

The Write Line

The official newsletter of the Salina Region, SCCA



Greetings everyone!

The 2008 Nationals are over and we have had our first event since then. Bill had a conflict and couldn't fulfill being our Event Chair so Philip Munson volunteered to do it. He ended up working Sunday, so he too was unable to do it. Rocky stepped in and used segments from both of the Nationals courses to create a challenging, fun course. Thanks Rocky!

Rocky suggested I write about our experience at Nationals since this was our first time, so this will be a bit longer than normal. If you need a nap this might just do the trick!

We each had three runs in the Spitfire at our July event prior to participating at Topeka's Divisional in August to qualify for Nationals. This gave us the opportunity to re-familiarize ourselves with the site, facilities, etc. It was November of 2002 when we were last there for an SVT event. We also visited HPT and worked the road race this past Labor Day.

Mostly, we had only talked about going to the National Championships as spectators, just to see what it's all about, but never made it a point to schedule the time off to go. However, with an offer to co-drive Rocky's Spitfire, to boost the numbers in the GP class, we jumped at the chance to go to compete (I'm using the term "compete" loosely)!

There were a lot of familiar faces we have either seen at events, or conventions and many more new faces. Even with the larger crowd of folks and the many new faces, everyone was friendly and supportive, just as we have found at our small events. This tells you what kind of membership SCCA hails.

With such a large group of competitors, it was interesting to see how the whole event came together from registration, paddock, tech, grid, etc. At registration each competitor received a sticker to place on their helmets with their name and membership number, as well as a bar code which was scanned just before the car was driven to the start line. It was just like the hand held scanners used at the supermarket to scan the bar code on a box of cereal! Apparently this was something

new.

Nancy drove in the first heat with the other GP Ladies. (There were 2 other GPL drivers.) First heat was rather intimidating for her as a rookie at Nationals. She would have been more comfortable with a later heat so she could have gained more of a feel for how things are done. Her nerves were more settled the second day.

We had 15 GP drivers. The GP drivers were in fourth heat and there were some problems for us Tuesday, due to too many cars being sent out of grid towards the start. The grid workers weren't at fault. The prepared cars temperature gauges are kept under a watchful eye to avoid overheating and there are other mechanical problems which can arise. Some of the GP drivers experienced problems, but fortunately those issues were remedied so they could continue to compete both days. Rocky's Spitfire came through for all three of us without any issues.

FYI-Rocky has been to 100% of the National Championships and the Spitfire has been to all but one. The 100% status for Nationals is a pretty elite and small group. I believe Rocky told us there are now only 7 others remaining in that group.

REV'S continued...

Looking Ahead...

October 19

Octoberfest 19

East Crawford Recreation Area, Salina
Free entry to Salina Region members!

(Pre-registration opens October 10, 2008)

November 9

Solo

East Crawford Recreation Area, Salina

(Pre-registration opens October 31, 2008)

November 9

Business Meeting

Braum's, 656 South Ohio, Salina

Immediately following event

Current Information Phone

785-452-9711



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Salina Region 2008 Schedule

Oct 19	Octoberfast 19
Nov 9	Solo
Nov 9	Business Meeting, Braum's, S. Ohio
Dec 3	Business Meeting, 7pm, Jim's Chicken, Salina
All events at the East Crawford Recreation Area, Salina, KS I	

The Parade Lap

This is a space that will be a bulletin board for our members. If you have any tidbits or announcements that you would like to see in this space, please send them to *The Write Line*, 2731 Scott Avenue, Salina, KS 67401, or e-mail to sandy@spitfire4.com.

The Salina Region welcomes new Region of Record member **Stephanie King**, Salina.

