

The Write Line

~ July 2015 ~



Mirror Khana: Adam Mounivong, left, Mazda RX8, vs. Hector Pena, Lexus RC 350F, in STO6 (Lizzie Enlow-Brown photo)

The official newsletter of the Salina Region SCCA

Not exactly... Regional Executive Views

Our Regional Executive, Bill Preheim, was badly injured in a motorcycle accident June 10 while riding back from a trip to Ulysses to pick up brake parts for his MG Midget project.

He's recovering, but may be out of action for a while. Originally he was taken to Wesley Medical Center in Wichita, but after some surgery he's been transferred to Salina Regional Medical Center for rehab.

Kansas Highway Patrol reports Bill was riding on US-50 when a 72-year-old woman coming off a county road failed to yield and hit Bill on his BMW, which was totaled. He has two fractures of his left leg, a broken rib, a pelvis injury and a brain contusion (he had his helmet on – like any motorsports competitor, Bill is a devout believer in a good helmet).

The surgery was to repair his leg. Initial assessment of the pelvic fracture indicates he won't need surgery, good news as the needed rehab would take some three months.

Want to send a card or note? Send to:

*Bill Preheim
Salina Regional Health Center
400 S. Santa Fe
Salina, Ks. 67401*

Bill's injury, and David Knudsen's imminent relocation back to Atlanta, means half of what promised to be a very

competitive E Street class will be out of action here this year. Bill had to miss Mirror Khana because of other commitments, but David gets to return to Atlanta Region (which has done its own version of Mirror Khana a few times) with an "original" Mirror Khana victory in hand.

We're going to miss David. He took over our website and has done a great job keeping it current, as well as moving us into a modern era of on-line registration by setting up our MotorsportsReg connection. Young Adam Mounivong is working with David as he transitions into the webmaster job.

The on-line registration now also includes a feature enabling on-line payment, which is cool for those who'd just as soon get it out of the way. There's a small surcharge to cover the MotorsportsReg cost.

We have two autocross events coming up in July, one at the beginning of the month and one at the end. We'll celebrate the Independence Day holiday with a July 5 autocross, making our own style of automotive fireworks. July 26 we gather to do it all again.

We've had a strong start to our season, our first five events averaging more than 40 cars each and often making for three-heat events – meaning competitors spend less time on course as workers and have opportunity to fiddle with the car or just socialize.

As is so often said, we come for the cars but we stay for the people, for this is truly a family sport that leans heavily on the social side.

—Rocky Entriken, Editor

~ ~ Next Events ~ ~

Solo - July 5, July 26

East Crawford Recreation Area

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

On-site Registration opens 8:30, closes 10:00
Course open to walk by 9:00 ~ Novice coursewalk 10:00
Driver's meeting 10:30 ~ Cars on course by 11:00

**Next
Business Meeting**

July 5
After event

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

*Business meetings
are open to all
members and guests*



Board Members ~ 2015

• **Regional Executive**
BILL PREHEIM
 316-772-3638
 cpreheim42@hotmail.com

• **Assistant R.E.**
MONTE RANS
 620-327-2711
 monter@embarqmail.com

• **Secretary**
KEN KENNEDY
 785-643-2225
 kennethkennedy@cox.net

• **Treasurer**
CONNIE PREHEIM
 785-392-2532
 cpreheim42@hotmail.com

• **Past R.E.**
 VACANT

• **Solo Chair**
DENNIS SMITH
 785-243-6753
 smnck@att.net

• **Member At Large**
Chief Registrar
NANCY SMITH
 785-243-5192
 smnck@att.net

• **Member At Large**
Newsletter & Membership
ROCKY ENTRIEN
 785-827-5143
 rocky@spitfire4.com

• **Member At Large**
Chief of Tech
CHARLES ORTIZ
 321-442-4394
 charlesjortiz@yahoo.com

• **Member At Large**
Equipment Manager
ABNER PERNEY
 785-822-8570
 abscars@yahoo.com

• **Member At Large**
ARTT MANN
 785-565-3155
 racermann@gmail.com

Other Officials ~ 2015

Webmaster
DAVID KNUDSEN **ADAM MOUNIVONG**
 706-207-8336
 impalanar@gmail.com adamounivong@gmail.com

