

# The Write Line

~ August 2015 ~



James Hund, F Street Cadillac CTS (Lizzie Enlow-Brown photo)

The official newsletter of the Salina Region SCCA

## Regional Executive Views

I really don't know what happened. At least I don't remember all of the details. What I do remember is: Running an errand to pick up some parts, and then not getting back home for five weeks.

Our rather substantial pile of used Spridget stuff has much in the way of tired and well-worn brake parts. The rulebook claims that we can use most any brakes we wish in Street Prepared, as long as they aren't smaller/lighter. So our brake choices for assembling our 1964 FSPridget boiled down to; tired and old, expensive new original, or slightly more expensive current stop-fast technology. The guys at Wilwood Disc Brakes were happy to help out.

Connie and I had just returned from our granddaughter's high school graduation in Houston, and our Miata was ready for a major service at 225,000 miles. I'm fortunate to have friends *in the business* who let me order parts at jobber prices. The Miata maintenance parts, and the Wilwood parts were in, and ready to be picked up at Moody's Engine Service in Ulysses. A nice productive errand, with an excuse for a motorcycle ride, and only 265 miles each way.

About 7:30 aye em on Wednesday June 10, I left for Ulysses on my parts errand. I enjoyed lunch with Kim

and Carolyn Moody at the El Ranchito, owned and operated for decades by the Romero family, and the best Mexican food on the planet (in my opinion). With a solid box of brake discs bungeed to the passenger seat, and the rest of the parts tucked into the saddle bags, I headed home at 12:38 pee em. Five weeks elapsed before I actually made it home.

At about 2 o'clock, I was eastbound on US-50, through Spearville, and a car from the north took me out. The driver didn't see me; I didn't see her either. It was nearly 46 hours, post-operation, before I regained consciousness.

The prognosis, as of the moment, is for a full recovery. There are many hours of physical therapy left for me to do, but I *will* do them. And, I am looking forward to resuming my SCCA hobby, with my SCCA friends, soon.

At my current state of learning, I believe that most anything one can do in life that has some reward, also has some risk. I've believed for years that motorcycle riding was high risk, and I've done my best to minimize that risk. I suspect that my risk/reward equation, concerning my riding motorcycles, may be in the processes of being amended.

My advice to you: Keep the shiny side up, and stay between the lines.

Bill Preheim, RE

~ ~ Next Events ~ ~

**Test & Tune - August 29**  
**Solo - August 30**

**East Crawford Recreation Area**

**Pre-register – use link at [www.salinasc.ca.com](http://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

**Artt Mann is doing BBQ again, both days, sandwich & chips \$5!**

**Next  
Business Meeting**

August 30  
After event

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

*Business meetings  
are open to all  
members and guests*



## Board Members ~ 2015

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## Other Officials ~ 2015

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**Development Committee Chair**  
**RADLEE BIEN**  
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## Salina Region Schedule ~ 2015

All at East Crawford Recreation Area unless noted elsewhere

<u>Event</u>	<u>Chair</u>
Aug 29 – Test & Tune	Radlee Bien/Artt Mann
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 Entriaken

### MiDiv



### SPS/R&S MiDiv Solo Series - 2015

June 13-14 — Neosho, Mo.

August 1-2 — Lincoln, Neb.

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

## MEETING MINUTES

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

July 5, 2015

Salina Region SCCA July 5, 2015, meeting was called to order by Assistant R.E. Monte Rans at 3:22 p.m. at Legends Bar and Grill, Salina, KS. Board members present were Rocky Entriaken, Dennis and Nancy Smith, Monte Rans and Ken Kennedy. Guests were Susan and Randy Puls.

The April 19, 2015 minutes were presented and approved unanimously. Motion to approve by Dennis, seconded by Ken.

The treasurer's report was presented and approved unanimously. Motion to approve by Rocky, seconded by Nancy.

**Old Business** - Fort Riley Divisional (2014) - Payment from Midwest Division still has not been received.

Dennis reported on solo event chairs - All events preparations are made. Event chairs have been assigned for all 2015 events. They have been submitted to Rocky (for newsletter). Dennis will work on getting a safety steward training class organized. Those wanting to participate are asked to notify Dennis by email.

Trailer widow painting - Ken reported he plans to do the painting in the fall.

Status report on Web management and registration processing - David was not present but the process to prepare Adam and Nancy to assume these responsibilities is progressing.

ECRA/Mirror Khana report - Painting was completed and Dennis will return the extra supplies.

**New Business** - Corvette Club or other car club course tours - Susan Puls discussed ideas to involve the Corvette or other car groups in course tours or parade laps. Discussion was held on this and other ways to get more car groups involved in SCCA.

