

The Write Line

~ April 2015 ~



Charles Wilson, STX Subaru BRZ (Lizzie Enlow-Brown photo)

The official newsletter of the Salina Region SCCA

Regional Executive Views

Wow! Fifty-one entries for our Solo season opener. Tremendous! We definitely were treated to absolutely wonderful March Solo weather. Awesome! Saturday's Test and tune had equally delightful weather, and even less wind. Exceptional!

It was something of a Miata weekend. Saturday's Test and Tune had at least five different Mazda Miatas entered. Two NA (first generation cars) and three NBs. Sunday an NC (officially an MX-5) joined the group. The NAs and the NC each had their own driver, as did one NB. One of the NBs and two drivers, while the third NB was shared by three pilots. The NBs, all three ran in ES, are British Racing Green with tan interiors and tan tops. Triplets!

One of the triplets belongs to Connie and me. Our new Potenza RE-71R tires are Bridgestone's latest 200 Treadwear high performance offerings (you have to take Tire Rack's word because the *Treadwear*, *Traction* and *Temperature* ratings are blank). While playing with tire pressures on the 100 ft. diameter skid-pad, I was favorably impressed. However, driving the Test and Tune short course, my best time was middle of the pack. During Sunday's Solo I had to settle for a distant third. I'm beginning to suspect that my competitors were more highly motivated. Last year, somehow, I was awarded

Salina's *Driver of the Year* award. You don't suppose last year was a fluke?

During Saturday's Test and Tune the grid was set up to allow competitors free access to the start without needing to wait on those gridded in front. It worked, kind of, the line still formed across the back of the grid, with most competitors not returning to their assigned grid spot. The method holds great promise, just needs a bit of refinement and competitor training.

Salina Region's next Solo weekend starts Friday, April 17, with an Evolution basics (Phase 1) school. The more advanced technique Evo school (Phase 2) is offered on Saturday, and Evo's Challenge School on Sunday. If you want to get quicker, these are worth the investment. Sign-up information is on Page 3.

Simultaneously on Saturday and Sunday, there will also be our annual twin solo events at the south end of the East Crawford Recreation Area. They are two separate events, but with a discounted entry fee for entering both.

On a personal note: My MG Midget Mk.1 F Street Prepared project is not progressing as rapidly as I would wish. However I did finish fabricating a small trailer that will allow us to tow it around with our Miata, avoiding the time and energy consuming tire switch drill I used to do with my F Street Prepared Austin-Healy Sprite Mk. IV.

Connie and I look forward to seeing all of you the third weekend of April.

—Bill Preheim, R.E.

~ ~ Next Events ~ ~

Evolution Schools - April 17, 18, 19

Registration link: www.evoschool.com (more info inside)

Twin Solos - April 18 & 19

East Crawford Recreation Area

Pre-register - use link at www.salinasc.ca.com (save \$5)

On-site Registration opens 8:30 ~ Closes 10:00

Coursewalk open by 9:00 ~ Novice coursewalk 10:00

Driver's meeting 10:30 ~ Cars on course 11:00

Next Business Meeting

April 18, 2015
After the
Evo School is done

Location TBA

*Business meetings
are open to all
members and guests*



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Salina Region Schedule ~ 2015

All at East Crawford Recreation Area unless noted elsewhere

<u>Event</u>	<u>Chair</u>
April 17-18-19 - Evolution Schools	Rocky Entriken
April 18 & 19 - Twin Solos	Abner Perney
May 3 - Solo	Artt Mann
Jun 7 - Solo: Mirror Khana XXXVII	Monte Rans
Jul 5 - Solo	Artt Mann
Jul 26 - Solo	Charles Ortiz
Aug 30 - Solo	Radlee Bien
Sep 20 - Solo: R.E. Challenge 15.1	Wichita Region
Sep 27 - Solo: R.E. Challenge 15.2	Bill Preheim
Oct 11 - Solo: Octoberfast 26	Salina Region Board
Nov 1 - Solo	Rocky Entriken

MiDiv



SPS/R&S MiDiv Solo Series - 2015

June 13-14 — Neosho, Mo.
 August 1-2 — Lincoln, Neb.
 Additional events TBA

SCCA 2015 Solo Nationals ~ Sep. 8-11 ~ Lincoln, Neb.