Development Committee Chair
RADLEE BIEN
 479-616-6195
 jayhawkfan1000@yahoo.com

Salina Region Schedule ~ 2015

All at East Crawford Recreation Area unless noted elsewhere

<u>Event</u>	<u>Chair</u>
Jul 5 - Solo	TBA (Volunteer needed)
Jul 26 - Solo	Charles Ortiz
Aug 30 - Solo	Radlee Bien
Sep 20 - Solo; R.E. Challenge 15.1	Wichita Region - in Yoder
Sep 27 - Solo; R.E. Challenge 15.2	Bill Preheim
Oct 11 - Solo; Octoberfast 26	Salina Region Board
Nov 1 - Solo	Rocky Entriem

MiDiv



SPS/R&S MiDiv Solo Series - 2015

August 1-2 — Lincoln, Neb.
 Additional events TBA?

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

MEETING MINUTES

No meeting in May or June



LIVING LIFE SOLO ~ PART 2

When it comes to living my life solo, the top of the heap is the Tire Rack SCCA Solo National Championships.

"I can't go I'm not qualified."

"I don't have a good enough car."

"I haven't done enough events."

"I'll lose."

"I'm not a Pro."

These are all excuses I have heard over the years and I'm sure I'm missing a few. The reality is the only acceptable

excuses are "I can't get the time off work" and "I can't afford to go" (and even this can be mitigated with fellow racers who will let you borrow their car, hitch a ride with them and crash on their hotel room floor just to share the Nationals experience with friends). The format is the same as a Championship Tour (6 runs, two courses, 3 runs per course, fastest aggregate time wins) ... but who cares about the competition. Let's focus on the party!

Nationals is really a week-long party with 1200 of your closest friends. There really is something for everyone. The Atlanta Region has 4-square parties. Yes 4-square! ... like you played in grade school on the playground. However; this is better. I assure you. There is alcohol involved and the rules revolve around it. If there is a discrepancy between two players the rankings are as follows:

1. Female with booze
2. Male with booze
3. Female without booze
4. Male without booze

I learned a long time ago to make sure I had a drink in my hand. Also, of course when there's alcohol involved other shenanigans get involved.

Last year a group of people may or may not have transported one region's couches from their unattended party tent to the start line. This may or may not have happened and I may or may not have been involved, I cannot comment, I will plead the fifth. Such activities are strongly discouraged and highly not recommended (Just kidding; they're highly recommended!). Is 4-square not your thing? Then hop on your bike or golf kart (or simply walk) down to the Texas compound. They have a small course set up for Big Wheel ProSolo. The Big Wheels are the swivel ones, the ones that allow for drifting and getting out control with courses that inevitably intersect allowing you to crash into each other. Which why wouldn't that be fun? This is done so much during the week that by the end of the week they need new wheels because we've destroyed them.

Throughout paddock there are various cook-outs. Entrants bring portable grills and Big Green Eggs. Texas brings a giant smoker – does this surprise anyone? Last year, Atlanta built a

cinder block smoker and had a 60 pound pig to roast! Various regions bring smaller more portable grills. Truthfully there is usually at least one party per row in the Nationals paddock. On point with the cookouts there is usually one giant cookout called the "Welcome Party" which happens the Monday before Nationals. Everyone onsite is invited to attend. Beer and food available to all. Last year was carne asada and boy was it good! With the Welcome Party, also came the talent show which consisted of karaoke among other things. I wish I

could comment more on this but alas I was in the emergency room due to a pit bike accident. I digress...

The past few years a few people have gotten together to bring a pool and have the fire department fill it, yes a pool. Did I mention it's on a trailer? A trailer that gets hooked to a truck and moves around the event site? I've even seen them take it though the course! Very entertaining!

Last year (and I hope they bring it back this year) the Minnesota Region brought garbage cans spray painted to look like giant red "solo" cups and a volleyball to play a giant game of beer pong with. Well the cans were not filled with beer they had water in them to keep them from blowing around. However the rules stayed the same as regular beer pong you just had to drink your own beer. Which for someone like me who doesn't like your average light beer this makes it SO much more enjoyable.

These things not carrying your fancy? Do you like craft beer? Well you're in luck. The official German "Biergarten" goes on all week. Bring some local brews (at least a six-pack) and set them down and take four beers you've never heard of. I assure you this is worth it. There are people from every state and plenty of beer to go around.

