

The Write Line

~ June 2015 ~



Bob Lambert, CAM-T Plymouth GTX (Lizzie Enlow-Brown photo)

The official newsletter of the Salina Region SCCA

Regional Executive Views

Graduation. It's that time of year. Connie and I will be traveling to both high school and college graduation ceremonies for family in the near future, and as a result we will be in Texas during our Mirror Khana. Sometimes our schedule choices are made by powers beyond our control. Such is life.

The Mirror Khana is a decades-old Salina Region tradition, first run in 1973. Timing and scoring is not accomplished with clocks. Winners are decided by being the first to return to the finish line. The course is a tried and proven clockwise loop with a common finish line across both the northbound and southbound legs close to the middle of the loop. The northbound car is at the start line on the west side, a short distance south of the finish line, and across the track on the east side, the southbound car is at a starting line the same distance from the finish line.

When the starter gives the signal, both competitors run one complete lap of the course returning to the finish line where they started. Scoring judges are on each side of the course observing the common finish line to watch which car crosses the line first. Simple. There actually have been finishes so close they were called a draw, and a re-run was needed to determine the

winner. This is a double elimination event, so everyone gets a chance to recover from a loss. Connie and I wish we could be there, we hope you will attend, compete, and share in the fun.

On the 10th of May, Connie and I traveled to Yoder to autocross in the rain. The old airport runways at Yoder are flat, no crown down the middle like we are used to at Salina's East Crawford Recreation Area old airport runway. The result is standing water, puddles to splash through. Connie and I were one of three couples driving Mazda Miatas in C Street and E Street classes. Post-event all six of us got together for a late lunch and lively conversation. Great fun!

Recently, while reading the Solo Rules book, I discovered that upgrading the brakes on our FSPridget [an Austin Healey Sprite/MG Midget in FSP -Ed.] is an option. The only thing you can't do is install smaller brakes. Since the Midget's brakes are already really small, I reasoned bigger brakes would be better. When scouring the internet, I discovered that Wilwood makes a plethora of wonderful, adaptable, bigger/better brake parts. Decisions, decisions. This is not speeding up the FSPridget assembly process. Stay tuned.

—Bill Preheim

R.E. Salina Region, S.C.C.A.

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~ ~ Next Events ~ ~

Mirror Khana XXXVII - June 7

East Crawford Recreation Area

Pre-register - www.salinascca.com – NO WALK-INS

Registration/Tech/Coursewalk - 8-9 a.m. ~ Driver's meeting - 9 a.m.

Practice, two runs each - 9:30-noon (approx.) ~ Competition Immediately following

This is a special event, two cars head-to-head on a full-loop course

That other guy is the only one you have to beat ... this time

Artt Mann will be cooking up his special BBQ. \$5 donation.

**Next
Business Meeting**

June 7

After Mirror Khana

**Legends Bar & Grill
Quality Inn
W. Crawford & I-135**

*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>
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 Enriken

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.

Rules for life

by Bill Gates

- RULE 1 - Life is not fair – get used to it.
- RULE 2 - The world won't care about your self-esteem. The world will expect you to accomplish something BEFORE you feel good about yourself.
- RULE 3 - You will NOT make 40 thousand dollars a year right out of high school. You won't be a vice president with a car phone, until you earn both.
- RULE 4 - If you think your teacher is tough, wait till you get a boss. He doesn't have tenure.
- RULE 5 - Flipping burgers is not beneath your dignity. Your grandparents had a different word for burger flipping – they called it opportunity.
- RULE 6 - If you mess up, it's not your parents' fault, so don't whine about your mistakes, learn from them.
- RULE 7 - Before you were born, your parents weren't as boring as they are now. They got that way from paying your bills, cleaning your clothes and listening to you talk about how cool you are. So before you save the rain forest from the parasites of your parent's generation, try delousing the closet in your own room.
- RULE 8 - Your school may have done away with winners and losers, but life has not. In some schools they have abolished failing grades and they'll give you as many times as you want to get the right answer. This doesn't bear the slightest resemblance to ANYTHING in real life.
- RULE 9 - Life is not divided into semesters. You don't get summers off and very few employers are interested in helping you find yourself. Do that on your own time.
- RULE 10 - Television is NOT real life. In real life people actually have to leave the coffee shop and go to jobs.
- RULE 11 - Be nice to nerds. Chances are you'll end up working for one.

SCCA Memories

Mirror Khana XVI (1990)

By Ellen Zitzlsperger



Mirror Khana, for those of you who aren't familiar with the event, is where people race people, not clocks. It is a double elimination event that has been held for 30 years in Salina, Kansas. Mirror Khana is a unique course with two parallel starting lines where one car starts by going north and one starts by going south. Whoever gets back to their starting line first, wins.

In 1990, Nebraska Region was 27 strong at the event. The event was plagued (as some events seem to be) with mechanical issues. E.J. Poss had issues with not only his Pantera (turned out to be a fuse) and also with his tow vehicle. I don't remember what the issues were with other drivers like Mark Walker and Dave Zitzlsperger, and no doubt a few others who had problems, but I remember clearly the problem with Don Knop's Shelby.

Don went out on his first round in the preliminaries Sunday morning and the next thing we knew he was stopped on the course, out of the car, and on his hands and knees peering under the front end. There had been a loud *SNAP!* and it turned out that a lower control arm and motor mount bracket had broken.

At least a dozen people went running out onto the course to his aid. Then someone ran back to get a wheeled jack, put it under the left front, and the group slowly pushed the Shelby off the course and back to

the pits. It looked more like they were an honor guard escorting a fallen friend rather than just some friends pushing a broken car.