MiDiv update - Rocky reported on the possible reorganizations that are being considered. These reorganizations may have an impact on the number of participants in the MiDiv region.

Mirror Khana - Monte shared an email he received. The email outlined concerns and suggestions an individual had regarding the organization of the recent Mirror Khana. The board discussed the various suggestions and will make efforts to reasonably address some of these items for the next similar event.

July 25 solo event - Ken and Dennis will check on restroom arrangements for this event since the course may need to be run from the south to the north because of the "drag races" at ECRA the same weekend.

Drivers expected to work - The issue of the importance for participating drivers to also work the course was discussed.

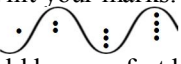
**Next meeting** - Sunday, August 30, 2015 immediately following the day's event.

Meeting adjourned at 4:36 p.m.

Submitted by: Ken Kennedy, secretary

## Star Spangled

Of course, it was a star spangled weekend, autocrossing at East Crawford the day after Salina's annual July 4 "Skyfire" extravaganza at Dean Evans Stadium, but it also turned out to be a star spangled event chaired by Ken Kennedy which attracted at least two National Champions and several distant visitors.

Kennedy, taking his first attempt at designing a course, came up with a hugely entertaining and challenging design that was at the same time both technical and visceral. From the end of the opening slalom the run to the far end was almost flat out ... if you hit your marks. Coming back drivers encountered that unique  slalom that then led into sweepers which could be very fast but had to be precisely on line, finishing off with a Chicago Box.

Visitors came from Colorado, Nebraska, several from Kansas City, even one who listed an Ohio address. It was as if we were the only holiday autocross in a four-state area making Salina the destination of choice for those who wanted to celebrate the Fourth with exhaust noise.

FTD, as well as Fast Lady, was no surprise once you get past the fact they arrived late so neither had a coursewalk or a parade lap, so both were DNF on their first runs as they figured out where the course went. This was Nick Roberts, 2012 national champion in FSAE (driving the University of Kansas car then), and Rachel Saunders, daughter of the late Tommy Saunders, a 12-time champion, the last four in B Modified driving the LeGrand Dragon with the tequila sunrise livery which they brought to our event.

They were two of only four drivers below the 50-second mark. Nick cut a 44.004 run and Rachel was right behind at 44.644 on her only good run. The only others to break 50 were Srdjan Ortiz at 48.428 in K Mod, and Mark Hill winning STU and Fast Fender at 49.364. After that, Iain Mannix from Colorado posted the sole 50-second time in his Super Street Lotus Elise before 51s, 52s and 53s began to show on the clock.

Largest class was STX, populated by KC (and Ohio) drivers. Doug and Sonja Hitchcock took the two trophy places aboard their BMW 318is.

Closest class was STS, where Monte Rans brought his own assassin, Chris Rigsby, as a co-driver. Chris won the duel by a margin of 0.373 sec. Next-closest was ESP with a similar scenario, Rodney Walters bringing along his son Michael, visiting from South Dakota. Sharing Rodney's Mustang in ESP they finished only 0.601 sec apart, but Rodney won.

Also close was DS with new face Chris Bergevine, who lists Buccaneer Region (SE Georgia/NE Florida) as his home but now lives in Manhattan, going up against Dennis Smith in a Subaru showdown and prevailing by 0.827 sec.

The margin was only 0.832 in H Street, Greg Cheney from KC slipping by past National Champ (DS 2001) Russell Blume. In fact, Cheney put a pencil to the results to figure PAX standings and learned he was top PAX with a 41.383 score (next few; Hill, STU, 41.663; Mannix, SS, 42.412; Roberts, BM, 42.420; Hitchcock, STX, 42.689; Rigsby, STS, 42.773).

## LEADSLED LEFTOVERS

The Leadsled Spectacular, a custom cars extravaganza, invaded Salina for four days the end of July and left behind those rows of Jersey barriers edging our autocross site. Salina's Parks & Recreation and Street Departments give them the same helpful support they give us, including those barriers to provide safety for their Friday night stoplight drags. Can't really expect them to get them all moved the next day, so it was no big deal to run our course from the south end this time.

It was a "course by committee," with Dennis Smith, Rodney Walters, Abner Perney and Artt Mann all contributing elements of a challenging two-lap course. The south end has some subtle trickery in its elevation changes. Not only is the downhill pitch a tad steeper, but also the crown in the center makes cars want to push on the far side of the turnarounds. And this course had three such occasions in addition to a fast downhill slalom and a challenging uphill sweeper.

