



NEWSLETTER

AMERICA'S PREMIER RESOURCE FOR THE COLLECTIBLE
VEHICLE COMMUNITY

ON THE WEB AT [HTTP://WWW.NRAACA.ORG](http://www.nraaca.org)

PRESIDENT'S MESSAGE

TERRY HOEMAN - NE Region President 2015

Happy Valentine's day---well it is February isn't it? And our next meeting is exactly a week after THE Day.

We had a great time at Tom and Jane LaHood's last month and thank them again for sponsoring the annual event. It's a great start for the year and amazingly it was a great day weather-wise also.

This month on Saturday the 21st we are gathering in Grand Island at the Quaker Steak & Lube restaurant just north of the interstate on Highway 281. (The restaurant is in the Bosselman building where Grandma Max's restaurant used to be.) The meeting will take place at 12:00, Noon. We haven't been in this one since it was created last year but have enjoyed the one in Council Bluffs a number of times. This is in conjunction with the car show which is being held at The Heartland Events Center. Here is a hit to a description of it. <http://heartlandeventscenter.com/events/tri-city-street-rods-auto-exhibition>. It is a street rod affair and the fact that John Nikodym plans to have his neat original unrestored 1911 Elmore there seems interesting --but they always have a selection of modified and unmodified vehicles there.

Last week we noticed an article in the World Herald about Bob Reinke's father being recognized on the 5th by the Nebraska Chamber of Commerce so decided to ask Bob to provide a bio on himself for this newsletter. Hope you enjoy what I got in reply from him. Sure makes us feel old! Andree and I both remember when the Beatles came to the US and were on the Ed Sullivan Show. Poor Bob has no hope of that memory!

Anyway, enjoy and see you on the 21st.

Terry and Andree

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DUES FOR THIS YEAR:

This is just a reminder that dues, \$5, need to be sent in for the year 2015.

Please send payment to:
Sherrill Echternkamp
104 Northridge Dr.
Clay Center, NE 68933

Local Events Calendar

Look for more details in the March newsletter.

Saturday, February 21, 2015

Grand Island Car Show. Eat at Quaker Steak and Lube first

Sunday, March 8, 2015

Lincoln Swap Meet. Gather afterward's at Smith's

Saturday, April 25, 2015

Tour of Dick & Sue Boswell's collection. Lunch in Lincoln

May 2015

TBA - Tour to be arranged

Thursday - Saturday, June 4 - 6, 2015

Central Spring Meet - Independence, MO.

Saturday, June 20, 2015

Belleville, KS Car Show and Museum Tour

Saturday, July 18, 2015

Kearney Car Show and Kearney Car Museum

Saturday, August 15, 2015

Milford Family Fun Days

October, November, and December

TBA - Tours to be arranged. Several possibilities include a York area tour as well as the Stuhr Museum in Grand Island and the Minden Christmas lights.

2015 NEBRASKA REGION OFFICERS:

President:

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BOARD MEMBERS:

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NEBRASKA REGION AACA
 AUTO-BIOGRAPHY:
 FEBRUARY FEATURED MEMBER:
 BOB REINKE

- Born 9 days after the Beatles came to America.
- Grew up with Hot Wheels and Legos. Still have most of them.
- Got my first Gokart at age 8. It was a used McColluch R-1, less the engines. Had a 3.5 HP Clinton on it at first.
- Raced it at age 10 with a 5 HP and later a 7 HP Briggs. Still have it.
- Got a Honda XL70 Minicycle at age 12. Still have it.
- First car at age 16, was a 1965 Impala SS with 150,000 miles on it. Sold it, bought it back, restored it, still have it.
- Went to CCC for Auto Mechanics. Rented a shop at age 21, worked at that for a year, and decided I wasn't going to do that the rest of my life.
- Since then collected some 2 dozen cars, a dozen tractors, and 2 semi tractors.

My life as a 1965 Impala SuperSport:

I was ordered by Salesman Kenneth Junker for the showroom floor of Newton Motors in Fairbury, Nebraska, later called K J Chev Olds Cad Buick Pontiac Inc., now Riverside Chevrolet.

General Motors Chevrolet division in St. Louis gave me serial number 166 375 S 193883. I was assembled the 3rd week of March, 1965.

They equipped me, as ordered, with a 300 horsepower, 327 cubic inch engine and a 2 speed powerglide transmission. I was given a rear antenna, tinted glass, deluxe seat belts, a white imitation ivory leather interior (vinyl), the SuperSport and comfort & convenience packages, air shocks, a black vinyl roof and a crocus yellow lacquer exterior finish. The dealership installed lower chrome molding as was shown in some of the literature on SS's, but not actually available on SS's.