MEETING MINUTES

(Subject to correction and approval at the next Salina Region board meeting)

March 21, 2015

Salina Region SCCA March 21, 2015, meeting was called to order by R.E. Bill Preheim at 2:30 p.m., at Evans Field, East Crawford Recreation Area, Salina, KS. Board members present were Rocky Entriken, Connie and Bill Preheim, Dennis and Nancy Smith, Monte Rans, Artt Mann, Charles Ortiz and Ken Kennedy. Guests: Haylee Terrill, Samantha Terrill and Gage Hoover.

The Feb. 28, 2015, minutes were presented and approved unanimously. Motion to approve by Artt, seconded by Monte.

The treasurer's report was presented by Connie. Outstanding bills were presented and approved unanimously. Motion to approve Rocky, seconded by Artt.

Old Business - Fort Riley Divisional - Payment from Midwest Division has not been received.

Artt reported on the Ft. Riley Expo - Approximately 100 attended.

Dennis reported on solo event chars - All events have a chair but events are short assigned safety stewards.

Evo School - Rocky reported contract is signed and registration has began.

Online Payment/MotorsportReg.com - David reported that the online registration payment is ready. Rocky moved that a \$1.00 use fee be charged for all registrations under \$20.00 and a \$2.00 fee be charged for registrations \$20.00 and greater. Seconded by Artt. Passed unanimously.

Salina Region Solo Championship rules for 2015 - Minor changes to the rules were reviewed and approved unanimously. Motion to approve Rocky, seconded by Connie.

New Business - HC (Heritage Classic) class - Rocky reported on the new SCCA HC class. Specific rules are posted on the official SCCA website.

Salina Region Schedule Magnet Cards - Nancy will check into getting some made.

Next Salina Region SCCA solo events -April 18 and 19.

Next meeting - Sat., April 18, 2015 immediately following the day's Evolution School.

Meeting adjourned at 3:15 p.m.

Submitted by: Ken Kennedy, secretary

Utterly Obscure British Car Humour



England 1978: In spite of budget constraints, Triumph stylists try desperately to win back traditional fans scared away by "The Shape"...

What's shown here is a mashup of the Triumph TR7 sides with the Triumph TR3 front end. The TR3 ceased production in 1962 while the wedge-shaped TR7 came out in 1974 marketed as "The shape of things to come."



Events Elsewhere - 2015

A calendar of Solo and RallyX events by the Wichita, Kansas, Kansas City, Nebraska, NeOkla and Oklahoma Regions of SCCA. Go see how others do it!

ALWAYS CONFIRM THE EVENT BEFORE MAKING A LONG TRIP!

(* = Salina Region event on this date)

AUTOCROSS

- Apr 11..... KC @ Blue Rvr Prec Dr Cntr, Independence/T&T
..... Nebraska @ Lincoln Airpark/T&T
- Apr 12..... KC @ Blue Rvr Prec Dr Cntr, Independence
..... Nebraska @ Lincoln Airpark
- Apr 18.*..... NeOkla @ Fair Meadows, Tulsa State Fairgrounds
- Apr 19.*..... NeOkla @ Fair Meadows, Tulsa State Fairgrounds
- Apr 25..... KC @ Heartland Park Topeka
- Apr 26..... KC @ Heartland Park Topeka
..... Oklahoma @ Remington Park, Oklahoma City
..... Wichita @ Yoder
- May 3.*..... Nebraska @ Lincoln Airpark
..... NeOkla @ Fair Meadows, Tulsa State Fairgrounds
- May 10..... Wichita @ Yoder
- May 16..... KC @ Blue Rvr Prec Dr Cntr, Independence/solo school
- May 17..... KC @ Blue Rvr Prec Dr Cntr, Independence
..... Oklahoma @ Remington Park, Oklahoma City
- May 22-23.. ProSolo @ Lincoln, Neb. Spring Nationals
- May 24-25.. Champ Tour @ Lincoln, Neb. Spring Nationals

RALLYCROSS

- Jun 6.*..... KC @ Thunder Valley Sand Drags, Grain Valley, Mo
- Jun 14..... Nebraska @ I-80 Speedway

EVOLUTION PERFORMANCE DRIVING SCHOOL

Last chance to sign up for a session of Salina Region's 3-day Evolution School at our East Crawford Recreation Area site. Registration is open now at www.evoschool.com.

