

Exhaust Notes



The Official Publication
of Nebraska Region
SCCA, Inc.

2006 NRSCCA Schedule:

schedule w/legend on pg. 3

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Nebraska Region SCCA 2006 MiDiv Convention

November 3 & 4, 2006

Embassy Suites Hotel, Downtown Omaha

Questions or information:

Candy Gerber - (402)639-3706 (day)
or (402)339-7276 (evening)

Or go to NRSCCA.com



November 2006

REality Check



Candy Gerber
Regional Executive

Here it is, almost November and time to count the ballots for the Board of Governors election. I just wanted to remind those of you who forgot to sign the back of your envelope (or at least put a return address label on the envelope), your votes will not be counted. The purpose of the request for your signature is simply to show that you are a member of the Nebraska Region and that you haven't voted more than once. After that is verified, we separate the ballots from the envelopes, before counting them so that no one knows who voted for whom. I am sorry that your votes did not count, because, unfortunately, very few have returned their ballots as of today (October 21st). I am hoping that there are many of you who sent in your ballots the last week that they were due.

Next weekend is the RallyCross National Challenge. I hope we get a large turnout and decent weather for the event. I will have more to say on the event in the next Exhaust Notes.

Now, on to the MiDiv Convention... the first weekend of November is the convention at the Embassy Suites in the Old Market. I hope to see many of the membership there. The banquet should be interesting with our own, Bob Woodhouse, talking about his Speed World Challenge GT season.

Lastly, I want to say great job to all of those who attended the Solo Nationals and the Road Racing RunOffs. It is my opinion that those who take the chance and compete on the level of the championships shows a lot of daring. It doesn't matter how you finish, it just counts that you had the "balls" to go and compete!

(Patt told me that I don't have very much room this month, so I am just touching on the basics).

See you at the track, Candy Gerber

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Chuck Garcia(402) 672-3370
Candy Gerber.....(402) 339-7276
West Pierce.....(402) 871-4183
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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



Jack Beck inducted into the Nebraska Auto Racing Hall of Fame - Lincoln, NE

by Lee Ackerman
photos by Jerry Doctor

A Nebraska native, Jack was born

August 21, 1945 in Loup City, Nebraska and grew up near Litchfield. While he was attending Litchfield High School he got hooked on cars reading Car and Driver Magazine in the school library. In 1966, he bought a Triumph Spitfire and began attending Autocrosses with the Central Nebraska Sports Car Club in Grand Island, Nebraska. After meeting his wife Judy while in college, in 1967 they fooled the banker and bought a 1966 Shelby GT 350 that they ran in autocrosses. In 1968 they bought their first Mini Cooper, followed by another Mini Cooper in 1969 and Jack followed this up by attending SCCA Drivers Schools in Salina, Kansas and Castle Rock, Colorado.



In 1971, Jack raced his first SCCA National Race at MidAmerica Raceway near Wentzville, Missouri and went on to qualify for the SCCA National Championship race then called the American Road Race of Champions (ARRC) which was held at Road Atlanta in Gainesville, Georgia over thanksgiving. With a new engine in the car, Jack ran well but an incident on track involving a lapped car resulted in his disqualification. Jack would run the Mini Cooper thru the 1974 season.

In the spring of 1975 Jack and Judy bought the 1971 C Sedan National Championship winning Alfa Romeo GTA Junior from Dick Davenport. On the 4th of July weekend of 1975 Jack won his first SCCA National Race at Ponca City Oklahoma. He would race this car until 1978 when he built an Alfa Romeo Spider Junior for the G Production Class. Driving the Spider Junior Jack won the June Sprints at Road America

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NRSCCA Newsletter



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all SCCA publications, provided that credit is given to the author, the Exhaust Notes, and the NRSCCA. Opinions expressed are those of the author and are not necessarily those of the SCCA or the NRSCCA and it's members. Letters to the editor 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 nrscca.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.

NRSCCA Calendar . . .

Some Events are tentative until further notice

<u>DATE/EVENT</u>	<u>SITE</u>	<u>EVENTMASTER</u>	<u>POINTS</u>
10/27-28-29	RallyCross Nat. Challenge		MPH
11/4-5	MiDiv Conv NRSCCA		A
11/12 RallyCross	Woods Place in Lincoln		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	HPT, Topeka Kansas

Hall of Fame continued . . .

in both 1979 and 1982. He also finished on the podium at the SCCA Nationals with third place finishes in 1981 and again in 1983. In 1984 after wrecking the car at the memorial day weekend races at Riverside, California, they rebuilt the GTA Jr. in eight days and went on to win 4 SCCA GT5 national races in 1984.