If Don had taken the next (90 degree) corner, the wheel might have buckled under, and that beautiful car might have landed on its shiny black nose. The look on Don's face as the procession entered the pits was more like a parent looking at his child ... a child with a broken arm. There was surely no way to fix it in time to go on running and he had obviously lost the first round already. (Remember this is a double elimination event.)

Rocky Entriiken (the event master) got on the P.A. and told Don to grab another car and motor on. I walked over to Don and held out the keys to my Mustang which was in the same class as his car (although I would have told you it didn't have nearly the class that the Shelby had when it was just sitting still).

I wasn't the only person with keys in my hand, but after a lot

of contemplating of all the options he had, to my surprise, Don picked my car to finish his runs.

Keep in mind that Don had driven my car twice before during the previous year – once in a fun run and once at a Solo school and that time only in the slalom section. The difference between his Shelby and my Mustang were as different as their colors – black and white. He even had to borrow numbers to use since his white numbers didn't show on my car. There were 23 years of technological difference in the two cars, not to mention that his Shelby was a coupe and a stick, while my Mustang was a convertible and an automatic.

That didn't stop Don. He managed three quick wins in my car

to finish the preliminaries and qualify for the finals. I will say it every time someone says that someone else has a better car than they have. It's NOT the car, folks. It's the driver!

Once the preliminaries were over there was time before the finals to worry about the Shelby. Maybe there was time to fix it? They loaded it into Bob Woodhouse's trailer and took it to a Salina Region member's shop where they thought maybe they could do something. Sadly, this wasn't the movies. When the car came back under its own power, we all hoped for the best but it had been spot welded good enough to limp it home, not fit enough to let it run the event.

So, Don went to the finals in my car. First, he beat Mark Alft. Not an easy thing to do. Next, John LaRandeau went up against Dana Moore (both in Camaros) and it was so close, a lot of us thought maybe the final would be John versus Don. Dana won. Then Don ran against Dana, and I feel obligated here to point out that if Don had been smart, he would have borrowed Dana's car instead of mine. Don won. The final

was Don versus Rob Pickrell, and ... it was not to be.

At Mirror Khana it is people versus people, not people versus clocks. But at Mirror Khana XVI in 1990, there wasn't a person there that didn't cheer themselves hoarse or somehow help Don with his movie-worthy fairy tale ride to an "almost" victory. Second in a 14-car class is not a bad finish. It couldn't have happened without someone to loan him a car to drive, someone to loan him numbers, someone to loan him a wheeled jack, someone to loan him a trailer, and someone to loan him his shop, along with his welding skills, and all of the Nebraska Region entrants to cheer him on!

John LaRandeau and I saw that Don limped safely home. Almost 25 years later, I'm delighted to see that occasionally Don still brings that proud black beauty out to events.

—From Nebraska Region's "Exhaust Notes"

MIRROR KHANA XXXVII

How it works: One car lines up headed south, the other headed north. Both drive the full course. First one back wins.

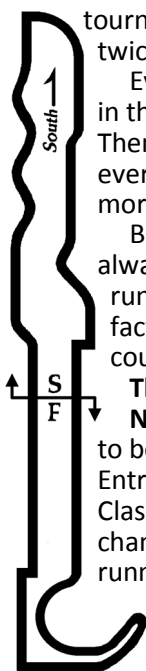
The event is a double-elimination tournament format, you must lose twice to be put out of the contest.

Everyone gets two practice runs in the morning, one each direction. Then the double-elimination means everyone has at least four runs, more if you win matches.

Brackets are set up so a driver always has as many competition runs as his opponent, bye runs are factored in to equalize times on course.

This event requires pre-entry. No walk-in entries. It's necessary to be able to set up the brackets. Entries are grouped to create larger Classes for the brackets, but championship points are scored as if running only in their own class.

Arrive early. Registration, tech and coursewalks at 8 a.m., driver's meeting at 9 a.m. and practice right after. Competition runs commence around noon.



SLALOM CITY

Sometimes autocrossers will go look at a course design and wonder who designed this mess? Sometimes a first-time course designer will create elements that may not end up much fun. And sometimes people just go drive it anyway and discover it was far more entertaining a challenge that at first it may have seemed.

Your esteemed editor will admit to being guilty of just such thoughts, and I'm a pollyanna who declares there are no bad courses (first goal is to win my class, and my competitors have to drive the same course I do so I try not to "beat myself" before turning a wheel.)

What I discovered in Clint Holmes' first-ever course design was that it flowed far more smoothly than I expected. That opening slalom, 60-foot centers, yes, but seriously outset, actually flowed very nicely. The real trick was maintaining the rhythm for the entire length. The 45-footer just after the turnaround was not as tight as I feared. And the 70-footer before the finish was a romp. Even the pin turn between the last two slaloms was set inside a generously spacious box (get used to it, the upcoming 37th running of the Mirror Khana next month has a very similar 180).

The multiple, and lengthy slaloms put a real premium on precision and rhythm, but you still had to be aggressive to get a quick time.

Slaloms breed pylon penalties, collecting one in a slalom is not unusual and with this many slaloms 28 of the 36 drivers found one somewhere. For most it was maybe one on a run or two. But then three drivers

clobbered cones (or got a DNF) every run. And three more caught cones four out of their five tries. Then again, they were outnumbered by the nine drivers who ran the whole day clean (I was one of them and how that happened I don't know, the Kenny Cone at the end of the 45-foot slalom was just begging to be smacked! And only a recovery loop on my first run prevented a DNF).