Business Meeting 09-28-08

The Salina Region SCCA October meeting was called to order by R.E., Dennis Smith, at 5:30pm. Present were Jared Adamson, Rocky & Sandy Enriken and Dennis & Nancy Smith. The minutes were approved. The treasurer's report was reviewed in Teresa's absence. One item from WalMart-MiDiv for \$93.86 was marked with question marks on the Treasurer's report. Wichita Region had asked Sandy to get the party supplies for the registration reception for MiDiv, due to the person in charge from their region being unable to fulfill this duty. We should receive reimbursement from the Wichita Region for this item. The Treasurer's report was approved.

Old Business: There was no old business to report.

New Business: Rocky, as proxy for the September 7 & September 21 phone Midwest Division Executive Committee conference calls, reported that the schedules have been planned. He also reported that there is only one driving school scheduled for road racing which is scheduled in April. MiDiv Executive Steward Bob Eddy wants a second school, perhaps put on by the division. Rocky feels that every region should share the expense as per capita to cover all infrastructure costs not met by entry fees. He plans to propose this at the next conference call.

Motioned and seconded to adjourn the meeting.

Meeting adjourned at 5:55pm.

Minutes submitted by Nancy Smith, Secretary

Deadline for submissions for the November issue of *The Write Line* is November 12, 2008. Send your contributions to 2731 Scott Avenue, Salina, KS 67401, or to sandy@spitfire4.com.

I worked as one of the Safety Stewards in grid. With the distance from grid to the start there were folks with bicycles, however they are not to be ridden in grid. It was a little frustrating that there were some people who disregarded that rule. I am going to assume they probably forgot in the heat of the moment. Other than that, it was an enjoyable work assignment. The people I worked with were all pleasant and cooperative.

Nancy was a course worker. She was impressed at how fast her work assignment went, considering the number of cars in each heat. Of course, the choreography of three cars on course at a time was instrumental in keeping things moving quickly. Her fellow corner workers were a great group of people and she enjoyed her work assignment. She did tell me that she would like to have the work assignment of driving the sweeper car. They drive out to each work station to pick up the run sheets from each corner station after all drivers have completed each run. She thought that looked like fun because they zipped around pretty quickly. The need for speed!

The workers we had contact with during our driving heats were all very polite and accommodating. Again, a great group of people!

Out of the 15 GP drivers, Rocky placed 8th and I placed 11th. There was just a little over a second difference between my total times and Rocky's. That gives you an idea of how close the times of the drivers between us were! Nancy was third in GPL.....out of three. Even at that, her times were closer to the second place driver than the second place driver's times were to the champion. Nancy's total times were just a little over two seconds behind mine. So she beat the times of the same four guys that I beat.

The weather was absolutely gorgeous. No....perfect, and it stayed that way throughout the week. The sky was clear blue without a trace of a cloud for the days we were there.

There was an awards banquet Wednesday night, which we attended. The food was great and the winners for the first two days were all recognized. A photographer had pictures to purchase, with the event name and dates printed on them, which included an acrylic frame. Because this was our first experience at Nationals, we splurged. We had to get back so we drove home Wednesday night after the banquet. Therefore we didn't get to stay to watch the Thursday and Friday competitors. Hopefully that's something we can look forward to another time.

We went to boost the GP class numbers and to fully enjoy a National Championships experience. We succeeded in meeting both of these goals. The unexpected icing on the cake was actually beating other GP driver's times!

This was the last Nationals to be held in Kansas, at least for awhile. From what we understand, the 2009 location is to be announced in October. We heard the rumors of the next location, but won't let the cat out of the bag. If you ever have the opportunity, we recommend you don't hesitate. It's an experience we'll never forget. Thanks again, Rocky for presenting this opportunity to us and entrusting us to drive your Spitfire!

Our Mustang has not been running the best the past few events. I finally had time to work on it Saturday evening prior to the September 28th event. I didn't fix the problem and was concerned that it may have something to do with the computer. I have talked to two different mechanics who both think it could possibly be a burned valve. I need to run a compression test to find out. We may be driving something else to Octoberfest. We hope to pick it up this weekend. I'll leave it at that for those of you who haven't already heard what it is we're getting.