Jack decided to build a car for the newly created GT5 class which would allow space frame construction. With the help of Alex MacLean, a mechanical engineer and Formula Atlantic driver, and a good friend Mike Holland they built the car that would be come synonymous with Jack Beck, the Alfa Romeo. In June 1985 the combination of Jack Beck and his newly completed Alfa Romeo won their first race together. For the next 21 seasons this car with multiple changes remained competitive. In 1989 the combination won the June Sprints at Road America, they would finish on the podium at the SCCA Runoffs in 3rd place 3 times and would win a whole host of Midwest Division GT5 National Championships. The GT Junior was retired August 21, 2005 setting a qualifying record, a track record and winning the Production and GT Race at Mid America Raceway in Pacific Junction, Iowa. It also just happened to be Jack's 60th birthday.

In his racing career, Jack would win 20 Midwest Division National Points Championships, 3 with the NEOKLA region of the division and the last 17 with the Nebraska region. In addition, Jack finished on the podium 5 times at the SCCA National Runoffs won the June Sprints three times, as was selected 6 times as the Nebraska Regions National Competition Driver of the Year.

Jack said that he could have not made it happen without his wife and soul mate Judy, who in addition to being quite a race driver herself (winning several Regional Championships, herself), did most of the driving of the two vehicles during the nights on the road as well as timing, scoring and radio communications to the driver.

She also took spares and supplies to the hot pits and fed the crew as well. There was also Rick Young, who built the body work and crewed for Beck for years, Alex MacLean who designed the chassis and suspension, Bill Preheim who fabricated the chassis built the suspension and still helps out, Mike Holland who helped out for years,

Gary Segatti the best hired gun Jack has ever met, the late Bob Hubbard, Gary Goracke who helped clients to multiple championships, John Cullen, Jack's long time assistant, Bill Vice who does the machining and cylinder head work, Rick Romans who prepared the crankshafts and Curt Westland who worked for Jack for many years, as well as a host of others.

But driving is only part of the Jack Beck story. In 1986 on moving to Omaha, Jack incorporated Orion Engineering. His success in racing had resulted in requests for engines, gearboxes, and suspension components from fellow racers. While holding a full time job at AMOCO, Jack's moonlighting of building components for others had gotten to be a bit overwhelming, and so Orion was formed.

Orion began to do car preparation, transport and trackside service for Vintage Racing Clients. They restored and prepared several cars for clients such as Courtney Whitlock of Springfield, Missouri and Bob Baker of Omaha. This service quickly grew to include other vintage racers. Throughout the 1990's, Orion provided the car preparation, transport and trackside services for multiple clients both in the vintage racing area and also for SCCA Club racers as well and they did as many as 23 event weekends at tracks from one coast to the other.

SCCA Clients included Dick Salem of Lincoln and Paul Lerman of St. Louis, Missouri. Orion's SCCA club racing clients won multiple Midwest Division National Championships. In 2000 wanting to downsize from a hectic schedule, Orion reduced it's participation to a few Vintage events for fewer clients while continuing to support Dick Salem's SCCA Porsche 911 through the 2002 season. In 2000, Orion started to do the race preparation, transportation, and trackside service for the MG Midget of Dick Davis of Fulton, Missouri. Dick raced the MG Midget through the 2005 season winning four SCCA Midwest Division National Championships and finishing on the podium at the SCCA Runoffs.

In thirty-six years of racing Jack says he has been blessed with many accomplishments. Being able to perform at a high level, both in his own racing and on behalf of his customers. Being able to master left foot braking at the young age of 55. Being able to visit and race on most of the premier Road Race Circuits in the United States has been an honor in itself. Surviving the hundreds of thousands of transport miles through the

continued next page . . .

Hall of Fame continued . . .

nights, rainstorms, heat and blizzards without a wreck or damage to a customers' car.

Some of the highlights of his career that stand out are: Winning his first National race at Ponca City, Oklahoma in 1975. Winning the June Sprints for the first time in 1979 in the Alfa Romeo Spider that had been involved

in a serious wreck the week before at Hutchinson, Kansas. Watching his wife Judy winning the reopening race at Continental Divide Raceway in 1980. Being involved with the Ferrari owned by Bob Baker. Jack was responsible for maintaining the car and also along with his wife Judy transporting the car to the 1994 Monterey Historic Races. Jack said, "I felt like we were transporting the Crown Jewels in a brown paper bag." This car was the marquee attraction at the historical races that year and was the first Ferrari to win the 24 hours of LeMans. Jack with Judy at his side actually got to drive the car around the historic Laguna Seca race course. Jack said "what a way to take your first laps around such a famous course."