Only six drivers were able to get below 66 seconds, led by Monte Rans' FTD at 63.308 sec to win STS in his new-to-him Honda CRX Si. And that was more than a full second better than second-quick, Bill Preheim's ES-winning 64.4

There was a 56.8 by Brian Hagen in his unnamed K-Mod kart, but that time doesn't count because the kart doesn't meet rulebook spec yet so Hagen was just fun-running. Fast Lady fell to Nancy Smith's Subaru at 66.909.

The closest class was also one of the two largest at four cars each. That was F Street with Radlee Bien's "synergy green" Camaro holding off Jim Hund's Cadillac CTS by 0.425 sec.

Almost as close was the Mustang mayhem in STO8 where James Lewis and Steven Schrag just about matched run for run, with Lewis ending the day 0.475 quicker.

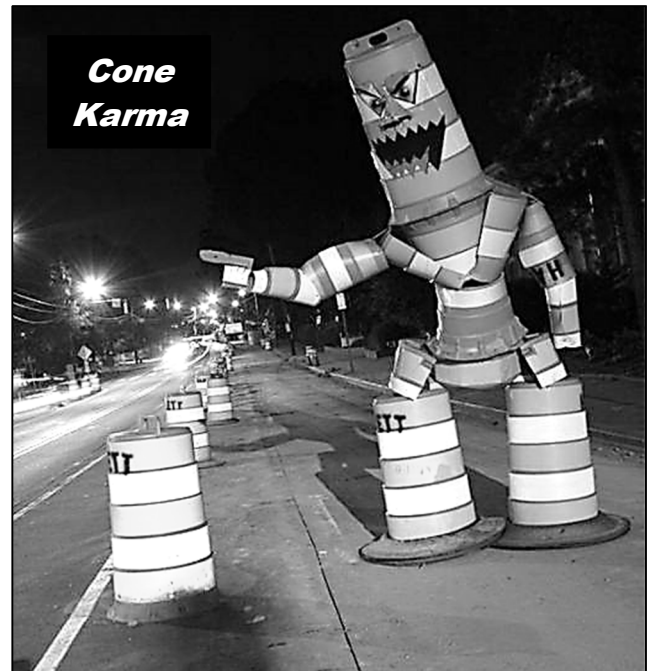
The other 4-car class was STO6, and in this one Hector DeLeon's Lexus came out on top by a 2¼ sec margin.

—Rocky Entriken

7 Things That Performance Drivers Do (That No One Else Does)

1. They look beyond the car in front of them.
2. They use the brakes for more than just slowing down - they use them to manage the balance of the car.
3. They focus their vision on the End-of-Braking point when approaching corners.
4. They use their throttle to manage the weight balance of their car, managing its handling characteristics.
5. They look for the apex of every corner, whether on the track, a city street, freeway off-ramp, or mountain highway.
6. They think about their driving, and how they can improve it.
7. They enjoy driving!

SPEED SECRETS
SpeedSecrets.com



There is some disagreement with No. 3, from those who suggest that performance drivers focus their vision not at an end-of-braking point, but rather through the turn to its exit and, thus, to the point where they resume the accelerator.

SLALOM ♦ CITY

Salina Region SCCA ~ May 3, 2015 ~ ECRA, Salina

Class	Driver	Mem.	Car	Make	Run 1	Run 2	Run 3	Run 4	Run 5	Best	
AS	• Ken Kennedy	370024	68	Corvette	66.626	66.112	65.667+2	66.000	66.095	66.000	
CS	• Steve Swartz	424572	77	Mazda Miata MX5	68.3748	66.903	66.525+1	68.121	67.587	66.903	
DS	• Dennis Smith	301907-1	6	Subaru Impreza WRX	66.943+1	66.785+1	67.646+1	65.414	65.637	65.414	
	Bill Dayton	262179	66	Chevrolet Cobalt SS	65.563+4	67.087+1	66.135+1	65.536+1	67.542+1	67.536	
DSL	• Nancy Smith	301907-2	9	Subaru Impreza WRX	69.007	68.022	67.422+1	67.385	66.909	66.909	FL
ES	• Bill Preheim	226858	1	Mazda Miata	64.702	64.012+1	64.424	64.706	64.617+1	64.424	
	Rocky Entriiken	19814-1	4	Mazda Miata	74.000	67.134	66.386	65.731	66.138	65.731	
	Randy Puls	474644	8	Mazda Miata	76.505	75.784	73.887	72.573	70.893	70.893	
ESL	• Connie Preheim	411440	11	Mazda Miata	75.376	76.386	75.131	73.904	72.681	72.681	
	Susan Puls	474645	33	Mazda Miata	79.838+1	82.746+1	80.000+1	81.007	78.102	78.102	
FS	• Radlee Bien	431468	65	Camaro SS	67.973+5	68.584	69.401+1	67.084+1	69.262	68.584	
	• Jim Hund	—	11	Cadillac CTS	74.366+1	69.569	70.483	69.778	69.009	69.009	
	Clint Holmes	484776	17	Camaro Z28	75.210	70.672	71.690	73.390	70.201+2	70.672	
	Abner Perney	109784	5	BMW 525i Sport	74.611	73.931	72.581	73.813	73.559	72.581	
GS	• Tim Harmon	196860	51	Ford Focus ST	65.598+1	64.781	64.123+1	63.993+2	65.819+3	64.781	
	Christopher Hund	—	9	Dodge Charger	74.307	73.715	74.046+1	71.132	70.373+1	71.132	
STF	• Jacob Lynn	473043	77	Chevrolet Sonic RS	D.N.F.	66.357+1	67.655+1	66.386	D.N.F.	66.386	
STS	• Monte Rans	412198	34	Honda CRX Si	63.308	63.524+1	64.189	63.705	62.800+1	63.308	FTD
STX	• Daniel Rowland	462748	32	BMW 328is	67.977	67.453	67.429+1	65.794+1	66.979	66.979	
	Garrett Boillot	484055	77	Lexus IS300	82.531	76.073	74.598	73.743	71.224	71.224	
STO8	• James Lewis	—	9	Mustang GT	71.411	68.937+2	68.311	67.022	67.087+1	67.022	
	Steven Schrag	—	—	Mustang	69.590	68.884	67.764	67.497	67.129+2	67.497	
STO8L	• Suzanne Scott-Holmes	484775	35	Camaro Z28	79.293	74.695	75.009+2	73.270	74.086+1	73.270	
STO6	• Hector DeLeon	—	21	Lexus RC	76.616	70.318	70.027	70.379	68.804	68.804	
	• Geoff Bradbeer	—	25	Camaro	76.206	72.201	70.208+1	71.060	D.N.F.	71.060	
	Kyle Huddleston	—	47	Mustang	D.N.F.	75.874	72.700	72.731	71.629	71.629	
	Victor Kinderknecht	—	74	Mustang	D.N.F.	74.809+1	73.543+1	74.180+2	70.863+1	72.863	
STO4	• Broc Ball	473599	11	Acura RSX Type S	67.693	65.056	64.515	64.528+1	64.520+2	64.515	
ESP	• Rodney Walters	379225	35	Mustang	71.452	71.188	70.541	69.525	69.865	69.525	
	Lewis Hudgings	—	3	Mustang	76.239	72.873+2	72.717	71.538+1	71.258	71.258	
CAM-T	• Bob Lambert	131970	11	Plymouth GTX	69.422+1	70.939	68.316	70.828	70.921	68.316	
XP	• James Cahill	282258	5	Chevrolet Cavalier	65.348+3	65.369+1	66.897+2	66.532+4	66.961	66.961	
	Douglas Patterson	444065	15	Chevrolet Cavalier	75.692+1	73.040+1	72.971+2	70.338+7	D.N.F.	75.040	
KM	• Artt Mann	236415	—	TrackMagic	73.281	70.451	69.415	66.762	D.N.S.	66.762	
*	Brian Hagen	446910	25	—	63.324	56.819	56.953	D.N.F.	D.N.S.	56.819	*
JBL	• Haylee Terrill	470365	64	Margay Brava Cadet	87.247	85.073	81.793	83.556	79.272	79.272	