Until next month have fun playing cars!

Dennis Smith, R. E.

Halloween Safety - Important!

1. When it appears that you have killed the monster, NEVER check to see if it's really dead.
2. Never read a book of demon summoning aloud, even as a joke.
3. Do not search the basement, especially if the power has gone out.
4. If your children speak to you in Latin or any other language, which they should not know, shoot them immediately. It will save you a lot of grief in the long run. However, it will probably take several rounds to kill them, so be prepared. This also applies to kids who speak with somebody else's voice.
5. When you have the benefit of numbers, NEVER pair off and go alone.
6. As a general rule, don't solve puzzles that open portals to Hell.
7. Never stand in, on, or above a grave, tomb, or crypt. This would apply to any other house of the dead as well.
8. If you're searching for something, which caused a loud noise and find out that it's just the cat, GET OUT NOW!
9. If appliances start operating by themselves, do not check for short circuits; just get out.
10. Do not take ANYTHING from the dead.
11. If you find a town, which looks deserted, there's probably a good reason for it. Don't stop and look around.
12. Don't fool with recombinant DNA technology unless you're sure you know what you're doing.
13. If you're running from the monster, expect to trip or fall down at least twice, more if you are female. Also note that, despite the fact that you are running and the monster is merely shambling along, it's still moving fast enough to catch up with you.
14. If your companions suddenly begin to exhibit uncharacteristic behavior such as hissing, fascination for blood, glowing eyes, increasing hairiness, and so on, kill them immediately.
15. Stay away from certain geographical locations, some of which are listed here: Amityville, Elm Street, Transylvania, Nilbog (you're in trouble if you recognize this one), anywhere in Texas where chainsaws are sold, the Bermuda Triangle, or any small town in Maine.
16. If your car runs out of gas at night on a lonely road, do not go to the nearby deserted-looking house to phone for help. If you think that it is strange you ran out of gas because you thought you had most of a tank, shoot yourself instead. You are going to die anyway, and most likely be eaten.
17. Beware of strangers bearing tools. For example: chainsaws, staple guns, hedge trimmers, electric carving knives, combines, lawnmowers, butane torches, soldering irons, band saws, or any devices made from deceased companions.
18. If you find that your house is built upon a cemetery, now is the time to move in with the in-laws. This also applies to houses that had previous inhabitants who went mad or committed suicide or died in some horrible fashion, or had inhabitants who performed satanic practices.
19. Dress appropriately. When investigating a noise downstairs in an old house, a woman should not wear a flimsy negligee. And carry a flashlight, not a candle.
20. Do not go looking for witches in the Maryland countryside.

HAVE A SAFE AND HAPPY HALLOWEEN!!

~ elements of nationals ~

"Work is the curse of the racing class." I'm paraphrasing Marx here, Groucho, not Karl. But it kept two members who'd originally volunteered to chair our September event from carrying through. So standing out on the ECRA site on an early Sunday morning, I started out just throwing cones and then thought, why not throw in a few elements from the Nationals courses we'd run last week?

Roger Johnson from Houston is regarded as the guru of course design in SCCA solo, and Karen Babb of Seattle is his chief disciple. Between them these two have probably done more Nationals courses than all the other designers put together over 36 years. This year Roger did the parking lot-style West Course and Karen did the airport-style East Course. Both courses started out with that left-right opening with which ours began.

The 1-2-3-2-1 slalom was the opening element of Roger's design. The fencerow slalom that followed was also his, even to the bend between the third and fourth fencerows. Next on Roger's course came the "Wave at Mom Turn" which at Nationals was the showcase turn right in front of the spectator grandstands. And then that tight pull-in that followed which he called "The Oops turns (Shouldn't have waved!)"