No matter if you like 4-square, Big Wheels, Beer Gardens, karaoke or any other form of partying, the one thing that Nationals has in spades that EVERYONE can appreciate: The camaraderie.

If it gets to a point where I "graduate" to club racing, which is the goal, I will at least still return to the Solo National Championships every year because the parties and the people are worth every penny it takes to get there.

A couple examples of returning graduates are Bryan Heitkotter, 2011 GT Academy winner he runs a 370Z in The Continental Tire Sports Car Series and a GTR in Pirelli World Challenge. Also, Robert Thorne who drives in the Tudor United Sports Car Series for Flying Lizard Motorsports in their Audi R8 and a McLaren in Pirelli World Challenge. Despite having a professional racing career they still return to SCCA Solo events to keep their skills sharp and enjoy the camaraderie! I live my life Solo and I wouldn't have it any other way.

—Hilary Anderson, Milwaukee/Northwestern Ohio Regions



MIRROR KHANA XXXVII

Monte Rans decided he'd take a try at doing a Mirror Khana. He ended up with the biggest Mirror Khana entry in years, which contributed to pushing the event into the early evening hours. Fortunately, in June that's not a problem.

The event was not invented by Rocky Entriiken (he'd attended one in Kansas City in the late '60s), but found its fame through 30 of them he did beginning in 1973. After that it became an "occasional" event. Bill Dayton put on six of them, and after a hiatus Monte took it on, the seventh one over the past 11 years.

The old yellow boxes needed repainting so a small group formed up to do that, and fill a few key holes with new concrete, comprising Monte, Rocky, Bill and Connie Preheim, and Fred Johnson. Three planned painting parties were washed out by weekend rains in May, but it finally got done with about a week to go.

Sixty names were in the brackets grouped into 10 classes. Eleven no-shows still left 49 drivers on the 42-year-old course. Drivers came from Nebraska, Kansas City, Topeka and Wichita as well as the Salina Region environs.

Usually some pairing ends up in a dead heat, but this year not a single one had to be rerun for that reason.



Modified: Srdjan Ortiz (back) vs. Artt Mann

kids were absent, leaving Srdjan Ortiz to battle Artt Mann. Srdjan called a DNF on himself in the first round, so it was a three-run match for him to win it.

Sisters Samantha and Haylee Terrill were the only Junior entries as others who were expected opted instead for a Tour event in Texas. Samantha won 2-up.

In Mirror Khana, in which two drivers compete directly against each other, a driver must lose twice to be put out. One driver survives the preliminaries undefeated and goes directly to the finals. Others go to the quarter-finals or semi-finals.

Of the other eight classes, six were decided by the winner going undefeated all the way through the bracket.

One such was what Monte called Big Dogs & A Pup. The Big Dogs were three Super Street-R entries, Corvette Z06s on gumball R-comp tires. The Pup was a D Prepared Mazda Miata, fully race-prepped and running road race slicks. The final was Frank Wietharn's 'Vette vs. Eric Brown in the Miata, but this Z06 would not be denied.

A Street/B Street was another class dominated by Corvettes, older models, plus an Audi TT Quattro which reached the quarter and semi with both of its drivers. The last round, however, paired up two yellow Z06s with David Green taking the match win over Larry Brady.

C Street/F Street made for some interesting pairings, and ended up with one of each in the final – Jim Hund's FS



CS/FS: Jim Hund, 11, Cadillac CTS, vs. Steve Swartz, Mazda MX5

Cadillac CTS vs. Steve Swartz's CS Mazda MX5. Swartz ended up driving six matches, but took a second loss to Hund in the final.

There were four Street Touring classes, one mixing rulebook ST cars with Street Prepared cars. The other three were our local STO classes, each large enough to stand alone, joined by a couple of bumped cars.

STO8 had Bob Lambert's CAM-T Plymouth GTX in it, which put on a great show through five matches, but ultimately it was Steve Schrag's Mustang which dealt the GTX its only losses.

STO6 was the largest class with 10 entries and the widest variety of nameplates – Chevy Sonic, two Dodges, Lexus, Mazda, Mini, Mustang and Subaru (and no-shows Eagle and BMW). Jacob Lynn in the Sonic lost to Rob Dinwiddie's Mini in the first round, and Dinwiddie went straight through the prelims unbeaten. Lynn, however, because of that first-round loss, ended up making seven runs and finally ending up once again opposite Dinwiddie's John Cooper Works GP Mini. The result was the same as before.