The two laps made for a run in the 50s for most drivers. Only four were able to get below 50 sec, and except for FTD Brian Hagen in his K Mod DAP kart none of the three doorslammers could reach it until their fourth run.

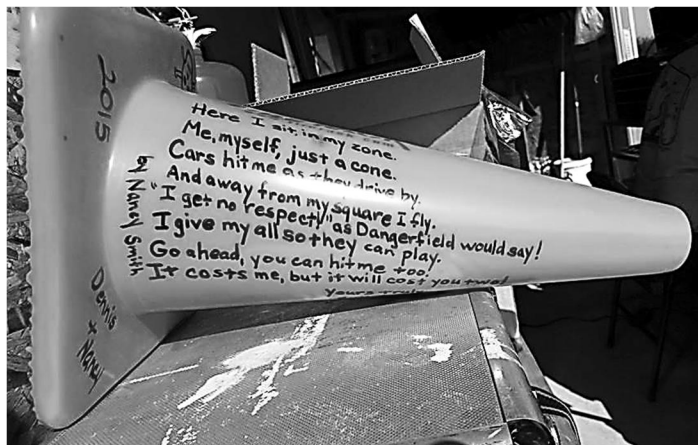
It took Hagen three tries, but in his case it was because the kart was not cooperating. Vacuum issues forced DNFs on his first two attempts – literally did not finish – but once solved he got down to a 46.369.

In the first heat George Gonzales, Subaru WRX, posted the best time of 51.579, throwing away a 50.2 with a pylon but still good enough to win STO6 which was the largest class of the day at five cars. Hector Peña's Lexus claimed the only 2nd place trophy of the day.

The closest battle of the day turned out to be the fight for Fast Fender, between three cars all running in the second heat. Rodney Walters, ESP Mustang, ran 50.1 on his second run with Jim Hund's FS Cadillac CTS at 50.5. On the third runs Monte Rans joined them at 50.4 with his STS Honda CRX Si.

Fourth runs saw Rans at 49.6, Hund at 49.7 and Walters at 49.8, and one more run to go. Rans put it away with a 48.585 on his final try, while Walters posted a 49.3 to slip past Hund, who couldn't improve.

Nancy Smith was Fast Lady at 53.4.



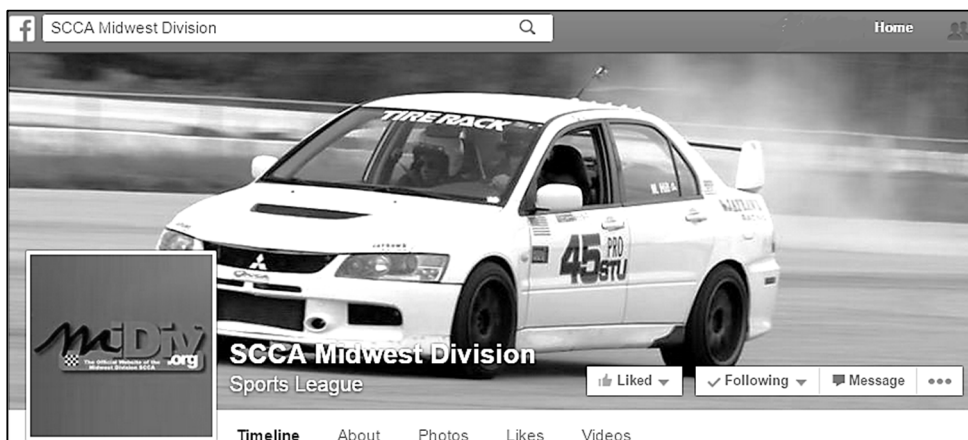
Nancy Smith "decorated" a pylon at a recent Wichita Region solo.