The 2002 SSCA Runoffs, running in the GT-5 class. Despite being involved in an accident on the race track Jack was able to get back on the track and with a tremendous drive end up with a podium finish.

Today, Jack still operates Orion Motorsports on North 168th Street in the Northwest Suburbs of Omaha. Orion continues to supply engines, gearboxes, racing components and services for racing clients throughout the country.



photo by
Patt Buell



photo by Jerry Doctor

Nebraska Region & the 2006 Tire Rack Solo National Championships



Article by John LaRondeau - photos sent by John LaRondeau

Eighteen Nebraska Region members ran with nearly 1200 competitors from all across the country included Guam for this year's 34th running of the Solo National Championships. We ran two different courses on a specially built asphalt parking area at Heartland Park, Topeka, KS (HPT). A brand new site and a different week later in September were just some of the changes we all experienced this year.

Nebraska Region members brought home three trophies, one of them a First Place. Hats off to Matt McCabe for his first place run, becoming National Champion for C Street Prepared (CSP) two years in a row. His co-driver, John Becker, trophied 6th in CSP out of a field of 26 cars in class. Jon Simmons brought back a 12th place trophy in Street Touring S out of a field of 45 cars in class. The goal of all Solo competitors is to win and become a National Champion,



Matt McCabe



John Becker



Jon Simmons

but to trophy is likewise a win because the competition is so fierce. In many cases a competitor will be competing with several previous national champions in a class and to just trophy with them is a great testament to your skills. What is important for Nebraska

Region is these three have set comparison standards for our local Solo events for all of us to try and match times. Hopefully this will spawn more local competitors to improve or others to try Nationals next year.

So what was so different about this year's Nationals? SCCA Headquarters signed a three year contract with HPT to hold the Solo National Championships. A new asphalt parking area was constructed this year for the event. It has no light poles and special restrictions on how the lot can be used. For example when the lot is used for parking, no stakes can be driven in the pavement for tents and such and any jacking or jack

stands must be on wood footings.

What were the courses like? The size of the parking area is smaller than we are used to at the old Forbes field. It had many of us concerned that we could not get two 50-60 second nationals caliber courses. Well that was proved wrong. The course designers came up with two great courses. The West course was a driver's type of course with two open slaloms and many sweepers. The East course was also a driver's type of course of a more technical nature with three open slaloms, one of them tricky, with sweepers and s's. I and others liked the East course the best. What seemed the most fun was the long sweeper we called the carousel.

What else was different? The paddock was. As competitors after we completed registration we met with HPT personal who directed and escorted us to a paddock area. Although there was some paved paddock space almost all the paddock area was on grass. Luckily this year there was no rain and the resulting muddy mess. There was some discussion with the SCCA officials about future paving of paddock. We shall see.

What was the most important difference? There is real indoor plumbing with showers. And there was heat in the restrooms too. Impound with drive over scales, tech inspection, and protest was all in the same building. Our sport has come a long way indeed!

Are there more differences? Having the Solo Nationals in September seemed to always have at least one rainy day. Now with the event two weeks later in September you must have cold on your mind as well. Having two drivers for a car seemed the norm, but not a guarantee of becoming a National Champion as was in the case of FS class. You also needed some type of covers for your tires to keep them warm between runs. These were usually hand made from tin foil heating and air conditioning insulation wrap. Some competitors not only had the covers over the tires they also had the foil wrap surrounding the entire car. As long as you do not add heat to the tires, covering the tires is OK.

What happened to your author? I ended up 32nd out of class of 45 in CS. I have no excuses. Just had fun and there is always next year. I will talk about CS a little as this is a common story in our sport as certain newer cars are added to a class. In CS the 1999 Miata Sport has dominated the class. The 2000 - 2002 MR2 Spyder has tried to break that dominance, but has never won a National Championship. The 2003-2005 MR2 Spyder, although identical has different wheel sizes from the earlier years and this has made this version less competitive. In spite of all that, CS was a Miata dominated class with a few outlaw MR2's trying to rain on someone's parade. That all changed in this year's Nationals. The Pontiac Solstice was added to the class this year. That seemed OK at first. It did have 170 hp,