- = Trophy

* = FunRuns, not for position

FTD - Fast Time Of Day

FL - Fast Lady

SALINA REGION SOLO CHAMPIONSHIP• 2015

- SALINA REGION MEMBER

Points following Slalom City

* HAS RUN THE MINIMUM 4 LOCAL EVENTS

SS-R	Fred Johnson•	31	<div>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.</div>											James Cahill	12	
	Frank Wietharn	12												Douglas Patterson	9	
AS	Jim French•	9												Ruth Hensleigh	24	
	Ken Kennedy•	33												FM	Brad Smith	12
	James Green	12												KM	Srdjan Ortiz•	36
	Joey Green	7		Artt Mann•	19											
BS	John LaRandeau•	36	FS	Radlee Bien•	* 45		Craig Carlson	9		Ronald Roesler	2		Janner Ortiz	9		
	Ryan Estes	18		James Hund	30	STU	Robert Pendergest	12	STO4	Broc Ball	33	JA	Conner Herrick•	12		
BSL	Ann LaRandeau•	36		Clint Holmes•	16	STO8	James Lewis	24		Brent Pinnecoose	14	JB	Mason Herrick•	12		
CS	Steve Swartz•	24		Abner Perney•	13		Lance Cochran•	12		George Roloson	12	JBL	Haylee Terrill•	33		
DS	Dennis Smirh•	* 45	GS	Tim Harmon•	12		Dakota Campbell	9		Joel Stocksdale	12		Samantha Terrill•	12		
	Ron Williams	12		Christopher Hund	9		Dustin Nead•	9		Wesley Cantrell•	9	Wild	Lance Cochran•	25		
	Bill Dayton•	9	HS	Russell Blume•	12		Steven Schrag	9		Daryl Robles	9		Abner Perney•	25		
DSL	Nancy Smith•	* 48	HSL	Laney Blume•	12	STO8L	Suzanne Scott-Holmes•	* 48		David Vargas	6		Christopher Hund	19		
ES	Rocky Entriken•	* 40	STF	Jacob Lynn	12	STO6	Hector Pena DeLeon	24		Steve Crispin	5		Dustin Nead•	18		
	Bill Preheim•	31		Greg Reno	12		Adam Mounivong•	21	ESP	Rodney Walters•	* 48	†	- has run 3 classes			
	Randy Puls•	26		Jeremy Salenius	9		Victor Kunderknecht	19		Lewis Hudgings	9					
	William Knudsen•	18		J.Douglas Patterson	7		Geoff Bradbeer	14		Dustin Nead•	9					
	Lance Cochran•	13	STS	Monte Rans•	* 48		Kyle Huddleston	13	CAM-T	Bob Lambert•	12					
	Jared Adamson	6	STX	Daniel Rowland	28		Tianyu Lin	12		Abner Perney•	12					
ESL	Connie Preheim•	* 45		Gavin Cumming	24		Christopher Hund	10	SMF	Anthony Toben	12					
	Susan Puls•	25		Charles Wilson•	12		Chendi Cao	9		John Herrman	9					
	Caitlyn Entriken•	12		Garrett Boillot	9		Tami Goltz•	7	XP	John Hensleigh	24					

LIVING LIFE SOLO ~ PART 1

Why I live my life solo.