# Star Spangled

Salina Region SCCA ~ July 5, 2015 ~ ECRA, Salina

Class	Driver	Mem.	Car	Make	Run 1	Run 2	Run 3	Run 4	Run 5	Best
SS-R	• Fred Johnson	98627	26	Corvette	D.N.F.	58.875+1	56.935	56.683	D.N.F.	56.683
SS	• Iain Mannix	230325	195	Lotus Elise	51.839	51.185	50.793	51.507	51.457+1	50.793
	Ann Criqui	458781	95	Lotus Elise	52.879	D.N.F.	52.194	50.945+1	52.462	52.194
AS	• Ken Kennedy	370024	68	Corvette	57.590	56.565	56.264+1	56.282	54.435	54.435
BS	• John LaRondeau	62606	92	Audi TT Quattro	53.459	54.461	54.686	53.348	53.615	53.348
BSL	• Ann LaRondeau	144250	92	Audi TT Quattro	D.N.F.	60.043	59.346+1	56.384+1	56.138	56.138
CS	• Jim Myers	414859	8	Mazda Miata MX5	61.320	D.N.F.	57.683	D.N.F.	57.638	57.638
DS	• Chris Bergevine	471291	135	Subaru WRX	D.N.F.	53.317+1	53.493	53.901+2	D.N.F.	53.493
	Dennis Smith	301907-1	6	Subaru Impreza WRX	54.320	54.795	54.603+1	54.858+1	55.610	54.320
	Natasha Bergevine	477159	185	Subaru WRX	57.236	D.N.F.	D.N.F.	57.763	56.309	56.309
DSL	• Nancy Smith	301907-2	9	Subaru Impreza WRX	56.016	56.156+1	57.247+2	56.874	56.257	56.016
ES	• Rocky Entriiken	19814-1	4	Mazda Miata	55.973	55.088	55.022	55.051+2	55.594	55.022
	Randy Puls	474644	8	Mazda Miata	D.N.F.	D.N.F.	62.744	60.678	58.567	58.567
	Lance Cochran	484098	15	Mazda Miata	62.297	D.N.F.	61.187	61.235	61.028+1	61.187
ESL	• Susan Puls	474645	33	Mazda Miata	D.N.F.	69.012	64.089	62.871	61.931+2	62.871
FS	• Jim Hund	487549	11	Cadillac CTS	54.829	54.933	54.533	54.201	53.695+2	54.201
	Clint Holmes	484776	17	Camaro 1LE	D.N.F.	62.115	61.341	58.782	58.579	58.579
GS	• Christopher Hund	488138	9	Dodge Charger	60.481	60.769+1	59.397	59.826+2	58.607	58.607
HS	• Greg Cheney	430028	43	Ford Fiesta ST	52.507	52.681	52.639	52.829+1	51.989	51.989
	Russell Blume	482905	97	BMW 318	52.547	52.595+1	53.774	52.821	52.641+1	52.821
STS	• Christopher Rigsby	268840	134	Honda CRX Si	52.121+1	51.581+1	51.752	51.071+2	51.658	51.658
	Monte Rans	412198	34	Honda CRX Si	53.160	52.527	53.251+1	52.878	52.031	52.031
STX	• Douglas Hitchcock	346272	191	BMW 328is	51.728	50.512+2	50.976+1	51.371	50.336+2	51.371
	Sonja Hitchcock	422359	91	BMW 328is	57.151+2	55.444	54.760+1	54.419	54.108	54.108
	Daniel Rowland	462748	32	BMW 328is	54.705	56.092	54.456+1	54.670	D.N.F.	54.670
	Nathaniel Hamm	488833	69	Scion FRS	62.762+1	59.464+3	60.716+2	63.521+1	59.765+1	61.765
STU	• Mark Hill	336171	45	Mitsubishi Evo IX	49.364	51.123+2	48.697+1	D.N.F.	47.996+2	49.364
STO8	• Dustin Nead	483601	83	Pontiac GTO	D.N.F.	D.N.F.	65.941	D.N.F.	63.252	63.252
STO6	• George Gonzales	—	1	Subaru WRX	55.324+2	57.735	56.291	55.760	54.041	54.041
	Amanda Reynolds	—	0	Subaru WRX	79.105	66.157+2	64.506+2	62.903	61.596	61.596
	Ethan Branham	—	33	Nissan 350Z	72.026	67.060	64.472+1	D.N.F.	63.593+2	64.472
STO4	• Broc Ball	473599	11	Acura RSX Type S	D.N.F.	56.960	54.948	54.274	53.522	53.522
	Jay Watkins	—	1	Porsche 944	D.N.F.	105.120	D.N.F.	84.970	D.N.F.	84.970
ESP	• Rodney Walters	379225	35	Mustang	53.694+1	52.504	51.993	52.036	52.552	51.993
	Michael Walters	—	3	Mustang	D.N.F.	55.942+1	55.601	54.992	52.594	52.594
CAM-T	• Bob Lambert	131970	11	Plymouth GTX	57.538+1	56.821	56.722	56.626+1	D.N.F.	56.722
BM	• Nick Roberts	—	99	LeGrand Mk.25 Dragon	D.N.F.	45.218	44.270	44.004	D.N.S.	44.004
	Rachel Saunders	292834	199	LeGrand Mk.25 Dragon	D.N.F.	D.N.F.	44.644	D.N.F.	D.N.S.	44.644
KM	• Srdjan Ortiz	—	17	TrackMagic Diablo	50.172	48.428	48.754+1	D.N.F.	D.N.S.	48.428

• = Trophy    FTD - Fast Time Of Day    FFTD - Fast Fender    FL - Fast Lady



MiDiv has a new Facebook page and Salina Region member Mark Hill (FFTD at our Star Spangled solo) is the first "Cover Boy."