but it was big, wide and had about 500# more weight than the other cars in class. However it does have Corvette budget size wheels and tires. Out of 12 trophy positions in CS, 7 were with Solstice's, 3 with 1999 Miata's and 2 with MR2 Spyderys. The National Champion, Kevin Dietz, drove his Solstice for a total time of 101.697, which bettered the BS National Champion's time of 102.396, and tied the AS National Champion's time exactly. The best non Solstice was a third place 1999 Miata 1.4 seconds behind first place. I have been told by SCCA officials that the Solstice is locked into the CS class for next year before a reclassification can be made. So if you are new to the sport or looking for a new solo car and want a great car for its class, consider a new Solstice. Me, I may be looking to be a tire warmer for someone with a Solstice or another class for Nationals next year.

Who from Nebraska Region went to Nationals? Jon Simmons and Douglas Rand driving a 2001 Subaru Impreza 2.5 in STS, Sue Eckles in her 2001 Honda S2000 in SM2L, Tad and Tom Asay in Formula SAE in their ISU FSAE, John LaRandeau and Ann Commerford with their 2003 MR2 Spyder in CS and CSL, Matt McCabe and John Becker driving a 1994 Miata in CSP, Dan and Melanie Costello driving their 1985 Honda CRX in CSP and CSPL, Michael and Kent Hoyt driving there 1992 Plymouth Laser in FP, Mark Jorgensen driving a 1998 Mustang Cobra in ESP, Mark Walker driving his 1994 Camaro Z28 in ESP, Natha Waldbaum with a 1999 Ford Cobra in ESPL, Lee Mabee driving his 2001 Caterham Super Seven in DM and Don Knop in his 1994 Camaro Z28 in FS. Congratulations to you all. You are all winners in representing our region.

Who in the heck came to Nationals from Guam? I recommend that the next time you see Steve Glaab, an ex Nebraska Region member, at one of our events you discuss with him how he ended up driving a 1985 Ford Mustang in CP class when he initially registered in ESP with his 1999 Ford Cobra that Natha Waldbaum also drove. Also, former NRSCCA in STX & STXL was Brian and Kathy Fitzpatrick.

The 2006 Tire Rack Solo National Championship is over. I can hardly wait until next year.