- Friday April 17 – Phase 1
- Saturday April 18 – Phase 2
- Sunday April 19 – Challenge School

Few things you can spend \$260 on will give you more long-term bang for the buck than tightening the nut behind the wheel. More than trick parts or gummy tires, investing in driver skills will last a lifetime.

These are excellent schools with top-drawer instructors, most of them National Champion and National trophy-winning drivers. While you are on course, you are 1:1 with your instructor.

Phase 1 is the basics, Phase 2 is advanced techniques, and Challenge is where you prove how good you are (or how good they've made you) by going out and beating your instructor.

Price is \$260 for one school, \$200 for additional schools.

To sign up, go to www.evoschool.com, scroll down to the calendar. Plug in your zipcode (or Salina's 67401) and the three Salina schools should pop up to the top of the list.

If you want multiple schools (and the \$60 discount), sign up for the lowest-rank (earliest) school you want, then tick the checkbox at the bottom of the form for the additional schools. You need to do Phase 1 before you can do Phase 2.

New entry fee feature

Salina Region has set up a new feature on that will allow entrants using MotorsportReg.com to pay their entry fees online with a credit card, if they choose to do so, for a small surcharge

It is not mandatory. An entrant can still wait to pay at the event with no surcharge.

In fact, if you enter while not really sure if you can make it (which we prefer; it's more convenient to have the entry ready, and you'd get the pre-entry discount.), waiting is the better option.

But if you know you're coming and want to prepay, there will be a \$2 surcharge for any entry fee over \$20, a \$1 surcharge for any entry under that amount.

Go

Racing!



Four road course tracks are within a 3½-hour drive of Salina. Be part of the action as a race worker -- flagging on corners, timing, grid, tech, etc. Or driver?

- Hallett Motor Racing Circuit, Hallett, Okla.
- Kansas Speedway, Kansas City, Ks
- Heartland Park Topeka, Ks.
- Motorsports Park Hastings, Hastings, Neb.
- Raceway Park of the Midlands, Pacific Junction., Iowa

- Apr 11-12..... Double Majors @ Hallett
- Jun 6-7..... Double Mid-Am @ RPM
- Jun 20-21..... Double Majors @ Kansas Speedway
- Aug 8-9..... Double Mid-Am @ Hastings

Springg! Sproinggg!!

On just the fourth day of Spring we had our season opener. Zit was a gorgeous day that brought out 51 cars, the best opener in years, both in terms of weather and entry. Great to have cars from four neighbor regions come to play with us.

Artt Mann set up a course that required both an aggressive approach and a disciplined one. A fast nine-cone slalom, couple of switchbacks, and we're at the south end already. Fly through a couple more switchbacks and then a much tighter slalom and a double Chicago-box finish. Break 50 seconds if you can.

Brad Smith, down from Kansas City, almost broke 40 in his F Modified Red Devil formula 500 car. In fact a 39 came up on the clock on his last run, but it was a DNF and he had to be satisfied with a 40.241 for FTD. Srdjan Ortiz, now in a full-tilt K Mod kart, finished right at one second back to win the 3-kart class. It was only another 3/10ths to quick Mason Herrick, the JB winner.

Next-quick was the Fast Fender, Robert Pendergest up from Wichita with an STU Subaru STi at 42.6 sec, then a couple of 42.9s from SS-R winner Frank Wietharn and DS winner Ron Williams. After that nobody could reach the 43s, but a couple of

44s produced the closest class contest of the day.

That was the STF class where Greg Reno and Jeremy Salenius hooked up in a Mini Cooper showdown. Both would finish with 44.5s, but Reno was just 0.059 quicker.

SMF also produced a nail-biter between Anthony Toben's Civic and John Herrman's Mini JCW. Both clocked low 47s with the Honda ahead by 0.251 sec.

Largest class was E Street, also known as the Battle Of The Five Green Miatas (well four, actually, with five drivers, plus three more in ESL). At the end the quickest of the Miatae Verde was Rocky Entriiken at 46.9, chased by David Knudsen at 48.1.

Fast Lady went to Nancy Smith in the ... *what???* Where's the Mustang? It was a Subaru Impreza WRX running in D Street Ladies. Her 50.4 was clean, and on this day that was what it took to hold off two other close pursuers. Ann LaRandeau's best run had to carry a pylon penalty, so it stood at 50.9. And surprising Caitlyn Entriiken, who can still count her opportunities in a stickshift car on one hand, won ESL despite a cone on her best run which left her at 50.6.