# LEADSLED LEFTOVERS

Salina Region SCCA ~ July 26, 2015 ~ ECRA, Salina

Class	Driver	Mem.	Car	Make	Run 1	Run 2	Run 3	Run 4	Run 5	Best	
SS-R	• Fred Johnson	98627	26	Corvette	57.849+1	57.434	54.710	54.411	54.424	54.411	
AS	• Ken Kennedy	370024	68	Corvette	52.131	52.433	51.140	50.345	52.401+1	50.345	
CS	• David Knudsen	417683	7	Subaru BRZ	55.206	56.065+1	54.508	D.N.F.	54.167	54.167	
DS	• Dennis Smith	301907-1	6	Subaru Impreza WRX	54.628	55.308	52.544	51.826	51.303	51.303	
DSL	• Nancy Smith	301907-2	9	Subaru Impreza WRX	56.730	55.909	54.222	54.663	53.423	53.423	FL
ES	• Rocky Entriiken	19814-1	4	Mazda Miata	53.543	52.653+1	53.680	52.294	51.944	51.944	
	Randy Puls	474644	8	Mazda Miata	60.327+3	58.315	57.062	56.254	54.430	54.430	
ESL	• Susan Puls	474645	33	Mazda Miata	62..905	61.379	60.273	59.009	58.361	58.361	
FS	• Jim Hund	487549	11	Cadillac CTS	49.971+4	50.523	50.634	49.774	50.295	49.774	
GS	• Christopher Hund	488138	9	Dodge Charger	55.366	55.441	55.603	55.961+2	55.536	55.366	
HS	• Don Herrick	458722	8	Ford Fiesta ST	56.953	D.N.F.	56.313	55.141	D.N.F.	55.141	
STR	• Jason Stockton	472083	70	Mazda Miata	54.504	55.640	53.347	52.765	52.805	52.765	
STS	• Monte Rans	412198	34	Honda CRX Si	59.333+1	51.533	50.454	49.633	48.585	48.585	FFTD
STO6	• George Gonzales	—	12	Subaru WRX	53.188	52.186+1	51.579	50.254+1	51.815	51.579	
	• Hector Peña	—	11	Lexus RC	56.555	54.179	54.235	54.509	53.493	53.493	
	Fabrian Cruz	—	13	Subaru STI	68.072	58.689	58.124	55.061+1	54.044+1	56.044	
	Ethan Branham	—	33	Nissan 350Z	66.420	63.747	60.394	59.516	56.979+2	59.516	
	Amanda Reynolds	—	2	Subaru WRX	75.464	60.850	60.188	57.369+2	58.044+1	60.044	
STO4	• Victor Kinderknecht	—	74	Volkswagen Jetta GLS	62.894	59.860+1	58.894+2	58.173	57.557	57.557	
ESP	• Rodney Walters	379225	35	Mustang	51.254	50.135	50.339	49.826	49.316	49.316	
CAM-T	• Bob Lambert	131970	11	Plymouth GTX	56.439	55.028	54.519	55.082	54.169	54.169	
KM	• Brian Hagen	446910	25	DAP	D.N.F.	D.N.F.	49.670	48.804	46.368	46.368	FTD
JBL	• Samantha Terrill	454971	88	Margay Brava	65.917	60.317	60.052	58.847	57.284	57.284	
	Haylee Terrill	470365	99	Margay Brava Cadet	78.284	73.840	71.311	61.731	62.286	61.731	

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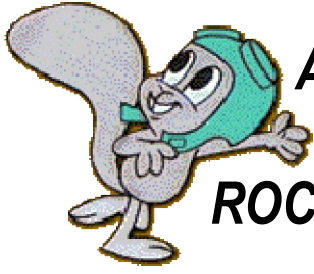
## SALINA REGION SOLO CHAMPIONSHIP • 2015

• SALINA REGION MEMBER    Points following Leadsled Leftovers    \* HAS RUN THE MINIMUM 4 LOCAL EVENTS

