



The Driving Force

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Ready—Set— Register—Tour Nebraska

Registration for our “Silver Anniversary” 25th Tour Nebraska will open on line, on our website at 12:01 AM January 1st. At our board meeting in November Tour Coordinator, Lin Hoskins reported to the board that he really wanted to make this a special tour. That has become the theme of our efforts to date—“this is going to be a more special tour than ever before”.

Our Tour is June 3rd and 4th. Tour Nebraska is a member only event, but you can join NRCA and register for the Tour at the same time on our website nrca.wildapricot.org. The price will remain the same — \$25 for both days or one—one free T-shirt per entry included. Our host city is York Nebraska and we do have blocks of rooms that will be on the website in January. Our party theme has been chosen and will be “**the fifties**”. The party Saturday night will be at the Holtus Convention Center—and we have booked Jim Casey and the Lightning band for entertainment. They may even write a special song in honor of our Silver Anniversary.

We are thankful for the financial support from the York County Visitors Bureau, Kohl Auto Center and Jansen Ford. We can report that we have picked up another very special sponsor in Blue Print Engines of Kearney. One concept put forth at our board meeting was that of having a grand prize drawing of an engine.

Working with the folks at Blue Print we have arranged for an engine and a very special place to end our Tour on Sunday at their new facilities in Kear-

ney. They just moved in this past year and employ around 100. Blue Print now sells engines through Speedway, Summit and Jegs. They make their own blocks and heads for a small block Chevy. Blue Print also builds Ford and Mopar motors in this facility. Engines built are dyno tested and at our ending celebration we will have an opportunity to tour the plant and observe one of these tests.

To accomplish this we are planning to run our Saturday Tour a few miles longer - and Sunday will be shorter, allowing us to reach Kearney and Blue Print by about 2:00. So we will have a late lunch, along with the plant tours. The final celebration will be after lunch and tour when one lucky participant’s number will be drawn and if present, declared the winner of a really nice Blue Print motor. Right now that is based on a 383 Chevy with aluminum heads, roller cam—10.1 compression—complete with distributor and carburetor Who would not be thrilled with that?

Well just in case you are a diehard Ford or Mopar enthusiast, you can apply the value to the product of your choice. You can even upgrade to a big block Chevy by paying the difference.

Registration will close May 15th—no exceptions will be allowed. Tour Coordinator Lin Hoskins also expressed his opinion that being our 25th we should see record numbers. But even at last years numbers your chance of winning is much better than the lottery!

NRCA is—

Members! 1,642

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Doug Snow—Hastings

Fate whispers to the warrior
“you cannot withstand the storm”
The warrior whispers back
I am the storm

At our meeting November 6th to discuss car show judging we had about 25 members present. We discussed the common problems with judged car shows and discussed some potential solutions.

For instance it is common practice when selecting a top 10 or ## to use spectator or participant voting. Too often that results in a popularity contest with local people winning trophies—not based so much on vehicles but who the owners know. At the same time clubs are trying to grow their event—hoping to attract vehicles from further away. The irony is the further away a participant comes from often is a direct correlation to a reduction in the chance of winning.

Another issue was setting up classes. One class may have 8 entries with some really nice vehicles. Another may only have one entry—who wins a trophy while nicer vehicles in the other class do not.

Car clubs also have a difficult time finding judges for their shows. One participant reported that at a show they announced on their speaker system asking for volunteers to help judge. One can only imagine the results of that.

We discussed other issues of making awards at shows and increasing the success of local car

shows—this group felt that it would be a good idea if NRCA could facilitate the development of a simplified judging system. A system developed by our members that could be standardized in a simple form that was as much as possible non-subjective. The second step would be to hold a seminar for those who potentially would be judging a show to train them on this system. Of course it would be their choice to use it or not.

So, we do plan to have two meetings in early 2017 to develop that system along with forms. Please keep in mind that we are only facilitating the development—we are not going to be providing judges.

Once developed we will have a training seminar so that NRCA members can attend and become trained in a system that could be used for their own local car show. Look for emails in near future announcing dates and how to sign up.



Title Inspectors Meeting—

Also on November 6th we held a title inspectors seminar with about 30 interested members in attendance. Ken Lamb from Omaha and Blake Stegman from Oshkosh led the program which takes you step by step through the process of obtaining a title for a vehicle 30 years old and assembled with parts essentially the same as original—resulting in a year of manufacture title.

One of the little used provisions of the legislation when passed is the ability to re-apply for a classic assemble title on a vehicle previously titled as an “assembled vehicle”. The later title will have the

year the title was obtained and not the actual year of the car. So, it could read 2016 1969 Chevrolet Camaro. There is a difference in property taxes and insurance rates and of course selling a vehicle titled this way is going to hurt the value.

We did have one member present with such a problem and we are currently helping him through this process—so his new title will actual say the original manufacture year of the vehicle. Look for more on that when it is completed.