When I say I live my life solo I actually mean the exact opposite. I have hundreds maybe a thousand friends across the country that are ready to support me on a whim. Okay, so what does it mean to live my life Solo? It means I compete in SCCA Solo events. Events with 1200 of my best and closest friends from one end of the country to the other.

What is a solo event? A Solo event is an exercises in precision vehicle control, performance and handling. Courses ranging between 25 and 80 seconds long are temporarily set up on old runways, stadium parking lots, mall parking lots and any other expansive piece of asphalt or concrete. These sites are traditionally anything more than six to eight acres. Each competitor is given the opportunity to walk the course and get familiar with it before driving it. You typically get anywhere between three and six runs on the course (though some regions and events will give you more). These events range from low pressure practice events and test-n-tunes (typically you can get 25 runs or more – essentially run-'til-you drop); moderate pressure (regional points events) and high competition events such as Pro Solos, Championship Tours and Match Tours. Along with high pressure high competition events such as the National Championships in Lincoln, Nebraska.

Let's break each one down....

A practice event or a test-n-tune are events that are not scored. Usually you can take as many runs as you want. You just have to sign up for a work assignment (typically between 45 and 90 minutes). Some people have managed to take as many as 60 runs on a day! That's a lot of seat time and enough to make your arms sore! You are also granted the time to make as many changes that you would like to make at these events. Play with alignment, springs, shock settings and sway bar adjustment. Get familiar with what each change does to your car. This is a valuable tool for someone who wants to learn more about the dynamics of their car.

A regional points event is a scored event put on by your region. You make your runs and depending upon your performance, you'll get points towards a year-end championship (for region members). Some regions even offer trophies at the end of each individual event.

Now, we get into the Nationally run events. This is where the real competition (and fun) begins.

A Match Tour comprises a minimum of nine runs over two days on a single course. After there are qualifying runs for brackets from each heat and then single elimination brackets at the end of day two. Awards and contingency are given out per class along with overall awards and contingency for the brackets. This is a great even to step up for your first national event, lots of seat time and plenty of great people to learn

from. These events are fairly low key and full of excitement that you'll be ready to brag to your friends about. I know I had fun at the one we hosted; we did "March Madness" style brackets pool, which resulted in me being \$5 poorer due to my terrible betting skills.

A Championship Tour is the next higher level of

competition – comprising six runs over two days on two different courses (three runs per course). They're broken down into areas. Northern States, Southern States, Central States and so on. You can earn a states championship or trophy, collect contingency and if you don't manage to win you can still walk away having had a great time and collecting stories you'll tell for years.

Don't be discouraged by the name, ProSolos are not for professionals –

it's simply a name! They combine a traditional course with a drag race start. Two mirror-image courses are set up with a drag ("Christmas") tree as your start and you line up against your competitors – racing head-to-head. Traditionally you get a nice 200 foot straight away at the start and over the course of two days, you'll get 12 runs (6 on each side). After those runs, each car's time is calculated to determine qualification for bracket racing at the end of the event on day two. If you didn't qualify for the "Super Challenge" or "Ladies Challenge," you put your name into a hat for an alternate single elimination bracket called the "Bonus Challenge" (where consistent times are key to doing well). Due to the unique nature of a Solo course and a drag race, it has become arguably the most fun you can have while autocrossing!

Something I like to highlight about Solo is if your car breaks, other drivers will go well out of their way to help you. Whether it is to offer up their car to make sure you get all of your runs, offer up parts and tools or to just down right fix your car – everyone is there to help you have the best experience possible.

There have been several instances at the National Championships (and many more at every level of events below it) where a car has broken and their top rivals will show up with the parts and knowhow to fix the broken car and will have it fixed FOR YOU before the next run. This level of sportsmanship is not something you see everywhere and it's truly special. Unfortunately, the occasions happen where the car is just beyond repair and your competitor may offer to trailer it home for you, either having you drive their car behind you or returning back to the site for their car later.

During my first year as a soloist, I did it for competition. Every year after that I returned for the people. These people, all of them, are a very special part of my life. They are family now; a very dysfunctional family (at times) that still plays with cars and is always supportive.

—Hilary Anderson, Milwaukee/Northwestern Ohio Regions



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

May 22-23... ProSolo @ Lincoln, Neb. Spring Nationals
May 24-25... Champ Tour @ Lincoln, Neb. Spring Nationals
May 30..... KC @ Blue Rvr Prec Dr Cntr, Independence/Street Surv.
May 31..... KC @ Blue Rvr Prec Dr Cntr, Independence
 NeOkla/Oklahoma @ Old Tanger Outlet, Stroud
 Wichita @ Yoder
Jun 7..*..... Oklahoma @ Remington Park, Oklahoma City
Jun 21..... Nebraska @ Lincoln Airpark
Jun 27..... KC @ Blue Rvr Prec Dr Cntr, Independence/St.Line School
Jun 28..... KC @ Blue Rvr Prec Dr Cntr, Independence
 Nebraska @ Motorsports Park Hastings
 NeOkla @ Old Tanger Outlet, Stroud
 Oklahoma @ Remington Park, Oklahoma City
 Wichita @ Yoder
Jul 11..... KC/Kansas @ Heartland Park Topeka
Jul 12..... KC/Kansas @ Heartland Park Topeka
 Nebraska @ Lincoln Airpark
Jul 19..... Wichita @ Yoder
Jul 25..... KC @ Blue Rvr Prec Dr Cntr, Independence/solo school
Jul 26..*..... KC @ Blue Rvr Prec Dr Cntr, Independence
 Nebraska @ Motorsports Park Hastings
Aug 9..... Wichita @ Yoder
Aug 16..... NeOkla @ Fair Meadows, Tulsa State Fairgrounds
Aug 23..... KC @ Blue Rvr Prec Dr Cntr, Independence
 Nebraska @ Lincoln Airpark
 Wichita @ Yoder
Aug 30..*..... Nebraska @ Motorsports Park Hastings
 Oklahoma @ Remington Park, Oklahoma City
Sep 5-6..... ProSolo @ Lincoln, Neb.
Sep 13..... Oklahoma @ Remington Park, Oklahoma City
Sep 20..*..... Nebraska @ Lincoln Airpark
 Wichita @ Yoder
Sep 27..*..... KC @ Blue Rvr Prec Dr Cntr, Independence
 Oklahoma @ Remington Park, Oklahoma City
Oct 4..... Wichita @ Yoder
Oct 11..*..... Oklahoma @ Remington Park, Oklahoma City
Oct 25..... KC @ Blue Rvr Prec Dr Cntr, Independence//Halloweenie
 Wichita @ Yoder
Nov 8..... NeOkla @ Fair Meadows, Tulsa State Fairgrounds
 Wichita @ Yoder