SS-R	Fred Johnson• * 64										Dustin Nead• 30
	Frank Wietharn 24										James Green 21
SS	Jim French• 9										Jacob Lynn 21
	Iain Mannix 12										Kyle Huddleston 19
	Ann Criqui 9										† - has run 3 classes
AS	Ken Kennedy• * 57										
	David Green 12										
	James Green 12										
	Larry Brady 9										
	Joey Green 7										
BS	John LaRondeau• * 60										
	Ryan Estes 18										
	James Green 9										
BSL	Ann LaRondeau• * 60										
CS	Steve Swartz• 36										
	David Knudsen• 12										
	Jim Myers 12										
CSL	Sara Rans 12										
DS	Dennis Smirh• * 66										
	Chris Bergevine 12										
	Ron Williams 12										
	Bill Dayton• 9										
	Natasha Bergevine 7										
DSL	Nancy Smith• * 72										
ES	Rocky Entriiken• * 73										
	Randy Puls• * 51										
	Bill Preheim• 31										
	William Knudsen• 30										
	Lance Cochran• 20										
	Jared Adamson 6										
	Jerry Lowe 6										
	Mike Lowe 5										
ESL	Susan Puls• * 61										
	Connie Preheim• * 45										
	Caitlyn Entriiken• 12										
FS	James Hund• * 66										
	Radlee Bien• * 52										
	Clint Holmes• * 34										

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.

Abner Perney• 13	Lance Cochran• 12	David Vargas 6
Kurt Ewert 6	Dakota Campbell 9	Steve Crispin 5
Christopher Hund• * 45	Scott Wood 9	Jay Lauer 5
Tim Harmon• 12	Greg McGehee 7	ESP Rodney Walters• * 84
Russell Blume• 21	STO8L Suzanne Scott-Holmes• * 60	Lewis Hudgings 9
Russell Boylan 12	STO6 Hector Peña * 40	Dustin Nead• 9
Greg Cheney 12	George Gonzales 29	Michael Walters 9
Don Herrick• 12	Adam Mounivong• 25	FSP Aaron Loggan 12
Laney Blume• 12	Victor Kinderknecht 19	CAM-T Bob Lambert• * 48
Jacob Lynn 12	Geoff Bradbeer 14	Abner Perney• 12
Greg Reno 12	Amanda Reynolds 14	SMF Anthony Toben 12
Jeremy Salenius 9	Ethan Branham• 13	John Herrman 9
J. Douglas Patterson 7	Kyle Huddleston 13	XP John Hensleigh 24
Jason Stockton 12	Rob Dinwiddie 12	James Cahill 12
Monte Rans• * 81	Tianyu Lin 12	Douglas Patterson 9
Christopher Rigby 12	Tami Goltz• 10	XPL Ruth Hensleigh 24
Patrick Cowan 9	Christopher Hund 10	DP Eric Brown 12
Daniel Rowland * 35	Chendi Cao 9	FM Brad Smith 12
Gavin Cumming 24	Jacob Lynn 9	BM Nick Roberts 12
Douglas Hitchcock 12	Fabrian Cruz 7	Rachel Saunders 9
Charles Wilson• 12	Abner Perney• 6	KM Srdjan Ortiz * 60
Garrett Boillot 9	Ronald Roesler 2	Artt Mann• 28
Craig Carlson 9	STO4 Broc Ball• * 57	Brian Hagen• 12
Sorja Hitchcock 9	Victor Kinderknecht 19	Janner Ortiz 9
Nathaniel Hamm 6	Brent Pinnecoose 14	JA Conner Herrick• 12
Mark Hill• 12	George Roloson 12	JB Mason Herrick• 12
Jonathan Moss 12	Joel Stocksedale 12	JBL Haylee Terrill• * 51
Robert Pendergest 12	Wesley Cantrell• 9	Samantha Terrill• 36
Cesaray Jusino 9	Anil Kumar 9	Wild William Knudsen• 42
James Lewis 24	Daryl Robles 9	Victor Kinderknecht 38
Dustin Nead• 21	Jay Watkins 9	Lance Cochran• 32
Steven Schrag 21	Kyle Huddleston 6	Abner Perney• † 31



## ASSORTED NUTS FROM ROCKET J. SQUIRREL

—ROCKY ENTRIKEN

Many years ago I took E. Paul Dickinson's competition course. He basically changed me from a shuffle steerer to a crossover steerer – did not convince me really that shuffle is bad, just that for me I decided crossover worked. Also, when I shuffled, I would flip and spin the wheel (letting go), doing crossover I always have at least one hand on the wheel and the other, if not, soon will be again. He did not use the term "slowhands" but achieved the effect -- don't jerk the wheel.

When I teach, my lesson on steering begins that whichever you use, you can do it a right way or a wrong way.

The key with shuffle is not to move the wheel in small jerks, but to keep its rotation smooth. As you transfer the hold from one hand to the other the wheel needs to NOT stop rotating -- and so the front wheels on the ground do not move from set to set (which unsettles the car) but move smoothly to the point you want them to be.