The Salina Region Solo Championship ~ 2015

1. Points will be scored at all of Salina Region's Regional Solo events (also referred to as "local" events, including any at Ft. Riley and Yoder). Points also will be scored at the SCCA Solo Nationals in Lincoln, Neb. [Sep. 8-11] (*NOTE: for 2015 that is 12 local events plus the Nationals, total 13 events.*)

2. Points will be scored for every driver at each Salina Region event on the basis of: 12-9-7-6-5-4-3-2-1 for the top nine drivers. Any driver placing 10th or lower will also receive one point.

3. Points will be compiled at year-end only for Salina Region members. Drivers eligible for the Salina Region Solo Championships must be Salina Region members (Region of Record or Associate) by the end of September. Weekend Membership does **NOT** satisfy this requirement.

4. To encourage participation in a Divisional Championship event conducted by Salina Region (if held) and the SCCA Solo Nationals, those events will score regular points as in Item 2 above, plus competitors will score a bonus of up to 10 points for every car they beat. For example, if you place 15th at Nationals (1 point) in a 28-car class, you can score a total of 11; if you place 4th (6 points) in a 5-car class, you can score a total of 7 points.

5. Of the possible 13 events that can be scored in 2015, the best

10 will be counted. A driver must score points in a minimum of four local Salina Region events. (*NOTE: the throw-out total is calculated by taking the Nationals plus two Regional events. In years when we conduct a Divisional, that also is included in the throw-out total.*)

6. One car makes a class. Car must be legal for class entered.

7. A driver may compete only once for points at any event. Second-entry runs (fun runs) will not count for points and will not take positions away.

8. A driver competing in more than one class during the year will score points in each class separately.

9. Drivers competing in three or more classes through the year will be considered for the "Wild Car-d" awards. Points scored in Wild Car-d will be those scored in the regular class. Wild Car-d award winners cannot be an award winner in any other class.

10. Ties for awards will be broken first by going to the driver who scores the most wins; second to the driver who beats the other the most in head-to-head competition. If still tied, it will stand and duplicate awards will be given.

11. Should a driver qualify for championship awards in two or more classes, one award will be given representing the highest placing with all qualified-for classes listed thereon.

SALINA REGION SOLO CHAMPIONSHIP • 2015

• SALINA REGION MEMBER

Points following Springg! Sproinggg!!

* HAS RUN THE MINIMUM 4 LOCAL EVENTS

SS-R	Frank Wietharn	12							ESP	Rodney Walters•	12	
	Jim French•	9							SMF	Anthony Toben	12	
	Fred Johnson•	7								John Herrman	9	
BS	John LaRandeau•	12							FM	Brad Smith	12	
	Ryan Estes	9							KM	Srdjan Ortiz•	12	
BSL	Ann LaRandeau•	12								Janner Ortiz	9	
CS	Steve Swartz•	12								Artt Mann•	7	
DS	Ron Williams	12	ESL	Randy Puls•	5	STF	Greg Reno	12	STO8	Lance Cochran	12	
	Dennis Smirh•	9		Caitlyn Entriiken•	12		Jeremy Salenius	9		Dustin Nead	9	
DSL	Nancy Smith•	12		Connie Preheim•	9		J.Douglas Patterson	7	STO8L	Suzanne Scott-Holmes	12	
ES	Rocky Entriiken•	12		Susan Puls•	7	STS	Monte Rans•	12	STO6	Tianyu Lin	12	
	William Knudsen•	9	FS	Radlee Bien•	12	STX	Charles Wilson•	12		Chendi Cao	98	
	Bill Preheim•	7		Clint Holmes	9		Craig Carlson	9	STO4	Joel Stocksedale	12	
	Jared Adamson	6	HS	Russell Blume	12		Daniel rowland	7		Broc Ball	9	
			HSL	Laney Blume	12	STU	Robert Pendergest	12		Brent Pinnecoose	7	
<p><i>For most of the season all competitors are listed. However, only Salina Region members are eligible for championship awards and must be members before Oct. 1. As of Oct. 1 all non-member points are stripped. Associate Memberships are for the calendar year. Associate Memberships received Oct. 1 or later are good for the following year.</i></p>												
										Wild	none yet	0
										†	- has run 3 classes	

Springg! Sproinggg!!