Shifting over to the Babb design, the double-gate turns and the far-end turnaround came from her course, as did the long slalom. From Roger's again came the Typical Texas Turn (his was more open), and then the pair of 3-cone slaloms which came from Karen's course, including the lone Kenny cone at the end just before the finish (On her course, at least before cars began running, that cone actually bore a little portrait of Kenny McCormick, the perpetual fatality victim on the cartoon "South Park.")

Of course, since it was all done from memory, the various elements were all approximations of what we'd seen on the Heartland Park solo pad some 10 days earlier.

This turned out to be our biggest event of the year so far with 42 cars on the lot. With five guys in the two KU cars that came plus two more in the K-State car, FSAE was our biggest class. Jared Anderson stomped everyone there, even beating out all the fun-run times with his 41.297 FTD.

Only two non-FSAE cars, both Corvettes, were even able to get into the 40-second range -- David Green in Super Stock taking FFTD with an indecently quick 47.756 and Jim Harrison's BSP winner at 49.107. Mark Hill in AS and Brian Meyer in STU both got 50-second runs and then three drivers in the 51-second bracket. Closest class of the day was the

five-car STO, where Dennis Smith outran Robert Clapp by 1.237 seconds.

A couple of mother-son contests developed, the closest being in the Reed family where Jim took a bit of a handicap running the family's F Stock Firebird against mom Cindy in the Super Stock Z06, but the youngster was only 0.264 behind. Evan Pistora was out against mom and dad in their STS BMW 325is, 2.5 seconds behind mother Teresa but still a trophy 2nd place in the 5-car STS class. -- *Rocky*

* * *

Next event is our annual Octoberfast, 19 years running this course done by Dave & Jo Richards. It's the same course every year, almost. Dave has a map, it's alleged, but it's not to scale, and the cones aren't marked so it seems to go down a little different each year. However, for those who found the "Elements of Nationals" course a bit complex, this one is quite the opposite in its simplicity -- up one side and down the other, no crossovers, easy to follow. But it is, after all, OctoberFAST! Still within the letter of the solo safety rules, but you get to let your Yeehawwww out.

* * *

Points Standings

The points below are revised to include only those eligible for Salina Region's championships now. All non-members who'd been listed up to now are deleted. To be eligible, a driver has to be a Salina Region member before October 1.

Those who are Associate Members (Region of Record in another Region), are still full-fledged members in our Region, the only difference is that our associate memberships are based on the calendar year. As long as you maintain SCCA national membership, your Salina Region membership is good through Dec. 31. If you haven't already done so, you need to renew for 2009. Anyone joining Salina Region now through the end of the year is paying our 2009 dues and you get a couple of extra months in the bargain.

Region of Record members (your SCCA membership card says you're in Region 110) expire and renew on SCCA's schedule.

Points below show the best of 10 events (only one driver so far has 10). This includes the June Divisional held here, and Nationals. To qualify for year-end awards, a driver must run at least four local events -- the asterisk by the points indicates those who have done that.

The Wild Car-d award is for people who drive in three or more classes but don't qualify in any of them.

Salina Region Solo Championship • 2008

• SALINA REGION MEMBER

Points following Elements of Nationals

* HAS RUN THE MINIMUM 4 LOCAL EVENTS

SS	Alan Reed •	* 54
	John LaRondeau •	8
SSL	Cindy Reed •	36
AS	Bill Dayton •	* 90
	Mark Hill •	22
	Jim French •	10
BS	Bart Anstaett •	12
CS	John LaRondeau •	20
	Joe Silva •	11
CSL	Ann LaRondeau •	21
DS	Bryan Jones •	31
ES	Lloyd Hull •	* 48
FS	Jim Pernice •	* 69
	Jim Reed •	33
	Don Knop •	15
GS	Abner Perney •	* 60
	Joe Silva •	10

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 have been stripped. Associate Memberships are for the calendar year. Associate Memberships received Oct. 1 or later are good for the following year.