I was inspected by #9 and shipped to Fairbury NE. where I was displayed on the showroom

floor until I was bought by Don Stewart of Fairbury, who seldom drove me. In 1968 I was sold to David Dawes for \$1500. and when he sold me in 1974 I had nearly 100,000 miles on me! David was 16 at the time he bought me and I was his first car. He thought I needed dual exhaust so he added the second pipe. In 1974 Ed and Christa Kujath, also of Fairbury, bought me for their sons to drive to college. After my right front fender was damaged and replaced with a purple one, they painted me Regal Red. On July 28th 1978, with 136,910 miles on me, I was sold to Jack Hughs of Fairbury. Jack sold me to Ramona Hoins of Deshler, who just needed 4 wheels that traveled in basically the same direction.

February 20, 1980, 1 day after his 16th birthday, Robert Reinke of Deshler bought me for \$175. (approximately his life savings). I was his first car also. At that time I had 147,000 miles on me. Robert gave me a fresh coat of Regal Red paint, well, after he stuffed chicken wire in the holes in the body so he had something to stick the 2 1/2 gallons of body filler to. He drove me everywhere he could afford to drive. Every 150 or so miles my lifters started to clatter and Robert would stop along the side of the road and dump in a couple quarts of oil, while I was running (Robert was afraid if he shut me off, I may not start). I had accumulated a lot of rust not only on my body but my frame also. One day while speeding down a street and bouncing over the old Rock Island railroad track, my transmission crossmember fell right through my frame and dropped my transmission on the pavement! Robert managed to wire and visegrip me together enough to limp me back to a shop where he welded a 4 foot piece of iron in the frame on each side. It took 4 feet to reach something that could be welded to. Another exciting thing happened one day when Robert heard a noise while driving me and wasn't sure where it was coming from. He rolled the window down, but couldn't recognize it. He opened the door, while traveling about 60 mph, and it sounded like it



was under the floor, so he leaned over and stuck his head down to look under the car. The engine was quite noisy so he pushed the shifter forward, while still leaning over, and immediately realizing he pushed it to far, into reverse, he panicked and slammed on the brake. Due to the position he was in, his foot slipped right off and hit the accelerator. One or both rear wheels spun backwards and we skidded all over the highway. Robert eventually got his butt back off the door sill and his body upright in the car! He never found out what made that sound, and to this day he really doesn't care. A couple days later his heart rate returned to normal, but he still shakes a little yet.

Late in 1980 Robert tried me out to see how fast I could go and I made it to 115 mph. Since I now had several connecting rod holes in my oil pan, Robert pulled out my engine and transmission, decided my engine was unrebuildable, and traded me to Sutton's auto salvage in Hebron Ne. for a 1972 Camaro. I was soon bought and saved from crushing by James Koerwitz of Hebron, and parked at his sand pit until summer 1985 when I was again

bought by Robert, this time for \$50. Robert bought several other cars for parts and found most of my original pieces. He disassembled nearly every piece of me. My frame was pieced in and welded together with the aid of another frame. My main body shell was mostly replaced with parts from another SS body shell. He patched my fenders and removed and rebuilt every major component. Every seal has been replaced and almost every bearing. My lower dash was cut out, part of the firewall changed, and an air-conditioned dash welded in. Complete factory air conditioning and tilt wheel have been added. My body was sanded to the metal and repainted the original crocus yellow. Along with the restoration, the odometer has been reset from 151,183.0 to 00000.0 miles.

Restoration is not 100% complete yet, but it gets closer every year.

In 2002 I received a 3rd junior at AACA in Cedar Rapids. The same year I also received a 2nd junior at AACA in Topeka KS. My owner is a member of AACA, the Nebraska Region AACA and also a member of the 65 & 66 Full Size Chevrolet Club.

2015 NATIONAL MEET AND TOUR SCHEDULE

AACA Annual Meeting	February 12 - 14	Philadelphia, PA
Winter Meet	March 6 - 8	San Juan, Puerto Rico
Annual Grand National & Western Spring Dual Meets	March 18 - 21	Tucson, AZ
Southeastern Spring Meet	April 9 - 12	Charlotte, NC
Eastern Spring Meet	April 30 - May 2	Virginia Beach, VA
Southeastern Divisional Tour	May 4 - 6	Pigeon Forge, TN
Special Meet	May 7 - 9	Auburn, IN
Central Spring Meet	June 4 - 6	Independence, MO
Southeastern Fall Meet	July 15 - 18	Louisville, KY
Vintage Tour	July 27 - 31	Lancaster, PA
Western Divisional Tour	August 25 - 27	Northern California
Revival AAA Glidden Tour®	Aug. 30 - Sep. 4	Oklahoma City, OK
Founders Tour	September 14 - 18	Northeast Ohio
Eastern Fall Meet	October 7 - 10	Hershey, PA
Central Fall Meet	November 5 - 7	Houma, LA