The key with crossover is that the loose hand always goes over the hand holding the wheel, never under. In this way you never get crosshanded. Crossover is a bit easier in that aspect of keeping the wheel moving, not jerking from set to set.

Positions -- I teach a 10-2 to 9-3 depending on what is comfortable for you. Often it ends up based on where the spokes of your wheel are located. Sometimes the spokes are in the way for a good 10-2. Pick a position where the thumbs hang on the spokes or where the little fingers rest on the spokes (as in the photo) in straight-ahead driving. This gives you a bit of added leverage and your two hands are in balance, plus you are ready for any action.

Then, when in a turn (and the wheel at the position it is going to remain in that turn) I like to see the hands at 9-3 or something similar (10-4, 8-2, etc.). Opposite

sides of the wheel. In the turn, with the weight of your hands being pulled to one side, it is best if the line of that weight goes through the hub of the wheel and then you can lean/hang on the wheel in the direction of that weight instead of having to use your muscles to keep a wheel still with your hand near the top or bottom and trying to be pulled to the side. The result is better control of the wheel.

E. Paul also taught me to pre-set my hands for a turn. If I am at 10-2 and anticipating a left turn, my right hand drops to about 4 or 5 o'clock. This then gives me another full 80-90 degrees of turn with that hand before I have to let go -- and yes, if the turn warrants, I will go beyond 12 o'clock. Some turns do not require any letting go at all, having prepared the turn in this manner (or, I let go to re-set at 9-3).

There is no magic of 12 o'clock. There is some

magic in how far you can comfortably turn the wheel and control the car. It may be 10 with your right hand, 2 with your left. If I have pre-set my hands for a left turn down to the 5 o'clock position and



can turn to 10 o'clock, I have 210 degrees of turn without letting go of the wheel. If I do that same turn from a 2 o'clock position, I have 120 degrees of turn and will often have to reposition my hands just to continue turning the wheel.

Whether or not I re-set at 9-3 depends on the turn. Is it a long carousel? Yes. Is it a quick kink? No. The question is, will you hold that turn position for a while, or unwind it almost immediately?

Slaloms requiring big turn input can become a constant crossover, crossover, crossover, very rhythmic and precise. Small turn input may be done without ever leaving 10-2 or 9-3.

Bottom line -- there is no One Right Way for all situations because all the turns are different. Be able to use what works most efficiently for THIS turn.

And of course, practice your hand positions on the street or highway. Never drive "lazy" with one hand atop the wheel. Always practice your turn techniques at all streetcorner turns. Reason: It makes the motions and positions habit so, in competition, you don't have to think about where your hands are.

# 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

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

## Come Racing With Me

Join me Aug. 8-9 in Hastings, Neb., as a race official. I'm the Chief of Grid at the MPH races (that's Motorsports Park Hastings) and I'd like to have at least one more person to help me there. Or you could be a corner worker, up close and personal with the cars as they zip past. If you're not a member, they'll give you a weekend membership.

Contact me ([rocky@spitfire4.com](mailto:rocky@spitfire4.com) or 785-827-5143) and I'll help you get set up. —Rocky Entriken

## Help Wanted: Solo Safety Stewards

We need some more Solo Safety Stewards. We are planning to have an SSS instructor come up in the near future to teach the required class and would like to sign up a few more to train. It is an absolutely essential job (without an SSS present, we cannot hold an event), but often an easy one because the rules forbid the SSS from doing other jobs during the event – including driving which is why an event needs at least two.

If you'd be interested in taking the class and being licensed as a Solo Safety Steward, contact Salina Region Solo Chair Dennis Smith ([smnck@att.net](mailto:smnck@att.net) or 785-243-6753). He'll set up a class time convenient for all.



## NOTICE

The entry deadline for the SCCA Solo Nationals is August 3, after which the entry fee goes up bigtime. Yes, you're "good enough." All that's required is to go have fun with 1200 of your best friends. See SCCA.com.

## Welcome New Members

**Broc Ball**, Augusta, is leading the STO4 points driving his Acura RSX.

**Ethan Branham**, Salina, drove his Nissan 350Z in STO6 at our two July events.

**Nathaniel Hamm**, Junction City, is competing in STX with a Scion FRS.

**Chris Hund**, Hays, is leading the points in G Street with his Dodge Charger.

## Utterly Obscure British Car Humour



Leylandgnügen: The Joy of Towing

A play on Volkswagen's ads about "Fahrvergnügen" which translates to "the joy of driving."