	Walter Day •	9	Stephanie King •	* 39	Nancy Smith •	* 74
GSL	Ann LaRondeau •	9	Julie Avard •	11	Barry Stockinger •	* 63
HS	Joe Silva •	24	STS2 Jared Adamson •	* 51	Robert Clapp •	21
	Barry Stockinger •	24	Nick Deneault •	12	Bill Dayton •	9
STS	Steve Pistora •	* 48	Jason Adamson •	6	Rodney Walters •	7
	Evan Pistora •	* 36	STS2L Stephanie King •	24	Ryan Heller •	6
	Jason Adamson •	19	STX Rodney Walters •	* 79	Jason Adamson •	4
	Bart Anstaett •	12	Lori Walters •	9	Lori Walters •	4
	David Avard •	10	STXL Lori Walters •	36	BSP Jim Harrison •	* 53
	Jared Adamson •	6	STU Ed Vega •	* 52	FSP Bill Preheim •	* 60
STSL	Teresa Pistora •	* 48	STO Dennis Smith •	* 90	SM Phillip Munson •	* 102

	David Boss •	* 39
	Lloyd Hull •	7
GP	Rocky Entriiken •	* 120
	Dennis Smith •	4
GPL	Nancy Smith •	7
FSAE	Nick Deneault •	37
F125	Ryan Heller •	16
Wild	Nick Deneault •	49
	Lori Walters •	† 49
	Joe Silva •	† 45
	Ann LaRondeau •	30
	Jason Adamson •	† 29
	John LaRondeau •	28
	Bart Anstaett •	24
	Ryan Heller •	22

† in Wild = has driven 3 classes

Salina Region at the Solo Nationals

Fifteen Salina Region members competed in the Solo Nationals this year, but only one came home with a trophy. Mark Hill, to put his 13th place in perspective, was in the event's largest class at 58 cars!

Fifty-eight cars in one class! That's more than a whole event for us. Super Stock had 57 -- egad, that many autocrossers go for big-bucks cars like the Z06, Elise and Cayman??? All in all, 1069 drivers from ... well I didn't count to see if it was every state in the union but both Alaska and Hawaii were represented, plus at least four Canadian provinces.

Salina Region tied for 2nd as bringing the most rookies. We had 3 (so did Mississippi Region at the other far corner of MiDiv). No. 1 was Badlands Region in North Dakota, mostly a bunch of Canadians from Manitoba, with nine rookies.

Ours were Ryan Heller, who's gone off to college in Texas but came up to do Nationals. Sorry that I never got a chance to stop by the F125 grid to say hi. Dennis and Nancy helped GP reach the rulebook limit of 17 cars to maintain national class status. We'll credit them with saving the class for another three years. Without them, GP/GPL would not have made the magic number for a third consecutive year

and we'd be getting the hairy eyeball from the Solo Board. Maybe we can get the rule changed before the issue comes up again. Meanwhile, they seemed to really enjoy the ride. How much? Stay tuned!

Trophies

Mark Hill - 13th AS, Honda S2000

Others

Ann LaRandeau - 3rd GSL, Mini Cooper S

Nancy Smith - 3rd GPL, Spitfire Mk. 1

Julie Avard - 5th STSL, Honda Civic Si

Rocky Entriken - 8th GP, Spitfire Mk. 1

Nick Deneault - 8th FSAE, Wichita State

Jim Harrison - 11th BSP, Corvette

Dennis Smith - 11th GP, Spitfire Mk. 1

Joe Silva - 13th GS, Mini Cooper S

Ryan Heller - 14th F125, Margay Brava

David Avard - 21st STS, Honda Civic Si

Walter Day - 23rd GS, Volkswagen GTI

Don Knop - 25th FS, Shelby GT350H

Jim French - 41st AS, Corvette

John LaRandeau - 49th SS, Porsche Cayman S

The ADVENTURES of RAYMOND the CAT

By Joe DeLuca