STO4 was one of two classes that had to go to a Runoff to decide the contest. And it was unusual in that the two finalists never met each other in the prelims. Broc Ball's Acura had won its way straight to the finals, but Anil Kumar (who listed a Hollis, NY, address), in a Honda Civic, lost a first-round match to Kyle Huddleston's Jetta. Kumar then went on an 8-run march through the brackets, taking out Huddleston to get to the quarterfinals. Kumar put out Huddleston's co-driver, Victor Kinderknecht, put Russell Boylan's HS Civic on the trailer, rolled to the line against Ball and won. Now both drivers had one loss and needed a Runoff. On the rematch, Ball recovered for the victory.

E Street was all Miata/MX5. Rocky Entriiken won his first three preliminary matches, barely ahead of David Knudsen in the last one. But then, after taking out Randy Puls in the semi, Knudsen knocked off Entriiken in two straight final-round matches to win the class.

MIRROR KHANA XXXVII

June 7, 2015

SALINA REGION SCCA

East Crawford Recreation Area, Salina, Ks.

W = Win	L = Loss	X = DNS	-- = Bye
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Name / Hometown	Bump	Rgn	No.	Car	Prelims	Finals
BIG DOGS & A PUP						
T1. Frank Wietharn / Topeka	[SS-R]	Kan	63	Corvette Z06	W W W	W
T2. Eric Brown / Wichita	[DP]	Wich	56	Mazda Miata	W L	W L
3. Fred Johnson / Salina	[SS-R]	Sal	26	Corvette	L W L	
4. Deborah Jarboe / Topeka	[SS-R]	Kan	27	Corvette	X X	

(Round 1)	(Round 2)	(Round 3)	(Round 4)	(Quarters)	(Semis)	(Finals)
63>27x	63>56				56>26	63>56
56>26	26>27x					

A STREET & B STREET						
T1. David Green / Wichita	[AS]	Wich	84	Corvette Z06	W W W	W
T2. Larry Brady / Overland Park	[AS]	KC	80	Corvette Z06	L - W	W W L
3. John LaRondeau / Omaha	[BS]	Neb	192	Audi TT Quattro	W W L	L
4. Ann LaRondeau / Omaha	[BSL]	Neb	92	Audi TT Quattro	- L W	L
5. James Green / Kearney, Neb	[BS]	Neb	33	Corvette	- L L	
6. Joey Green / Kearney, Neb	[AS]	Neb	26	Corvette	X - X	

84>80	84>92	84>192	80>92	80>192	84>80
92>bye	192>33	80>33			
33>bye	80>bye	92>26x			
192>26x	26x>bye				

C STREET & F STREET						
T1. Jim Hund / Manhattan	[FS]	Sal	11	Cadillac CTS	- W W	W
T2. Steve Swartz / Rose Hill	[CS]	Wich	77	Mazda MX5	W L W	W W L
3. Clint Holmes / Ft. Riley	[FS]	Sal	17	Camaro 1LE	W W L	L
4. Radlee Bien / Bentonville, Ark.	[FS]	Sal	65	Camaro SS	L - W	L
5. Kurt Ewert / Newton	[FS]	Wich	8	Pontiac GTO	L - L	
Sara Rans / Fox lake, Ill	[CSL]	—	84	Subaru BRZ	- L L	

17>8	17>84	11>17	77>65	77>17	11>77
84>bye	11>77	77>8			
11>bye	8>bye	65>84			
77>65	65>bye				

E STREET						
T1. David Knudsen / Russell		Sal	7	Mazda MX5	W W L	W W W
T2. Rocky Entriaken / Salina		Sal	4	Mazda MX5	W W W	L L
T3. Randy Puls / Hutchinson		Sal	8	Mazda MX5	L W W	W L
4. Susan Puls / Hutchinson	[ESL]	Sal	33	Mazda MX5	- W L	L
5. Jerry Lowe / Kansas City, Mo		KC	121	Mazda Miata	W L L	
6. Mike Lowe / Liberty, Mo		KC	21	Mazda Miata	L L	
7. Lance Cochran / Salina		Sal	15	Mazda Miata	X - X	

121>15x	7>121	4>7	8>33	7>8	7>4
7>8	4>33	8>15x			7>4
4>21	15x>bye	33>121			
33>bye	8>21				

