful there and it is close to popular attractions, The Bridges of Madison County and the birth home of John Wayne. We hung out with the Mustang Club people afterward for a cookout. I was a good time and we met some neat people, even joined the club.



2006 MiDiv Calendar

June

3/4 MiDiv Solo Series, Walnut Ridge, Ark Region
 10/11 NI/HPT/KVRG
 24/25 SRC/MMP/MS
 MIDIV Solo Series
 Salina, KS Host: Wichita Region
 (June Sprints)

July

1/2 RNI/HMRC/AVRG
 15/16 RRC/HPT/KVRG
 29/30 RNI/MAM/MVRG

August

5/6 SRC/HMRC/AVRG
 MIDIV Solo Series Topeka / Host: Kan.Reg.
 12/13 RNI/GIR/STL
 Pro SRF/FSCCA/SRSCCA SCCA Ent/HPT

September

2/3 NI/HPT/KVRG
 16/17 SR*E/MAM/MVRG
 23/24 ProSolo Finale 9/23-24
 Solo Nationals 9/26-29
 Heartland Park, Topeka KS

October

30/1 Test Days hosted by HPT - 10/2-8/05
 Witches Ryde Rally MRRS - Wichita Reg
 7/8 National Runoffs - Heartland Park, Topeka
 10/9-15/06
 28/29 RRC/GIR/STL
 London to Paris Rally MRRS-Arkansas Reg

November

4/5 MiDiv Convention (date to be confirmed)
 Hosted by Nebraska Region
 11/12 ARRC Road Atlanta, Atlanta Region

S = Drivers School N = National
 C = Performance Driving Experience (PDX) R = Regional (MidAm)
 I = IT Tour HC = Hill Climb R* = Bonus Regional (MidAm)
 E = Enduro CT = Club Trials
 r = Regional (non-points) ProV = ProVee TT = Track Trials
 MRRS = MIDIV Road Rally Series

Tracks:

GIR - Gateway International Raceway - St Louis, MO
 HMRC - Hallett Motor Racing Circuit - Hallett, OK
 HPT - Heartland Park Topeka - Topeka, KS
 MMP - Memphis Motor Sports Park - Memphis, TN
 MAM - Mid-America Motorplex - Glenwood, IA

Total Club Racing Events: S-6 R-17 r-0 N-10 I-10 C-6 CT-0
 E-1 = 17 Weekends

Porsche Days at MidAmerica Motorplex May 13-14, 2006 (Mother's Day weekend)

NRSCCA entrants were; Scott Embury, Lael Cleland,
 Tim Oehlerking, Dave Webb and Susan Wittkop.

Jean Smith and Chuck Garcia were spectators.



**Check out Jerry Doctor's
 Photo Pages**

http://public.fotki.com/jdoctor/2004_nrscca_solo_iis/

MidWest Division Contacts by Region

Arkansas
 Asher Wunderl Awunderl1@comcast.net

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St. Louis
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Salina
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 Chris Albin otlimit@cs.com

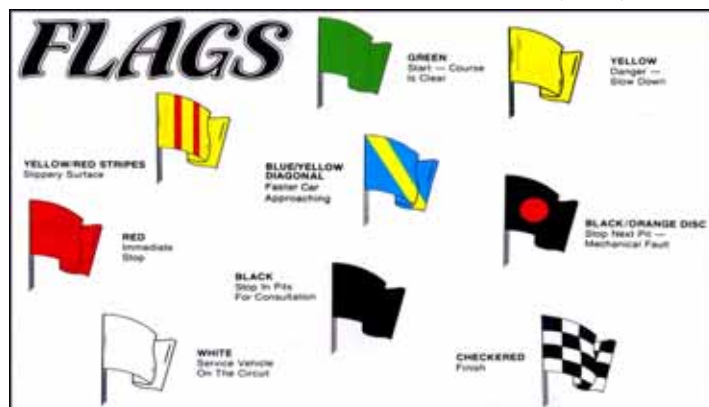
Wichita
 Dave Geis davegeis@feist.com
 dgeis@cox.net

AVRG - Arkansas Valley Race Group: NeOkla, Okla., & Wichita Regions
 KVRG - Kaw Valley Race Group: Kansas & KC Regions
 MVRG - Missouri Valley Race Group: Nebr.& Des Moines Valley Regions