Salina Region SCCA ~ March 22, 2015 ~ ECRA, Salina

Class	Driver	Mem.	Car	Make	Run 1	Run 2	Run 3	Run 4	Run 5	Best	
SS-R	• Frank Wietharn	226826	—	Corvette	44.203+2	43.288	43.668	43.367	42.907	42.907	
	Jim French	143897	7	Corvette	49.009	46.214	458.263+2	45.678+3	45.816+2	46.214	
	Fred Johnson	98627	26	Corvette	D.N.F.	51.701	51.080	49.402	49.919+1	49.402	
BS	• John LaRondeau	62606	92	Audi TT Quattro	D.N.F.	46.726+1	46.622	45.844	46.082+1	45.844	
	Ryan Estes	444737	41	Honda S2000	58.421	51.137+3	51.120+2	49.825+1	48.160+3	51.825	
BSL	• Ann LaRondeau	144250	92	Audi TT Quattro	48.931+1	48.956+2	48.845+2	51.202	D.N.F.	50.931	
CS	• Steve Swartz	424572	77	Mazda Miata MX5	D.N.F.	49.970	50.083	49.298	49.928	49.298	
DS	• Ron Williams	227464	—	Mini Cooper S	43.878+3	463.531+1	43.093+2	43.183	42.925	42.925	
	Dennis Smith	301907-1	6	Subaru Impreza WRX	D.N.F.	49.588+3	48.199+1	50.480	48.936	48.936	
DSL	• Nancy Smith	301907-2	9	Subaru Impreza WRX	50.719	53.132+2	49.586+2	52.181	50.409	50.409	FL
ES	• Rocky Entriiken	19814-1	4	Mazda Miata	48.261+1	47.776+1	46.914	47.748	47.3582	46.914	
	• David Knudsen	417683	7	Mazda Miata	48.990+2	D.N.F.	49.005	47.523+1	48.163	48.163	
	Bill Preheim	226858	1	Mazda Miata	D.N.F.	D.N.F.	49.210	48.173	48.225	48.173	
	Jared Adamson	—	14	Mazda Miata	53.470	52.202	54.368	55.245	52.039	52.039	
ESL	Randy Puls	474644	—	Mazda Miata	53.204	65.456	52.944	53.489	52.710	52.710	
	• Caitlyn Entriiken	19814-6	4	Mazda Miata	57.621+2	D.N.F.	50.451+2	48.664+1	48.935+4	50.664	
	Connie Preheim	411440	11	Mazda Miata	53.205	52.382	53.395	53.209	52.114	52.114	
FS	Susan Puls	474645	—	Mazda Miata	67.044	70.720	67.200	69.344	68.392	67.044	
	• Radlee Bien	431468	—	Camaro SS	51.165	51.265+1	52.657	51.082	51.885+2	51.082	
HS	• Clint Holmes	—	17	Camaro	56.880	54.946	52.074	52.032	52.540	52.032	
HS	• Russell Blume	—	97	BMW 318	47.221+1	D.N.F.	46.496+1	47.037	46.526+1	47.037	
HSL	• Laney Blume	—	97	BMW 318	D.N.F.	54.915+2	D.N.F.	53.579	51.240+2	53.579	
STF	• Greg Reno	262691	36	Mini Cooper	43.920+2	44.172+2	44.514	43.656+2	44.520	44.514	
	Jeremy Salenius	428465	96	Mini Cooper	44.910+2	44.573+1	44.638	44.623	44.573	44.573	
	J. Douglas Patterson	444065	196	Mini Cooper	46.777+1	46.603	D.N.F.	D.N.F.	45.821	45.821	
STS	• Monte Rans	412198	34	Honda CRX Si	D.N.F.	D.N.F.	D.N.F.	48.468	46.494	46.494	
STX	• Charles Wilson	414239	68	Subaru BRZ Ltd	D.N.F.	45.671+2	45.745	44.0654+3	44.285+3	45.745	
	Craig Carlson	—	76	Subaru BRZ	D.N.F.	56.027	48.109	D.N.F.	48.516	48.109	
	Daniel Rowland	462748	32	BMW 328is	D.N.F.	52.712+1	53.374	51.648	50.992+2	51.648	
STU	• Robert Pendergest	377486	77	Subaru STi	44.185	42.662	42.933+3	43.219+3	43.021+2	42.662	FFTD
STO8	• Lance Cochran	—	15	Mustang	55.295	51.581+1	53.480+1	51.827	54.226	51.827	
	Dustin Nead	—	83	Pontiac GTO	58.691	D.N.F.	57.252	57.057	53.383	53.383	
STO8L	• Suzanne Scott-Holmes	—	35	Camaro	58.722	57.703	55.548	54.155	53.499	53.499	
STO6	• Tianyu Lin	—	11	Subaru WRX	D.N.F.	D.N.F.	61.489	58.491	58.693	58.491	
	Chendi Cao	—	1	Subaru WRX	D.N.S.	D.N.S.	D.N.F.	61.277	61.050	61.050	
STO4	• Joel Stocksedale	—	14	Honda Civic Si	58.580+1	52.865	50.956	50.541	D.N.F.	50.541	
	Broc Ball	473599	11	Acura RSX Type S	51.057+1	49.789+2	D.N.F.	D.N.F.	52.298+1	53.057	
	Brent Pinnecoose	—	47	Volkswagen Scirocco	64.130	62.290	61.143	62.961	59.070+1	61.070	
ESP	• Rodney Walters	379225	35	Mustang	54.101	D.N.F.	52.636	52.500	51.306	51.306	
SMF	• Anthony Toben	—	10	Honda Civic	49.479	48.094	47.430	47.429	47.117	47.117	
	John Herrman	444355	8	Mini JCW Coupe	51.203+1	49.653	48.488	47.423	47.368	47.368	
FM	• Brad Smith	435735	88	Red Devil T89	42.125	41.831	40.706	40.214	D.N.F.	40.214	FTD
KM	• Srdjan Ortiz	469365	17	TrackMagic Diablo	43.917	41.468	41.317	41.299	41.974	41.299	
	Janner Ortiz	—	7	TrackMagic Diablo	D.N.F.	D.N.F.	49.135	D.N.F.	54.633	49.135	
	Artt Mann	236415	—	TrackMagic	54.017	60.064	56.783	50.129	49.635	49.635	
*	Brian Hagen	446910	25	—	43.929	D.N.F.	D.N.S.	D.N.S.	D.N.S.	43.929*	
*	Kevin Hagen	—	2	—	48.370	D.N.F.	D.N.S.	D.N.S.	D.N.S.	48.370*	
JA	• Conner Herrick	427054	98	Nelson Special	49.782	50.410	49.994	49.655	48.904	48.904	
JB	• Mason Herrick	427055	89	Santana	43.322	43.413	42.591	41.839	41.538	41.538	
JBL	• Samantha Terrill	454971	44	Margay Brava	60.155	56.936	52.581	51.901	51.773	51.773	
	Haylee Terrill	470365	64	Margay Cadet	63.704	63.832	62.979	64.549	60.717	60.717	