## 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](mailto:militaryrebate@scca.com)

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



# The Legend of Brian Redman's Cat!

There are a lot of different versions about why people are drinking to Brian Redman's Cat. Credit for the Cat has been claimed by various groups; drivers, crew members, every race worker specialty and even some of the more alcoholic spectator groups. Everyone wants to get into the act. Don't believe any of them. Ignore all rumors. Especially the one that says the Cat was invented by corner workers at an emergency drinking meeting of the "Road Racing Roundtable: In the parking lot of Schwartz's in St. Anna, Wisc."



Corner workers are damned particular whom they raise a glass to. Their toasts are a sign of respect bestowed only to the fastest – people like Fangio, Moss, Clark, Donohue, and **Brian Redman**. All properly conducted Saturday drinking contests follow a pattern. You take turns making a toast. You are expected to toast someone faster than your predecessor. Lately, the toasting seems to always end with a final toast, "Here's to Brian Redman's Cat." The Cat really isn't quicker than Brian, but he is faster than most, especially in the rain (his claws are an advantage). Here now is the straight story:

"The Cat" – he didn't have a name in those days (actually, he still doesn't) – was first noticed by corner workers at Road America. He lived his entire first life right there at the track. That first life was what started the Legend. We are certain that each of his remaining lives will contribute to the legend and he will take his rightful place in racing history.

When first spotted, he certainly didn't look like legend material. He was apparently booted out of a car as a kitten and grew up wild at Road America, scrounging for his food and fighting for survival. He was a skinny, pitiful sight, obviously undernourished and very anti-social. The event was a cold May drivers school and it was raining. That dumb Cat was standing there, soaked to his skin, watching the race cars, just like the corner workers. He was obviously impressed.

The Cat was having a really rough time when he discovered the generosity of corner workers. At lunchtime, eating with them was better than scrounging for food. This was easy; he was well fed at every corner he visited. He never understood the fact that maybe the amount of food available for cats had something to do with the quality of the lunches. He really learned to love the vulcanized bratwurst with melted Hershey bar on top. He even learned to like the "mystery meat."

Eventually, he became tamer and actually permitted a few corner workers to give him an occasional pat on the head. He seemed to enjoy them and their company.

Later, he started drinking with the workers at the end of the day. He found that most corner workers had

alcoholic beverages in their survival kits for after the last car. He got into the habit of making the rounds of the corners. He'd have a quick one with anybody willing to share.

When he wasn't eating or drinking, he was watching the race cars. He couldn't hide his admiration for the fastest drivers because he was pretty fast himself. Just like his friends – the workers – he became an ardent fan of Brian Redman. In fact, every time Brian Redman raced at Road America, you could find The Cat hanging around his pit. If you looked real careful, you could see he was listening to and watching Brian's every move.

As years went by, The Cat developed two burning ambitions. One was to drink with every corner worker in the country and the other was to beat Brian

Redman's time at Road America. He used to work at it at night. If you were at the right place, at the right time, you could see The Cat – by then known as "Brian Redman's Cat" – doing hot laps. Gradually, he worked his time down to where he was within a couple seconds of Brian Redman's best time. He probably would

have made it had it not been for a tragic, unfortunate accident.

One particular dark night, he had a very fast lap going. He came into Corner 10 (the exit of the Carousel) right on the ragged edge. Unfortunately, a large deer was asleep in the apex and The Cat hit it at speed. There weren't any corner workers there to help and he did not survive the crash.

The next morning, when the corner workers came out to set up the station for the day, they found his remains. And out of respect for The Cat and Brian Redman, they buried The Cat with a good view of the turn.

Today, at Station 10, you'll find a rather large mound of rocks with a crude cross on top of it. Directly in front of the mound is a granite headstone with the following inscription, "Here Lies Briand Redman's Cat, The Bloodshot Blur with Fur." That is the final resting place of Brian Redman's Cat. When a corner worker is assigned to Corner 10, it is tradition to add one more rock to the pile.

That might have been the end of this legend, except for a strange phenomenon that was noticed shortly after the crash. Whenever corner workers got together for serious partying, The Cat would usually show up after a sufficient number of toasts "To Brian Redman's Cat."

That damned Cat would come back for one more drink with

his friends, the corner workers. And so, if you are a good corner worker and have faith, especially if you drink enough (this is very important), sooner or later, you will see "Brian Redman's Cat."

—Author Unknown



Brian Redman – Formula 5000 – 1974 Lola T332

**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.salinasc.ca.org](http://www.salinasc.ca.org), [www.scca.com](http://www.scca.com), or call Salina Region membership chair Rocky Entriken at 785-827-5143 or e-mail [rocky@spitfire4.com](mailto:rocky@spitfire4.com).



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