New Members

**Joel, Kathleen, Cole, Ellen, Spencer
Sartore (Family) Lincoln, NE**

Cheryl Newman C.B. IA

Tim Thompson Omaha, NE

October 8, 2006 - the Last Extra Solo

at Iowa Western Community College - Eventmaster: Dallas Clemens

#	Name	Car	Run1	Run2	Run3	Run4	Run 5	Total
Class = SS								
1 1	Dan White	Mazda RX7	1)035.29-D	2)034.224	3)032.859	4)032.989	5)032.185	32.185 T
1	Ed Fisher	Lotus Elise	1)035.53/1	2)032.65/1	3)032.929	32.929		
9 1	Andy Thompson	Mazda RX7	1)036.476	2)034.380	3)033.901	4)034.781	5)033.261	33.261
Class = AS								
1 0	Suraj Pradhan	Mitsubishi	1)031.269	2)031.546	3)030.933	4)030.69/3		30.933 T
5 0	Christy Carlson	Subaru	1)032.90/2	2)032.648	3)032.367	4)032.058	5)032.435	32.058
Class = BS								
3 4	Jon Simmons	BMW M3	1)032.62/2	2)031.78/2	3)031.45/3	4)031.405	5)031.32/1	31.405 T
1 3	Calvin Smith	Mazda RX8	1)038.372/1	2)033.949/1	3)034.847/1	4)037.672/2	5)034.446	34.446
Class = CS								
9 2	John LaRondeau	MR2 Spyder	1)031.161/2	2)030.856	3)030.905	4)030.555	5)031.066	30.555 T
6 2	Ann Commerford	MR2 Spyder	1)033.19/1	2)032.714	3)032.32/1	4)032.482/1	5)031.98/1	32.714
2 0	Tim Thompson	Green Miata	1)040.633	2)038.115	3)038.491	4)037.500	5)037.581	37.500
Class = DS								
7 1	Lisa Lee	Audi TT	1)034.02-D	2)033.43/3	3)033.62/1	4)034.225	5)034.49/1	34.225 T
4 7	Robert Mavis	Subaru WRX	1)036.560	2)038.080	3)035.539	4)034.576	5)033.93/2	34.576 T
2 8	Robert Bruce	BMW 325iC	1)037.355	2)036.292	3)035.141	4)034.865	5)035.109	34.865
2 6	Nick Howe	Protege	1)038.68/1-D	2)038.547	3)038.378	4)036.936	5)035.881/1	36.936
Class = ES								
2 4	John Pecoraro	Miata	1)039.892	2)038.711	3)042.41-D	4)038.61-D	5)038.978	38.711 T
Class = FS								
1 5 9	Jan Gerber	Mustang	1)033.588	2)034.018	3)033.45/2	4)032.82/1	5)032.685	32.685 T
5 9	Timothy Gray	Mustang	1)036.535	2)035.308	3)035.018	4)034.927	5)033.748	33.748
Class = GS								
2 3	Jerry Gregis	Nissan	1)035.684	2)037.654	3)035.757-D	4)035.366	5)033.862	33.862 T
3 6	Eric Murphy	Mini Cooper S	1)036.51/1-D	2)034.489	3)034.99/2	4)034.098/3	5)034.95/1	34.489
5 5	Kyle Erixon	Mustang	1)039.372	2)038.701	3)037.965	4)037.486/1	5)037.329	37.329
Class = HS								
8 0	Richard Grady	VW Golf	1)038.655/1	2)036.348	3)036.475	4)037.097	5)035.771	35.771 T
Class = BSP								
6 5	Mike Ashbaugh	Datsun 260z	1)031.825	2)031.227	3)031.043/2	4)030.409	5)030.731	30.409 T
9	John Rudder	Datsun 260Z	1)029.950/3	2)030.411/1	3)031.011	4)030.879	5)030.504	30.504
Class = CSP								
1 2 7	John Becker	Miata	1)030.366/2	2)030.291/1	3)029.623	4)029.857	5)030.231/1	29.623
Trophy								
2 7	Matt McCabe	Miata	1)030.915-DNF		2)030.364	30.364		
2 1	Dale Lind	Toyota MR2	1)034.900/2	2)035.093/3	3)035.207/2	4)036.215	5)035.132	35.132
Class = DSP								
1 7 8	West Pierce	Neon	1)034.012	2)032.594	3)032.773	4)032.35/1	5)032.02/2	32.594 T
7 8	James Phillips	Neon	1)034.720	2)034.965	3)034.807	4)033.922	5)033.64/1	33.922
3 2	Tom Riss	Cavalier	1)037.142/2	2)035.863/1	3)034.480/2	4)034.500/2	5)034.731	34.731
Class = ESP								
9 9	Mark Jorgensen	Mstg. Cobra	1)030.95/2	2)030.546	3)030.373	4)029.276	5)029.258	29.258 T
6 4	Jason Brozak	Mustang	1)035.134	2)033.647	3)033.576	4)032.933	5)032.87/4	32.933
Class = FSP								
9 5	Matt Gelvin	Spitfire	1)036.525	2)035.051	3)034.758	4)035.829		34.758 T
Class = CP								
5 7	Gary Graybill	Mustang	1)034.43/1	2)032.998	3)032.501/3	4)032.912	5)033.14/1	32.912 T
Class = EP								
5 2	David Webb	VW GTI	1)036.06/2	2)034.864	3)034.115	4)033.644	5)033.879	33.644 T
Class = FP								
3 0	David Fink	Porsche 911	1)032.15/3	2)031.362	3)030.844/1	4)031.29/2	5)030.830	30.830 T
3 5	Kent Hoyt	Plym. Laser	1)032.300/1	2)031.818/2	3)031.211	4)031.160/1	5)030.842/1	31.211
Class = STS								
6 6	Travis Barker	Ford ZX2	1)032.175	2)031.641	3)031.953	4)031.850	5)031.27/1	31.641 T
2 2	Doug Rand	Subaru Impr.	1)034.284	2)034.86/1	3)033.729	4)032.958	5)032.897	32.897 T
1 7	Zach LaGrone	Integra	1)036.190	2)034.616	3)034.054	4)035.42/1	5)033.524	33.524 T
4 4	Kevin Welch	Protege5	1)034.804/1	2)034.269	3)034.071/1	4)034.069	34.069	
6 3	Josh Howe	Prelude	1)038.914	2)035.818	3)039.807/1	4)036.14/3-D	5)035.050	35.050