• = Trophy * = FunRuns, not for position FTD - Fast Time Of Day FFTD – Fast Fender TOD FL - Fast Lady



Membership Application

Dear Prospective SCCA Member:

To apply for a membership in the Sports Car Club of America, the world's largest motorsports enthusiast organization, please complete the form below and return, with payment, to SCCA Membership Department, P.O. Box 299, Topeka, KS 66601-0299.

PLEASE PRINT OR TYPE

Name _____ Birthdate _____

Address _____ Telephone _____

City _____ State _____ Zip _____

E-mail _____

Spouse Name _____ Birthdate _____

Child's Name _____ Birthdate _____

Child's Name _____ Birthdate _____

Primary Interest:

Please indicate the area of SCCA in which you plan to participate, or interests you the most. (please check only one box)

- Club Racing Time Trials/PDX Rally RallyCross Solo Vintage Pro Racing

Membership Dues:

(Includes Salina Region dues -- \$15 for individual members, family members including spouse are free with payment of National dues)

- | | | | |
|-------------------------------------|----------------------------|---|-------------------------------------|
| <input type="checkbox"/> Individual | \$80.00 | <input type="checkbox"/> New Club Racing Volunteer | \$30.00 |
| <input type="checkbox"/> Family | \$100.00 | (not an SCCA member in past 18 months, ask for details) | |
| <input type="checkbox"/> First Gear | \$45.00 (Age 24 and under) | <input type="checkbox"/> Military | \$45/\$65 (after rebate, see below) |

Amount Due

Membership Amount \$ _____

Weekend Membership #1 _____ -\$15.00

Weekend Membership #2 _____ -\$15.00

Referred by SCCA Member _____ # _____ -\$15.00

First / Last Name & Member Number REQUIRED

TOTAL DUE \$ _____

Salina

I will become a member in the region I reside in or place me in _____ region. By accepting membership in the SCCA and any SCCA Region I agree to conduct myself according to the highest standards of behavior and sportsmanship in a manner that shall not be prejudicial to the reputation of the Club or fellow members.