↓ MORE ↓

MIRROR KHAHA XXXVII ~ Cont'd**STREET TOURING / STREET PREPARED**

T1. Rodney Walters / Abilene	[ESP]	Sal	35	Mustang	—	W W	W
T2. Monte Rans / Hesston	[STS]	Sal	34	Honda CRX Si	W W L	W L	
3. Jonathan Moss / Manhattan	[STU]	—	42	Mustang	W L W	W L	
4. Cesaray Jusino / Manhattan	[STU]	—	8	Mustang GT	L — W	L	
5. Patrick Cowan / Great Bend	[STS]	—	13	Nissan 200SX	L — L		
Aaron Loggan / Goessel	[FSP]	—	69	Renault GTA	— L L		
34>13	34>69	35>34	42>8	34>42	35>34		
69-bye	35>42	42>13					
35-bye	13-bye	8>69					
42>8	8-bye						

STO8

T1. Steve Schrag / Manhattan	—	8	Mustang	W W W	W		
T2. Bob Lambert / Salina	[CAM-T]	Sal	11	Plymouth GTX	W W L	W L	
3. Scott Wood / Great Bend	—	1	Audi S4 (SC)	— L W	W L		
4. Suzanne Scott-Holmes / Ft. Riley	[STO8L]	Sal	35	Camaro Z28	— L W	L	
5. Greg McGehee / Hesston	Wich	44	Camaro	L — L			
6. Dustin Nead / Junction City	Sal	83	Pontiac GTO	X — X			
11>83x	11>35	8>11	1>35	11>1	8>11		
35-bye	8>1	1>83x					
1-bye	83x-bye	35>44					
8>44	44-bye						

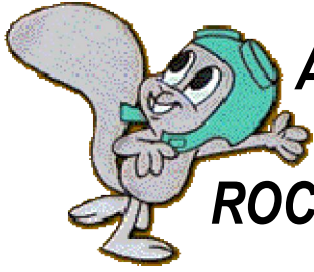
STO6

T1. Rob Dinwiddie / Wichita	Wich	83	Mini Cooper GP	W — W W	W		
T2. Jacob Lynn / Wichita	Wich	77	Chevrolet Sonic RS	L W W W	W W L		
T3. Hector Pena / Manhattan	—	7	Lexus RC 2350 F Sport	— W W L	L		
T4. Abner Perney / Salina	Sal	5	Mustang	W W L W	L		
5. George Gonzales / Manhattan	—	2	Subaru WRX	W L W L			
6. Adam Mounivong / Salina	Sal	12	Mazda RX8	W — L L			
7. Christopher Hund / Hays	[GS]	9	Dodge Charger	— L L			
Tami Goltz / Junction City	Sal	13	Dodge SRT4	L L			
9. Steve Crispin / Windsor Heights, Iowa	—	87	Eagle Talon	X X			
Jan Gerber / Ralston, Neb	Neb	93	BMW 330Ci	X X			
2>87x	7>2	7>12	83>7	77>5	77>7	83>77	
7-bye	12-bye	83>5	5>12				
12>93x	83-bye	2>9	77>2				
83>77	5>9	77>X					
9-bye	87x/93x						
5>13	77>13						

STO4

T1. Broc Ball / Augusta	Wich	11	Acura RSX Type S	W W — W	L W		
T2. Anil Kumar / Hollis, NY	—	21	Honda Civic	L W — W	W W W L		
T3. Russell Boylan / Manhattan	[HS]	27	Honda Civic	— W W L	L		
4. Victor Kinderknecht / Salina	—	74	Volkswagen Jetta GLS	W — L W	L		
5. Kyle Huddleston / Salina	—	47	Volkswagen Jetta GLS	W L W L			
6. Jay Lauer / Wichita	Wich	16	Mazda 3	W L L			
7. Jonathan Thompson / —	—	7	—	X X			
Juan Valentin / Ft. Riley	Sal	39	Volkswagen Golf GTI	X X			
Ian Lewis / Overland Park	—	72	Subaru Impreza	X X			
11>72x	11>47	11-bye	11>27	21>74	21>27	21>11	
47>21	27>16	27>74	21>47			11>21	
27-bye	74-bye	21-bye	74>X				
16>39x	21>72x	47>16					
74>7x	39x/7x						

↓ MORE ↓



ASSORTED NUTS FROM ROCKET J. SQUIRREL

—ROCKY ENTRIEN

I just spent the middle weekend of June standing in the northwest corner of the Kansas Speedway, working grid and enjoying the SCCA Majors races there. It was the first time SCCA had raced on the road course built inside the 1.5-mile oval, a layout that runs 2.37 miles.