#	Name	Car	Run1	Run2	Run3	Run4	Run 5	Total
Class = STS (continued)								
6	Kellin Koenig	Integra	1)035.805	2)035.980	3)036.584	4)035.869	5)035.104	35.104
43	Dave Otto	Integra GS-R	1)038.365	2)036.658	3)035.969	4)036.400	5)035.141	35.141
45	Jesse Hecht	Honda Si	1)040.743	2)038.568	3)037.076	4)037.045	5)035.835	35.835
Class = SM								
42	Dave Brown	Audi Wagon	1)031.812	2)031.37/1	3)031.263	4)031.279	5)031.24/1	31.263 T
3	Joel Patterson	Honda Civic	1)034.856	2)033.853	3)034.809	4)034.509/1	5)034.414	33.853
Class = SM2								
37	Scott Embury	Miata	1)033.678	2)032.493/1	3)032.694	4)032.843	5)032.40/1	32.694 T
Class = STX								
77	Shawn Dodson	Integra Type R	1)033.593	2)033.831	3)033.308/1	4)032.312	5)039.07/1	32.312 T
38	Chuck Rudisill	Nissan	1)034.230	2)033.588/1	3)033.199	4)032.742	32.742	
Class = EVM								
18	Dallas Clemens	Toyota MR2	1)033.080/1	2)034.39-D	3)032.549/1	4)032.982	5)032.107	32.107 T
Class = STS2								
90	Collin Holcomb	Toyota MR2	1)035.692	2)035.033	3)034.561	4)033.604/1	5)033.306	33.306 T
Class = STU								
48	James Lewis	Mitsubishi Evo8	1)039.040	2)036.143/1	3)035.638	4)034.716	5)034.89/1	34.716 T
61	Andy Peters	WRX STI	1)039.216	2)037.788	3)036.430	4)035.311	5)035.538	35.311
Class = Street Tire								
56BS	Steve Houtkooper	Mazda RX8	1)034.176	2)033.801	3)033.141	4)032.507	5)032.743	26.688
Trophy								
98ESP	Tony Stearns	Mustang Cobra	1)036.178	2)034.976	3)033.960	4)034.572	5)034.301	28.051 T
58FS	David Ronk	Mustang	1)038.219	2)038.17-D	3)036.145	4)035.035	5)035.925	28.203
53SS	Jim Rybar	Mazda RX7	1)035.743	2)034.570	3)034.278	4)034.243	5)033.789	28.281
121CSP	Dianne Lind	Toyota MR2	1)036.653	2)035.833	3)035.712	4)036.421	5)06.303	29.927
40FS	Jacob Wagner	Dge. Dakota	1)043.708	2)040.377	3)039.231	4)038.500	5)037.653	30.311
Class = Ladies								
46FS	Jean Smith	Mustang	1)043.286	2)039.816	3)039.957	4)037.853	5)037.26/1	30.472 T

8 Cone Crushers out of 10 photos <http://public.fotki.com/jdoctor/> Photos by Jerry Doctor



Christy Carlson



Dale Lind



Gary Graybill



West Pierce



Dave Webb



John LaRondeau



Lisa Lee



Mark Jorgensen



Matt McCabe



Scott Embury



Tom Riss



Eric Murphy



**National
Championship
Run Offs Oct.
9-15, 2006
Heartland Park
Topeka**

Registration and Express Tech opened Oct.5-8

NRSSCA Volunteer Workers list

Race Administration

Larry Goering
Eric Salem

Flagging & Communications

John Martin Chris Safranek
Jan Gerber Frank Safranek
Harol Russi Jeff Schweid

Sound

Mike Ashbaugh

Tech

Barry Bean Mark Ross
Beth Bean Chris Safranek
Patt Buell Frank Safranek
Roger Newman

Timing & Scoring

Candy Gerber

Competitor Service Center

Mark Walker

These are the names from the Volunteer Directory. If I missed any names, please let me know who you are and where you worked.

There will be more from the National Run- Offs next month.

THE STARTER CREW by Chuck Garcia



A very important worker at every race is JERRY "BIG DADDY" GREGIS, and he is assisted by the starting crew, Jim Woods, Dave Webb, Christy Carlson, and Erv Gundersen. These guys can be seen at

every event - rain or shine, hot or cold.

These dedicated, hard working guys perform very

important functions that are a major contribution to the success of every race. They are one of the best starting crews in the Midwest and we appreciate the great job they do very much and hope they will be getting us started for many years to come.



They are always on the job looking for wrist bands, helmets, seat belts, checking to make sure the tires aren't too low, that the hood is latched and there are no oil or antifreeze leaks. It is up to them to talk to you and get you in a mental frame to run a good race.

. Jerry is very talented at getting you to FOCUS, FOCUS, FOCUS and asking you if you are ready.