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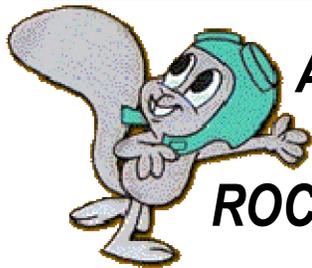
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ASSORTED NUTS FROM ROCKET J. SQUIRREL

—ROCKY ENTRIKEN

All racing is good. Whether it's four seconds or 24 hours, as long as it's two cars side by side, it's good. Road course, oval track or dragstrip, it's good.

From participant standpoint, I choose to turn left and right, and if I'm gonna be honest about it that's because it's where I started. If my first races had been a dirt oval or a dragstrip, I might likely be playing more on those venues.

But Formula 1 racer Clay Regazzoni said it: "To win is nice, to race is enough." So I've been doing this for 50 years now with no end in sight.

Along the way I've learned things about myself. A shy, non-athletic kid, I found here was a sport at which I could compete on an even level, I discovered an organizational talent which led to being able to take on leadership that I'd never have considered in my teen years. I found a social circle of like-minded individuals, a place where I could earn the respect of my peers, and even a profession where I could win my 15 minutes of fame.

All this from borrowing a ride in my brother's MGA on a Labor Day weekend in 1965 on an abandoned Long Island airfield, then coming home (then, Lawrence) and buying a little powder-blue British roadster that still sits in my garage today.

That first event was the Virgo Autocross. Host club was Team X, a by-invitation-only sports car club of which my brother Buck was a member. I'd been visiting Buck for two weeks upon returning home from a summer in Europe, and he took me to a "gymkhana" each weekend. The first two I just watched, the third I asked, tentatively, if he'd let me have a go. "Okay, but you won't beat anybody," he replied. I still have the flyer and the event results. We were in Class F, 21 cars, 10 MGAs along with seven TR2s and TR3s, a couple of Turners, an Alpine and an Alfa Romeo. Buck finished 5th, I was 11th. We only got two runs. After the first I was indeed last, 78 sec., but on the second I got a 67 and flew up the chart. Hooked! (Winning time was a 61.)

Back home I bought the Spitfire, then re-invigorated the moribund Jayhawk Sports Car Club, graduated from KU in '69, moved to Salina to become a reporter and editor at the Salina Journal, and re-invigorated the moribund Squires of Salina Sports Car Club. I joined SCCA in 1971.

I had written a piece about the 1972 Lake Afton Grand Prix sports car races and audaciously sent it to SCCA's Sports Car Magazine. Dang! They published it, and even found someone who shot photos. My career as a motorsports writer had begun. I also began a weekly motorsports column in the Salina Journal (otherwise I was a beat reporter, never a sportswriter).

I decided early on that doing the column meant I had to be conversant in all forms of motor racing. I decided to stick to cars, no bikes, boats or planes, but I came to realize that auto racing alone was as varied and disparate as all of the stick-and-ball sports. Road racing, drag racing and oval racing are as different from each other as baseball, football and basketball, and each had its different fans. Like the paper's sports staff who covered different things in summer, fall and winter, so also did I have to cover all varieties. This week, Formula 1. Next week, USAC midgets.

This led to opportunities to try other things. I tried drag racing a couple of times when our ECRA autocross site was a sanctioned American Hot Rod Association dragstrip (AHRA now long defunct). Turned out to be fairly good at it, running bracket drags anyway. Ran one race in the then-stock Spitfire, one in my 1971 Pinto (my first bought-new car!) both times with bogey times of high 17-something seconds painted on the window. I realized in bracket drags speed meant nothing, consistency was the key, and so it was a steady 30 mph clutch-shift-release, 50 mph clutch-shift-release, all the way to the final.

The final! Wow! I get about a 7-sec head start on some Ford with big rear tires and a shaker hood and I'm so excited my rhythm goes to hell. Clutchshiftrelease, zoom, clutchshiftrelease, breakout! Ran the quarter in a low 16-something and I lost. But from that I learned drag racing was not just gas-and-go, there is a discipline in it that must be mastered to do it well.