From my station I could see primarily the oval portion of the track, and it was interesting contrasting

how SCCA racers navigated that section compared to how the NASCAR Sprint Cup and Xfinity drivers do it.

To run the road course, cars dip off the tri-oval banking just before the south turns (Turns 1 & 2 as the roundy-rounds do it), really hard braking there and a left-right into the infield, a gentle chicane is hardly noticed, then a 180 hairpin righthander and back to the oval at Turn 2. Then they created a “bus stop” chicane with tire stacks on the backstraight (which at Kansas Speedway is not straight at all), and all the way around the north end and the tri-oval.

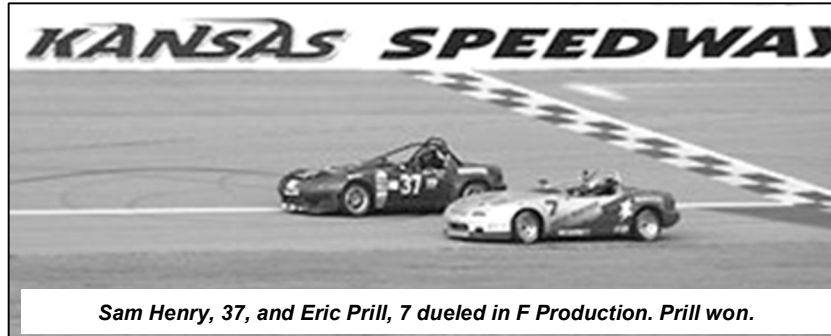
I never quite realized it before, but Turn 4 on the oval is actually a decreasing-rate curve, except the drivers don’t tighten up at all. This is why, in a NASCAR race, the drivers seem to flirt with Turn 4’s outside wall briefly before the tri-oval. What’s really happening is the driver holds a constant rate curve from the beginning of 3, and the car just drifts out at 4 then pulls back to the inside. NASCAR racers usually run the tri-oval right next to the white line. Most SCCA racers – the great majority in cars that have maybe 50% to 65% the top speed of a Cup car, dive off the banking and do the tri-oval on the almost flat apron, sometimes side-by-side (see photo). Shortest distance is quickest way.

Side-by-side can make for chills and thrills. In the very first race Saturday, two Formula Vees dived off the apron, Bill Johnson of KC chasing Charles Hearn from Texas to the checkered flag. Johnson popped out of the draft on the inside, Hearn made a move and the two VW-powered cars doing maybe 110 mph locked

wheels. Johnson spun to a halt on the edge of the grass, Hearn slid up and whacked the wall, shedding tires and sliding to stop not half a car length from the finish line.

The rest of the day was just great racing under a sun boiling to 100° by mid-afternoon. Sunday broke to a very welcome overcast that lasted all day, interrupted a couple of times by lightning threats. Most interesting was the bigbore race, including cars closest to what NASCAR brings to town. A brief but drenching rain moved the stewards to declare a rain race, giving teams time to change off slick tires. Except the two drivers on

the front row in GT1 cars never got the change made. This was the father-son team of Tom and Dane Smith, Camaro and Corvette. Tom used to be a Salina Region member; he lives in Arkansas



Sam Henry, 37, and Eric Prill, 7 dueling in F Production. Prill won.

now. They went out on slicks, intelligently choosing to start at the back and letting cars with rain tires go ahead.

But now here they are doing most of the oval in the wet on slick-tread tires, a high tail of spray behind them as they flew by, the kid eventually catching and passing the old man for the win. Okay you NASCAR weenies, it IS possible to race on an oval in the rain! Tom told me he actually spun three times, but only on the infield. On the oval he and Dane never put a wheel wrong and as the track dried out they went faster and faster.

* * *

I keep trying to get Write Line readers to sample more of what SCCA has to offer, especially the road racing side. As a competitor I’ve always been an autocrosser, sometimes a road racer as budget allowed, but even when budget did not allow I usually still found a way to get to the races as a worker – originally timer, now a grid worker. Too much fun! And free!