John Martin, NRSCCA corner worker with yellow flag



photo by Jerry Doctor





SCCA Membership Application

To apply for membership in the Sports Car Club of America, please complete the form below in full and send with payment to Mark Ross, 13012 Cady Avenue, Omaha, NE 68164. **Make checks payable to SCCA.**

PLEASE PRINT

Name: _____ Birth Date: _____

Address: _____ Telephone: _____

City: _____ State: _____ Zip Code: _____

Single: _____ Married: _____ (Spouse's name if joining): _____

If applying for a family membership (husband, wife & children), list names and ages of children under age 21:

Name: _____ Birth Date: _____

Name: _____ Birth Date: _____

Name: _____ Birth Date: _____

Have you been an SCCA member before? No ___ Yes ___ Year? ___ Member Number: _____

Please indicate the area(s) of SCCA in which you plan to participation which interest you the most:

Club Racing ___ Pro Racing ___ ProRally ___ RallyCross ___ Solo ___

Dues: Regular Member	\$60.00 national + 10.00 regional	Total: _____
Spouse Member	\$20.00 national + 5.00 regional	Total: _____
First Gear (under 21)	\$40.00 national + 5.00 regional	Total: _____
Family Membership	\$95.00 national + 20.00 regional	Total: _____
Military Member	\$25.00 national + 10.00 regional	Total: _____

(The military membership requires a written statement from your unit commander that you are on full-time, active duty.)

I hereby apply for membership in the Sports Car Club of America, Inc. and its NEBRASKA (048) Region and agree to abide by its bylaws.

Applicants Signature: _____ Date: _____



National Office

Sports Car Club of America, Inc. P. O. Box 19400
Topeka KS 66619-0400 Ph: (800) 770-2055
Hours: 8am - 5pm CST Mon-Fri



NRSCCA Website:
<http://www.nrsc.ca.com>

NRSCCA Hotline
(402) 827-4418

Check out the History Site: nrsc.ca/history.com



NRSCCA Solo, Rallycross & Race Chiefs of Specialty:

RallyCross:	Jon Simmons	(402)	861-6539
Solo Registrar:	Jean Smith	(402)	553-5263
Solo Novice Driver:	Jan Gerber	(402)	339-7276
Solo Tech:	Gary Graybill	(712)	366-9262
Solo Starter:	Jerry Gregis	(402)	430-7920
Solo & Race Timing:	Candy Gerber	(402)	339-7276
	& West Pierce	(402)	398-1830
Race Sound Control:	Mike Ashbaugh	(712)	323-3234
Race Tech:	Chris Safranek	(402)	553-3081
Race Paddock Marshall:	Eric Salem	(402)	391-7239

Keeper of Timing Equipment & Trailer:
Dave Zitzlspurger (402) 614-7222

June 4, 2006 Solo Points No. 3

MidAmerica Center in Council Bluffs (near HorseShoe Casino) Eventmaster: Jon Simmons

Registration 9:00am - 10:30am Drivers Meeting at 10:45am
First Car Off at 11:00am Members \$20.00, Guests \$30.00

A Saturday Night Event - RallyCross - June 17, 2006

Registration 6:00pm-7:15pm - Drivers Meeting at 7:30pm
First Car Off at 7:45pm - Members \$20.00 - Guests \$30.00

At
Jim Woods
Land in
Lincoln

Eventmaster:
Jon Simmons

*Exit 397 - Take I-80 to Hwy 77
bypass (south) then right onto
Van Dorn and left onto
Coddington St.

*Take Coddington to Pleasant Hill
Rd - turn right.

*The RC course will be left on Jim
Wood's land. There is a Power
Tower on left .

July 9, 2006 Solo #4

at Iowa Western Community College

Event Master; West Pierce

Registration 9:00am - 10:30am
Drivers Meeting at 10:45am
First Car Off at 11:00am
Members \$20.00, Guests \$30.00

Call the Nebraska Region hotline at (402) 827-4418 or check the Nebraska Region
web site at <http://www.nrscca.com> for the latest event updates and schedules.



Exhaust Notes
1115 So. 92nd Circle
Omaha Nebraska 68124