RALLYCROSS

Jun 6..*..... KC @ Thunder Valley Sand Drags, Grain Valley, Mo
Jun 14..... Nebraska @ I-80 Speedway
Aug 29..*..... KC @ Thunder Valley Sand Drags, Grain Valley, Mo
Sep 12..... KC @ Thunder Valley Sand Drags, Grain Valley, Mo
Oct 17..... KC @ Holsworth Farm, Garnett, Ks
Oct 18..... Nebraska @ I-80 Speedway
Nov 1..*..... Nebraska @ I-80 Speedway

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 Jct. Iowa

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

Top 10 reasons to become a race worker

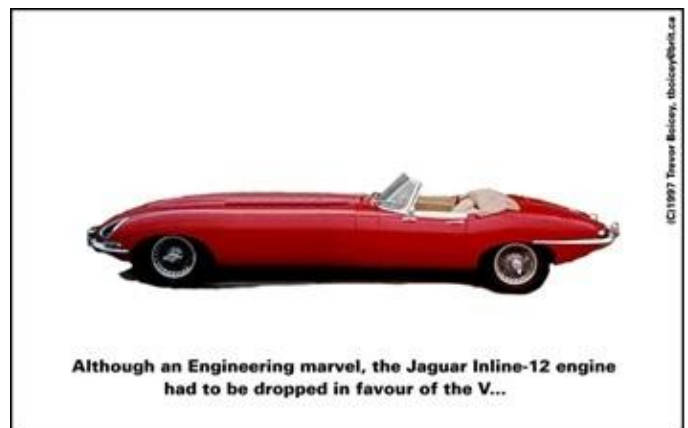
SCCA Club Races need a sizeable cadre of workers to put on the events -- On the corners, the grid, in the pits. In timing & scoring, registration, and tech, patrolling the paddock, even hospitality.

There's a Majors race at Kansas Speedway June 20-21, plus handy races this season at Raceway Park of the Midlands (formerly Mid-America Motorplex) on June 6-7, and Motorsports Park Hastings August 8-9 -- all within a 3½-hour drive max. Work the weekend, be home before sundown.

Just show up, flash your SCCA membership card, tell them you'd like to learn how to do this. They'll get you started. So why should anyone want to "work" a race?

1. Despite the "worker" title, it's fun.
2. You get close to the cars and drivers; you're "inside the fence."
3. You become one of the Very Respected Officials Of MiDiv (VROOM).
4. It's fun.
5. Free lunch. Dinner too on Saturday.
6. Each day you work is a \$5 discount on your SCCA membership fee.
7. VROOM credits get you MiDiv swag and other goodies.
8. You become an authority on racing, telling friends "Last week when I was at (fill in favorite track)."
9. You can get to work Pro races -- even up to Formula One.
10. Did we mention it's fun?

Utterly Obscure British Car Humour



The Jaguar XK-E was notable for its long bonnet (the hood, for you colonials). Imagine if it's V-12 engine had been an inline!

GET BEHIND THE WHEEL



RAFFLE

Enter for a Chance to Win a Trip for Two (2) to the
Bob Bondurant® School of High Performance Driving

Two (2) Certificates for the
3-Day Forza Motorsport Grand Prix Road Racing Class
and \$5,000 Cash for Travel Expenses

Raffle Tickets starting at only \$20!
Purchase Tickets online at
www.sccaraffleem.org

SCCA
FOUNDATION
Sports Car Club of America

Please support the efforts of the SCCA Foundation and purchase your tickets to enter the "Get Behind the Wheel" Raffle! It is your chance to win a trip for two (2) to the Bob Bondurant® School of High Performance Driving. Prize package includes 3-Day Forza Motorsport Grand Prix Road Racing Class and \$5,000 Cash for Travel Expenses.

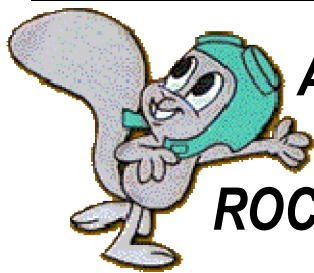
All proceeds go to support the SCCA Foundation's programs: Tire Rack Street Survival®, Formula SAE®, and Historical Preservation.

Drawing will be held June 29, 2015 at 6:00 p.m. Mountain Time

Visit the raffle website at www.sccaraffleem.org for more information or to purchase tickets.

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ASSORTED NUTS FROM ROCKET J. SQUIRREL

—ROCKY ENTRIEN

Go to the Solo Nationals. Plan for it now. Sept. 7-11. Mark Your Calendar.