Talk to Jerry and get to know him. Bring him pop or water on hot days and tell him what a good job he is doing - because he is!!! Remember, a happy starter helps you focus better and run the best race you can.



Finally, the light turns green and you are off to a successful run.



Now you know the rest of the story!!

Be careful what you wish for dreams can come true

article and car photo by Natha Waldbaum with quotes from Steve Glaab

A few years ago, a CP car was being created; carefully moved in parts from place to place, from residence to residence. At the same time, this very particular car builder was sought to be a crew chief for a very particular driver in a T-1 corvette and her husband in an ITE Porsche. This crew chief poured his heart and soul into the T-1 & ITE drivers programs and time after time, prepped, repaired, and resolved many of the programs problems. He also rebuilt and created the ITE Porsche into a real race car. A crew chief has a very large job, handling everything from the cars themselves to the driver's confidence. They easily become the team's most responsible member, even more so than the driver.

next page . . .

The CP car belonged to this crew chief. But alas, not having the time or energy to devote to the building of the car, he sold his prized CP car to an eBay buyer. The buyer was a retired Air Force member, as he, and their relationship became closer. They regularly shared stories about building the car, and had hoped one day to co-drive in an event.

The T-1 and ITE drivers heard nothing but positive things about the building of the CP car; its 1st recorded firing of the motor, and its 1st event. The "original" owner was extremely pleased and excited that the car was finally together and he constantly bragged about HIS car.

"I crew for John and Natha Waldbaum in Club Racing. John runs a ITE Porsche and Natha a T1 Corvette. Well, Natha knew what that CP car meant to me and contacted Chris back in June took a chance.....Natha and Chris conspired together in an elaborate plan.....and my journey began."

How does one repay another for the assistance one is given in an amateur race program? From rebuilding, restoring, and refitting, a race car is much like a fine garment. These drivers knew what drives a driver and the CP car needed to return to its home ground.

The "new" owner of the CP car had qualified for SOLO Nationals and needed encouragement and support to participate in Topeka. The offer of a co-driver was the ticket to get the car to Nationals. The original owner qualified with a divisional running a Cobra in ESP with the T-1 driver as the co-driver in ESP. (Just for the secret part of this story) The original owner had no idea that the CP car was coming to Nationals for him to drive in until the Friday before the SOLO event.

The new owner towed from Pennsylvania to Omaha, where the car was unloaded and secretly placed in the T-1 & ITE driver's garage. The original owner was summoned with a "fairy tale" emergency to come in a panic and was surprised with the car in the garage he spent so many hours working on T-1 and ITE cars. An emotional outburst (he cried like a baby) followed as many of his dear friends were present for the surprise.

"I got a call from Natha, obviously upset (almost in tears) asking me to come over to her house as soon as I could. I beat feet over there expecting nothing but bad news what I walked into will stay with me for the rest of my life."

The new owner and the past owner were reunited for a Sunday at MAM to sort the car out before taking the car to SOLO Nationals in Topeka. A great time was had by all and the return of an old car to an old owner to drive was the ultimate gratitude for the T-1 driver and her ITE husband.

NEBRASKA REGION - EXHAUST NOTES

"I looked at the car and saw two names on the rear quarter windows Chris Belieu Steve Glaab."

This Crew Chief may be the award winner of the year to us for the efforts he has given us. We have simply given him the reward of driving his old car. We now have a new relationship with the new owner, and this CP car WILL be seen again! Watch for this car to be a champion next year!

"For my dear friends John and Natha. I can only say I have rarely met two more loving and caring friends in my life. You take such care of me while I give you so little in the way of help with your racing efforts. I will never be able to express my appreciation for the gift you have given me. I love you both"



Thank you Steve for all the work and dedication you have given to our racing programs! We could not have done it without you!

.....John and Natha Waldbaum



**CP #19 Chris Be Lieu (CP Car owner)
Mustang, Carlisle, Pennsylvania**

**CP # 119 Steve Glaab (CP Car "original"
Owner) Mustang, Guam Region**

**T-1 #5 Corvette Natha Waldbaum
aka ESP-L #16 Mustang Cobra, Neb Region**

**ITE #82 Porsche, John Waldbaum, Neb
Region**

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Alfa Parts at U-Pull-It . . .