I found out last weekend that apparently I’m to be the grid chief again at Motorsports Park Hastings in Nebraska Aug. 8-9 and I’d sure like some company there.

The Hastings races will be a laid-back weekend which could possibly include a PDX (wanna get some track time in your autocross car?). Or just come help me out on grid, which is a great place to meet and talk with drivers.

Give me a call (785-827-5143) or drop me an e-mail (rocky@spitfire4.com) and I’ll give you all the information you need. —Rocky

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

- 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

RALLYCROSS

- 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

Aug 8-9..... Double Mid-Am @ Hastings

Utterly Obscure British Car Humour



A junkyard treasure!

WELCOME NEW MEMBERS

- **Jim Hund**, Manhattan, won Mirror Khana with his Cadillac CTS and is coming on strong in the F Street class.

HiS Name Was Bubba

He was from South Carolina and he needed a short-term loan, so he walked into a bank in New York City and asked for the loan officer. He told the banker that he was going to Paris for an international redneck festival for two weeks and needed to borrow \$5,000 and that he was not a depositor of the bank.

The banker said the bank would need some form of security for the loan, so Bubba handed over the keys to a new Ferrari.

The car was parked on the street in front of the bank. Bubba produced the title. The banker agreed to hold the car as collateral apologizing for the 12% annual interest charge. Later, the bank's president and its officers all enjoyed a good laugh at the redneck from South Carolina for using a \$250,000 Ferrari as collateral for a \$5,000 loan. An employee of the bank then drove the Ferrari into the bank's private underground garage and parked it.

Two weeks later, Bubba returned, repaid the \$5,000 and the interest of \$23.07. The loan officer said, "Sir, we are very happy to have had your business, and this transaction has worked out very nicely, but we are a little puzzled. While you were away, we checked you out on Dunn & Bradstreet and found that you are a Distinguished Alumnus of the University of South Carolina, a highly sophisticated investor and multi-millionaire with real estate and financial interests all over the world. Your investments include a large number of wind turbines around Sweetwater, Texas. What puzzles us is, why you'd bother to borrow \$5,000?"

The good ol' boy replied, "Where else in New York City can I park my car for two weeks for only \$23.07 and expect it to be there when I return?"



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.

Just Idling Around

—ABNER PERNEY

The May 3 Solo was possibly the finest day of the year, weatherwise. One of the largest classes was F Street, and I was there with the least likely car, the relatively big 1991 BMW 525i, with sport package, but with the smallest 2.5 liter engine. The course was Slalom City, in the spirit of Karen Babb, 20-time National champion driving a Lotus Elan. She also has designed many Solo Nationals courses, many featuring multiple slaloms and variations of slaloms.

This one was not particularly easy in the old BMW, but at least I was not the slowest car in the event, though I had a lock on last place in FS. The class is shaping up to be the most hotly contested one in our area, with defending champ Radley Bien in a Camaro SS, Jim Hund in the amazingly agile and fast, but big, luxurious Cadillac CTS-V, which is not all-wheel-drive as previously misrepresented, and Clint Holmes in another Camaro, being the frontrunners thus far.

I am going to have to get more serious, or go to another class. I note that I was, at the end of May, tied with Bob Lambert for the CAM-T class, since we have both “won” unopposed. Ironically enough, Bob built up my Falcon for autocross more than 20 years ago. But even though I have 17-inch wheels that would replace the 14s, I don’t think I want to press the antique.

My decision has been made. Not wanting to go from self-inflicted inappropriate car driving underdog, to high performance overdog, but still wanting to have a chance at being “not last” in F Street, I bought a 2014 Mustang 6-cylinder convertible, which, with 305 horsepower, should be able to come close. I’ve been talking about getting a Mustang since the great style and power revival began in 2005. The first test was the June 7 Mirror Khana.

Mirror Khana is radically different from normal autocrosses by having two competing cars on the course at the same time, needing no clocks (usually) and requiring a rapid drag-like start. As I looked at the preregistration, I realized that I could run my FS Mustang in STO6, where I would be only 24 points behind the class leader, as opposed to FS where I’d be 32 points behind. That strategy worked reasonably well, and I ended up fourth in the 7-car class. I had trouble keeping the Mustang in first and second gears when I wanted it there. Driving in the Automatic Sport mode it would hold second until I let off near redline, but then shifted up when the next gear I wanted was first. So, I then tried the “manual” feature. This is trickier than in many recent automatics because you have to shift with a rocker switch built into the side of the shift knob. While it works, it feels uncertain to me and is a little awkward for my elderly thumb. It is not as intuitive and positive as the sequential lever shifting or steering wheel paddle shifters offered in other cars.