Yes, you're "good enough." If you have a car and a pulse, you're good enough. Almost 1200 drivers go to Nationals, fewer than 100 come home a class champion and maybe a third of the total entry even have a hope of winning. Doesn't matter. The primary purpose of Nationals is just the experience of having fun with 1200 of your closest friends from across the nation, a week-long "Solo Family Reunion," networking and bench racing with drivers from every corner of America, Canada, maybe even the contingent from Chile led by a former Formula 1/Indy Car racer, and they all tend to place at the bottom. So what! And there's an autocross too! Three of 'em, actually, one for practice and two for competition.

Been driving a class where you're often the only car? Go to Nationals to know what it's like to be in a class of 20 or 30 cars! Even Ladies classes often have 3-6 cars, or more.

Actually, since they put in the rule saying to have a "champion" a class must have at least three cars, the ladies have been shifting and switching to make that happen. If they're the only car in GSL, a gal may choose to bump up to STF to join a larger class. Or find a friend in another class and jump into her car. It happens a lot at Nationals. It's part of the camaraderie that permeates the event.

If you've been running our local events in an STO class, you won't find that at Nationals and you'd need to pick a rulebook class. Most STOs would fit in a Street or Street Touring class, just make sure your tires meet the 200TW minimum.

Two-driver cars are so common at Nationals that single-driver entries are the minority. We speak in terms of "almost 1200 cars" at Nationals, but really it's 700-800 actual vehicles and almost 1200 drivers. Top drivers solicit friends to come along to be "tire warmers," although the term has become somewhat inaccurate with the need to cool most modern gumball tires after a run. Still, going as a two-man

team also saves on travel and hotel expense.

From Salina, travel expense to Lincoln, Neb. is virtually nil. It's a day-trip, a tank of gas. You'll drop more on the hotel, not so much on food and most of that expense will be at the trackside concession stands. You get a welcome party Monday, a banquet Wednesday and another one Friday, all included in your entry fee. Last year I switched to Hankook tires and found myself invited to their Tuesday night feed. Mazda fed me too, and "me" included my wife as well.

The thing about the Mazda and Hankook soirees, they came with information about their products which, in this context, is often about helping racers use them to greatest result. Mazda asked us how they could help and I already see the responses being played out in the company's communications to its customers.

How about the solo rules? Got ideas to make them better? Is there one you hate? Or maybe something that just needs a tweak? You want a double-ended frammistan to be legal on your car? You'll meet the SCCA Solo Events Board, which holds a town hall Monday afternoon. These guys are just competitors like you and me. You can talk to them, growl at them, laugh with them,

and tell them why you want what you want, and maybe get a clearer answer of why it is the way it is.

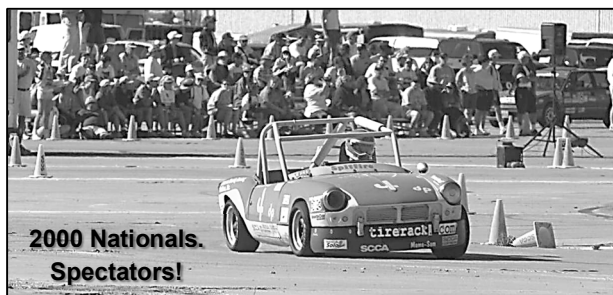
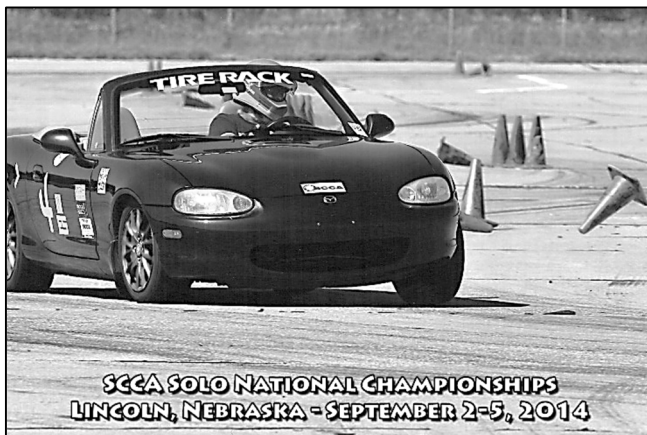
And there's autocrosses too. Two spacious courses designed by top-level course designers. With big square areas to work with, you will see elements impossible on our former airport runway (our grip is better, but Lincoln's is still damn good).

Four cars at a time on course, maybe five, with cars being sent off every 18-20 seconds. It's a frenetic pace that goes on for four days. But for you, the individual driver, you make a run, then wait 20-30 minutes for your next one. You're in a heat of 50-60 cars

and your class all runs together.

There's a run/work schedule. Generally you work on the same day you run. They set it up so you have at least one heat between your run heat and your work heat, and your work heat will (usually) not be the heat your companion ladies/open class runs. A few worker specialties don't operate by that work sked, maybe not even on the same days which is nice if you can be there all four days.

Go to Nationals. Even if you come home placing DFL, you will have learned so much, seen so much, enjoyed so much, and come home a better, more competitive driver for it. And then it's "Wait'll next year!"





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)

	1 year	2 years	3 years		1 year	2 years	3 years	
<input type="checkbox"/> Individual	\$80	\$140	\$200	<input type="checkbox"/> First Gear	\$45	\$75	\$95	(Age 24 and under)
<input type="checkbox"/> Family	\$100	\$180	\$245	<input type="checkbox"/> Military	Same as individual or family			
(includes children under age 21)				(Then apply for a 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 \$ _____

~~I will become a member in the region I reside in or place me in the **Salina** 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.