by Frank Grover



The temptation of finding a mechanically complete mid 1980s Alfa Romeo Spider at the U-Pull-It salvage yard completely overcomes me - guess it was there from a left front accident - compelling enough to return a few times to obtain some "just could not do without" part gems - the first time back (day 1) I removed the cylinder head - it had already been disturbed by someone with the exhaust and intake manifolds mostly removed - the top cover was also missing so the valley of the head was full of water from the recent rain - didn't take more than thirty minutes to remove - was lucky the cam drive chain link was where I could get at it in order to remove the chain from the cam shafts - hardest part was lifting it up off the head bolts - at the shop I gave it the full look over - the parts seemed in great shape and the head not damaged - spent an hour cleaning it up - cost \$25.00 plus a \$10.00 core charge day 2 - removed the starter motor - also removed some bolts and brackets so the next day I could get the transmission - cost \$15.00 plus the \$5.00 core charge day 3 - after the transmission - some heavy rain in the area so I took a plastic sheet to lay down under the car - the salvage yard is not the most sanitary place on the face of the earth after all the years of spilled auto fluids - brake fluid, antifreeze, transmission fluid, engine oil, battery fluids, and who know what else - removing the transmission was mostly painless - Curt had told me many times it is best to remove the steering link prior to attempting to dislodge the transmission - oh, well - I had forgotten about that - first task was to remove the drive shaft - that went OK - then all the bolts holding the transmission to the engine - I had thought that went OK - then the rear transmission when I discovered if I was going to proceed I needed to remove the steering link - lucky I found a drift laying on the ground and a trip back to the truck to get a hammer - just a couple of pops and the link fell out - the transmission dropped nicely but it would not budge from the engine - discovered I had left on bolt on the top - removed it - noticed I had not disconnected the clutch slave cylinder - did that - oops - some clutch fluid on the plastic - it began to rain heavy - must have been a nice sight - there on my back under the Alfa as the rains pounded - back to pulling the transmission off the engine - budged a little - went to the truck to get a pry bar - found a large screw driver - back under the Alfa - ah, the transmission moved - then moved some more - then fell to the ground as I rolled to get out of the way - ah, what we do for parts - loaded it into one of the carts they have for customer use - paid the \$35.00 plus \$10.00 core - a great deal one of the nice things about U-Pull-It is the most interesting things you find left in the salvaged cars (over 1,000 at the lot) - good

2006 MiDiv Calendar

November

4/5

MiDiv Convention

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

U-Pull-It . . . continued

news is finding a tool some owner has left under a seat or in the trunk - in my case it is mixed news as the two tools I found during my Alfa outing were both tools I had left behind the day before today I plan to go back for the engine block - not much more to do to remove it other than the motor mounts - everything else has been stripped off it ah, the good life ten years ago the U-Pull-It yard was run by Steve Sharp - we became good friends - he would always alert me of new cars that may be of interest to me - sat them aside before they went out into the yard - one time it was an MGB - he knew it had a special motor in it - I got the whole car for \$275.00 - had a weber carburetor easily worth that alone - the engine was my best find - it had been mildly improved for performance - after going over it I installed it in my MGB G production race car - after nearly 20 races it is still going strong - think I got the racing exhaust header of that car also - Steve had cancer and one day while opening up the yard had a stroke and died at the gate - think of him every time I go to U-Pull-It - do miss him ...

- ATTENTION NRSCCA MEMBERS -

New NRSCCA Membership Directory for 2007

The NRSCCA BoG has asked me to do another Membership Directory this year. I would like to include more e-mail addresses this year.

If you would like your e-mail address included in the 2007 directory, you need to contact Mark Ross at OmahaSewerRat2@aol.com or 402-571-6220 by December 1, 2006.

Thanks, Mark Ross, NRSCCA Membership Chairman



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 Zitzlperger (402) 614-7222

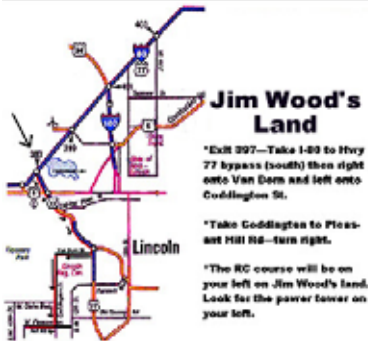
NOTE: Board/Officer's meeting & Ballot Counting has been changed to Monday, Oct 30th



MiDiv Convention November 3-4, 2006

This is an Activity Points Event for
NRSCCA members

See NRSCCA.com for more Convention information



November 12th - Dirty Boogie At Jim Woods - Lincoln, NE

Eventmaster: Jerry Gregis

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

NOTE: Board/Officer's meeting & Ballot Counting has been changed to Monday, Oct 30th at Action Sign