As always the Mirror Khana was much more spectator friendly than a normal autocross. It had a few sudden death surprises and it was fun to drive. The event relies on line judges to decide each match, but this year I don’t recall having any dead even heats called. It has happened in the past. Back to normalcy next month.

In the marketplace, I was fortunate to have another person interested in buying an off-beat car. She wanted basically a two-seater, but not low to the ground. Her previous car was a smart, which has the abominable slow shifting automated manual transmission that at about 87,000 miles required replacement of the clutch actuator. It is an expensive and brand loyalty-killing little component.

We considered a Fiat 500 and a Honda CR-Z and settled on the Scion iQ. Scion is a dying branch on the evolution of Toyota as it strives to be the world’s largest car maker. In Japan, all Toyotas are Toyotas, even the ones sold here as Lexus and Scion. Plus they have a string of additional models sold there and in markets other than the USA. But Scion was started as a car to grab the youth market. However, I don’t think there was or is a youth market. Most people in the USA under 30 can’t afford a new car. Those that do make enough money to afford a new car would just as well like to have a grown up car.

Then of course, the cars presented as Scions have all been stylistic duds, except for the first Xb which was the coolest sorta ungainly looking box on wheels ever offered the car buying public since the VW Type 2. I owned three of them in the years 2004 to 2006. They were great – roomy, fuel efficient, and able to go 103 miles per hour given a long lonesome fairly flat highway. And doggone it, people liked them. All the other models (except the Subaru FRS joint venture) just didn’t have the styling magic.

So why the iQ? As a City Commuter Car, as a smart alternative, it has several advantages to the smart car. 1. Smooth quieter, reliable Toyota engine and Continuously Variable Transmission, which is infinitely better than the pause-wait-shift automated manual of the smart. 2. Just a little bit bigger, which means seating for 3 adults and a child or two adults and twice the cargo space. 3. Better crosswind stability due largely to the front engine/front drive – important when traversing Kansas. 4. All four tires are same size which means they can be rotated to last longer than the odd size front/rears on a smart which only last about 23,000 miles. 4. Automatic headlights. 5. Bluetooth hands free phone through the sound system is standard. Darned cheap compared to a Corolla or any other “normal” compact car, when purchased used from Abner’s Autos.

Anyway, while Lexus is working in Toyota’s efforts to become the world’s largest automaker, Scion isn’t. Oddly enough, in Japan they are all just models of Toyota. Plus they have even more models than they sell here. To increase sales they need to send us the true compact pickup, that they sell in 37 other countries. The old Ford Rangers are in such high demand that a low mileage excellent condition one will sell for more than it did new. Yet all the car companies have abandoned the true compact pickup niche.

Toyota sells the Hilux, smaller than a Tacoma, with diesel 3-liter, better fuel economy. They could sell it in the USA as a Scion pickup! This is brilliant. Send my marketing genius commission check to Abner’s Autos, 212 East Iron, Salina, KS 67401. Good English language ads for the Hilux can be found by Googling Toyota New Zealand.

For my final car culture comment of this month, I say go visit a car show! They are everywhere. Tis the season. I have to go polish up the old Land Rover now. Happy Trails, —Abner

Abner's new ride



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.

If you live in Manhattan, Ft. Riley or Junction City and have enjoyed competing in or attending our events, we'd love to have you become a member of our happy little club. If you should choose to join SCCA in our Region, be sure to use the membership form found in a Write Line or be sure to indicate "SALINA REGION" in the space above the signature. Geographically, Riley and Geary counties are in territory of our Kansas Region neighbors and SCCA will put you there if not told otherwise. Of course, once a member, you're welcome at any region's events. You'll find a listing of our neighboring region's events in the "Events Elsewhere" calendar inside.

**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 for 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 a recent event or asked for a newsletter. Other codes refer to complimentary copies being 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). Find more information at www.salinascga.org, www.scca.com, or call Salina Region membership chair Rocky Entriken at 785-827-5143 or e-mail rocky@spitfire4.com.



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