A few years later I had a chance to try an oval track. Not actual racing, but at least a chance to drive one of the top local cars around the Salina Speedway during the pre-race sessions to "pack the track." So first time down the frontstraight I'm thinking this is dirt and they slide, so I'd better start slowing down. I touch the brake and the car darn near stands on its nose. I'm all but parked in the middle of the straightaway. Egad, there's *traction!* I ran the car until the session checkered, trying (badly) to get the rear end to kick out in the turns, and gained a high appreciation of the skill it takes to get a dirt car around a lap. It ain't easy!

I got a taste of karting when a local fellow invited me to drive his machine in an IKF rookie race. International Karting Federation held races here at ECRA before Markley Road existed, and the idea was I'd drive the Saturday novice race and do a story for the Sunday Journal. I started on pole, because the pole was "won" by my owner being the first guy to get his kart to grid. But because of the way it was geared it was bog-slow getting off the line and I was about next-to-last out of some 20 karts by the time we reached the first turn. Once up to speed, however, the kart was a zinger. And by this time I'd been autocrossing my Spitfire for almost 10 years and had even done some SCCA road racing.

I found the IKF safety procedures appalling. Drivers would go off, then stand by their karts (in the impact zone) watching the race proceed. Me, I'm passing other karts left and right and was up to about third place when I went off into the tall and uncut. I just kept my foot in it to get back to the track when WHAM! I smashed into another kart hiding in the grass. By "tall and uncut" I mean over my head so no chance to see the other kart. Broke a bone in my hand, cut my arm, that was about it. Went back to the paper and wrote my story saying it was great fun until the sudden stop. Then Sunday it rained and the races were cancelled.

I'd do it again if opportunity offered. I've run indoor karts at a track in Omaha and twice at FasTimes in Indianapolis (where Indy Car drivers go). Super fun.

I've gone SCCA road racing as budget allowed. For years I considered myself just a Regional racer, and in 2006 and 2010 I finally won championships in my class. I decided in 2011 I needed, just once, to do a season of top-level National racing and go to the Runoffs. I calculated I needed 32 points from five races to qualify, ended up scoring 36 and finishing 3rd in the Midwest Division. I was the slowest qualifier (as expected) out of 20 cars in H Production at the Runoffs at Road America, but it was a wet race and I went out on my Hoosier Dirtstockers, picking off cars until I worked up to 11th. I would've gotten the Hard Charger award if the guy who started 12th hadn't made it to 3rd.

It's been a great half-century. Why quit now?

SCCA Membership notes:

The categories of SCCA membership are somewhat confusing. In order to be eligible for all the programs of SCCA you need to be a National member, which includes a "local" region of your choice. This becomes your Region of Record.

Normally your R.o.R. is the area in which you live, but it doesn't have to be. We have members who live in other Regions' territories, and some of those regions have members who live in our territory.

You may also join as many other regions as you like, paying their local dues for the purpose of winning local championship points, receiving newsletters and participating in their programs. These are "associate," "dual" or "secondary" memberships.

The final option is to simply pay local region dues, in which case you are merely a newsletter subscriber, and not eligible for Regional awards, Divisional points or to compete in major SCCA events.

Associate memberships are due now for the year 2015.

Associate memberships are for the calendar year provided your National membership is active. Join now, and your membership begins immediately and runs through 2015. Dues are \$15.00 for single memberships or family memberships (which includes spouse). Subscriptions are available for non-SCCA members also at \$15.00 per calendar year. Please send a check payable to the Salina Region SCCA, c/o The Write Line, 2731 Scott Avenue, Salina, KS 67401.

A code in the corner of your mailing label indicates status. A date (such as 03-16) indicates a Region-of-Record member expiring at the end of that month. A code such as A15 or FA15 indicates an Associate Member expiring at the end of that year. A month indicates a non-member who ran with us at that event or asked for a newsletter. Other codes refer to complimentary copies sent this year

You must be a member to enter SCCA events. There are several different types of membership available, including Regular, Family, First Gear (under 25) and Military, plus short-term Weekend Memberships (we charge \$5). For more information go to www.scca.com, www.salinascca.org or call Rocky at 785-827-5143 or e-mail rocky@spitfire4.com.



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