Applicant's Name (Signature Required) _____

Date (Required) _____

Payment Method: ☐ Check ☐ Credit Card ☐ Money Order

Visa/MasterCard (only) Acct# _____ Exp. _____

Applications submitted by fax must be accompanied by a Visa or MasterCard account number for payment.

Dues include payment for subscription To SportsCar (\$24 value)
Dues are not deductible as charitable contributions)

2/10

Military Discount

If you are in active United States Military service, you qualify for a \$35 rebate making your total dues just \$45 (\$65 for family). After joining the SCCA and receiving your membership card, then mail, fax, or email a copy of your active duty orders or military identification card to:

Military Rebate

SCCA Inc.

P.O. Box 19400

Topeka, KS 66619-0400

Fax: (785) 232-7213

Email: militaryrebate@scca.com

* Military deployed to hazardous duty areas are eligible to have their dues waived by contacting SCCA.

Look over there!

I had this really interesting teaching experience, if you can call it that. A friend at an autocross let me co-drive her Audi S4, and the payback was that I give her some tips. Well, she was a good sport about it, because I think my tips were awful. I was struggling to find the words, because I seldom think about this stuff, and the look on her face by the end of it all conveyed to me that she was disappointed with my confusing and long winded dissertations on late apexing and early accelerating, laws of physics, blah blah blah. "Um, yeah, thanks, Katie," she said. "I learned a lot." Nice words, but I knew that she was more confused than ever.

I blew it again!

Later, a girlfriend had taken a lap with her boyfriend in the passenger seat (mistake #1). The look on her face told me that he was having about as much success as I did with my first experiment. Now's my chance to redeem myself! I thought, and I asked if I could ride with her.

All I did, and I can't believe how well this worked, was do what Jean Kinser and Brian Priebe did for me at the McKamey [now Evolution] Autocross School. I seriously just sat in the car and said, "Look over there, look over there," pointing way ahead on the course. She was left to figure out the braking, accelerating, and lines on her own.

She dropped several seconds, and was ecstatic. The next run, she tried a certain section flat out, because she was looking so far ahead. She of course spun out, but it was like this major revelation. I was completely blown away, because prior and after the spin, she was accelerating so early, the rear end was sliding out, she was unwinding the wheel, she was *drifting*! She was



doing all of these supposedly "difficult" things, and here it was like her second autocross, and all I was saying was, "Duh huh, look ahead."

Encouraged by this success (though I could hardly call it my own) I tried this same approach with this kid at a NASA event who had DNF'd his first three runs, had only one more chance, and couldn't even understand where he drove off the course. "I think it's because I didn't walk the course," he said.

Probably, but I tried the same thing. I didn't say a word, other than this "Look Ahead" mantra thing. He totally nailed the part he had DNF'd three times before, was totally aggressive, and SMOOTH! I was just sitting there, in both cases, totally amazed by what awesome drivers these people were, and I hadn't told them a thing, other than, "Look over there, look over there." The rest, the perfect lines, the aggression, the smoothness, they all did completely on their own. I was like their training wheels, if anything. Nothing I did was magical.

ANYBODY can do this, that's the beauty of it. It's so much easier to look ahead as a passenger, because you're not doing anything but sitting there. Get someone to ride with you, to act as your training wheels, to physically point out the window to help you train yourself to "Look over there."

There are of course all sorts of things you can do, different tips and things, and most of these you can read in a book. Thinking about them too much will slow you down, however. Looking ahead is perhaps one of the simplest concepts yet so hard to master. It makes figuring out what lines to take, braking points, all that complicated stuff so much more conquerable. I'm just thinking, if I could somehow package this and sell it, I'd make a mint. I think I'll call it the Revolution Performance Driving School.

That's my really long tip for the day. It's the only tip that I have.

—Katie Sarachelli

(The former Katie Kelly, San Francisco Region, is a three-time Solo National Champion. She wrote this some 15 yers ago.)

Electrical Theory: The British Interpretation

BY JOSEPH LUCAS

Positive ground depends on proper circuit functioning, which is the transmission of negative ions by retention of the visible spectral manifestation known as smoke.

Smoke is the thing that makes electrical circuits work. We know this to be true because every time one lets the smoke out of an electrical circuit, it stops working. This can be verified repeatedly through empirical testing.

For example, if one places a copper bar across the terminals of a battery, prodigious quantities of smoke are liberated and the battery shortly ceases to function. In addition, if one observes smoke escaping from an electrical component such as a Lucas voltage regulator, it will also be observed that the component no longer functions. The logic is elementary and inescapable!

The function of the wiring harness is to conduct the smoke from one device to another. When the wiring springs a leak and lets all the smoke out of the system, nothing works afterward.

*Lucas - Patent holder for the short circuit.
Lucas - Inventor of the first intermittent wiper.
Lucas - Inventor of the self-dimming headlamp.
Three-position Lucas switches; there are two types:
Standard switch DIM, FLICKER and OFF.
Also available: SMOKE, SMOLDER and IGNITE.*

Starter motors were considered unsuitable for British motorcycles for some time largely because they consumed large quantities of smoke, requiring very unsightly large wires.

It has been reported that Lucas electrical components are

possibly more prone to electrical leakage than their Bosch, Japanese or American counterparts. Experts point out that this is because Lucas is British, and all things British leak.

British engines leak oil, British shock absorbers, hydraulic forks and disk brake systems leak fluid, British tires leak air and British Intelligence leaks national defense secrets.

Therefore, it follows that British electrical systems must leak smoke. Once again, the logic is clear and inescapable.

In conclusion, the basic concept of transmission of electrical energy in the form of smoke provides a logical explanation of the mysteries of electrical components especially British units manufactured by Joseph Lucas, Ltd.

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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