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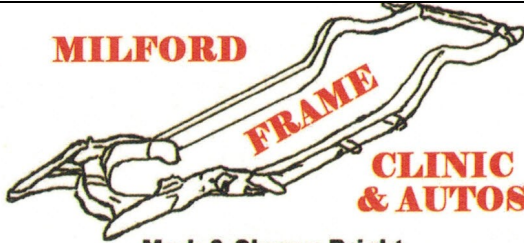
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Scholarship Activity –getting started

One of the efforts of NRCA that we are most proud of is that of helping students financially through a scholarship to attend one of Nebraska's technical colleges enrolled in Automotive Technology or Auto Body.

Our process begins at the first of each year and culminates with the scholarship (\$1,000) being awarded in April. We use every means we can think of to make students aware and last year we had 28 applications. We were able to award a record number of 7 scholarships leaving quite a few deserving students without our help.

We have developed relationships with many of the instructors at these technical colleges and they tell us that a good student can graduate with several very good job opportunities. They say there is a high demand for good technicians. The demand is high enough that many new car dealers sponsor students provided they will come to work for them.

As a member you can be proud of this effort and we want you to know that a portion of your dues goes to support this program. It might seem easy handing out scholarships—but actually NRCA has experienced as have others we talked to a change in our next generation. For some reason they just don't seem to want to apply for scholarships. Hard for an old guy like me to understand but it is true.

So, what we have done is we go to the tech schools and make presentations. Brad Kernick of

Kearney and Lin Hoskins of Hastings did this last year and will again in 2017. We encourage students to get involved in one of these careers and to apply for a scholarship.

The process includes a written application with a one page personal statement. From that we usually pick 10 or so for a personal interview. From the interview we select the winners. We require that they be a full time student and maintain an above average grade level.

Currently we are excited to be working with the owners of the NAPA stores in Kearney, Hastings, Grand Island, Minden and Aurora. They have a strong interest in supporting our scholarship efforts. We will have full details on that in our February newsletter.



Legislative

If you were to choose only one reason for belonging to NRCA, I would argue that legislative presence might be the one. Consider how much time and money you have invested in your vehicle(s). Now consider how your enjoyment of this hobby could be affected by one bill passed in our one house Unicameral legislative system. We have many legislators who we consider friends—but term limits now has replaced them with new Senators that we need to get to know—or at least find a way to access them. In our general election this year of the 26 Senatorial races, we now have 17 new Senators to work with beginning January 4th 2017.

That is roughly 1/3 of the entire body.

This is a long session of 90 days with bills not acted on carrying over to 2018. NRCA is committed to being your voice on proposed legislation that directly affects our hobby. In the near future look for an email asking if you have a personal relationship with a Senator. If you know them well enough they would take a call from you. We want to develop a data base of that information to be used by NRCA only—when and if the need arises to weigh in on an issue on behalf of our 1,700 members statewide. That can be powerful—your help and cooperation in this project is appreciated



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NRCA was organized by special interest car owners when it appeared legislation introduced in the Nebraska Unicameral would threaten our hobby. We realized that this could be a continuing threat and there was a need to have an association that would not only react to these emergencies, but also work to build goodwill and work proactively to enact favorable legislation. That was 28 years ago — the need and mission of NRCA has not changed. Only the price of failure not to be involved has changed and when you consider what you have to lose, belonging to NRCA is the best value around today!



Don't let your membership lapse -your dues support the work of the association. When you get a dues notice please respond—we would hate to suspend your membership !

**Cruising—
Thoughts
Gary Hedman—NRCA President**

Thought I would devote my space in this newsletter to something different that may turn into something of value to you. We all have ideas or through experience have learned tricks as we work on our vehicles. Think of it — have you ever heard someone say “hey that’s a cool idea” Or “I wish I had known how to do that—sure would have been a lot easier”. From one who has surely stumbled after learning to crawl, I look for good ideas all the time and recently stumbled upon one I thought I would share with you. The idea is to ask your thoughts on it—pro and con and to suggest that you submit your “great idea” that we may potentially share with the members.

So here is what I discovered. Recently I bought a car that I just did not have time to build. Found one that I liked very much and had the money sitting in a high interest CD (laugh) from a car I had sold. So, I reinvested in a new ride. It’s an old time traditional 32 Ford coupe with a 65 Buick nail head engine and transmission. Something I know little about. I was told that in order to start it you had to have your foot on the brake. I really

prefer a neutral safety switch (Lokar) mounted on the transmission—but to change I had to figure out how this brake pedal thing worked.

What I discovered was this builder used a simple cube relay to close in the wire going to the starter just like the safety switch does in park or neutral— that relay had to be activated somehow and he used the brake light switch to do that. “hey that’s a cool idea”.

In thinking about it, why not use both. Then you would be in the car — foot on the brake and in park or neutral before it would start. Good idea or not? Let me know your opinion. And if you have a cool idea— just send them to



nrcaadm@gmail.com—look forward to hearing from you.