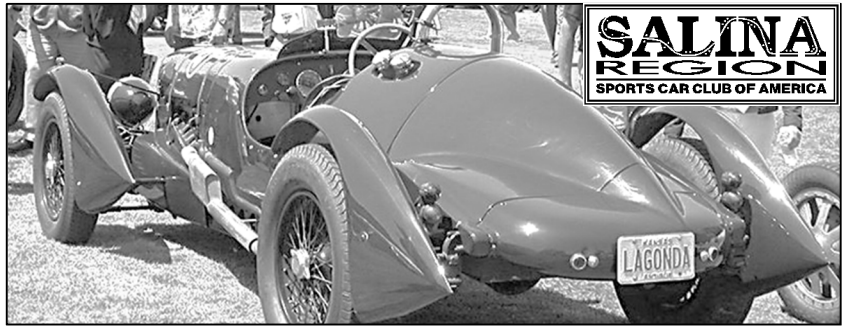


The Write Line

~ October 2015 ~



Rich Morrison, 1939 Lagonda, at the Monterey Historics

The official newsletter of the Salina Region SCCA

Regional Executive Views

The 2015 SCCA National Championship Solo is in the books! And, the Junior B Kart Champion is Salina (and Wichita) Region member Mason Herrick. Mason's quick time was 5.760 seconds faster than second place. Our resident historian and record keeper, Rocky Entriken, tells me that is the eighth widest margin of victory ever recorded in the Open Classes! Congratulations Mason!

The 2015 R.E. Challenge is in the books! It was close, but our Salina Region won this year. Thank you, and congratulations, to everyone who competed.

I was even able to compete, and contribute to our win. I'd completed the major maintenance (cam timing belt, idlers, etc.) on our Miata prior to R.E. Challenge 15.1 at Yoder the week before, but was not able to get there to compete. It really felt good to be able to participate in an autocross again, after nearly four months of healing and physical therapy. I'll have to confess, I'm not to full strength yet. By the end of last Sunday's R.E. Challenge 15.2, I was all in.

Wichita has a solo at Yoder next Sunday, and Salina has Octoberfast 26 the following weekend. I'm hoping Connie and I can attend both.

Oct. 11, at Salina's East Crawford Recreation Area, The Salina Region presents it's annual **Octoberfast** autocross. This historical Salina solo is laid out using a course designed several years back by Dave and Jo Richards. The course is not intended to be an exact replica of the original (unlike our historic *Mirror Khana*, with the cone boxes permanently painted on the concrete), but rather to preserve the spirit of *Octoberfast*. Get your car ready! Get your tire pressures set! Get yourself pre-registered. And, get yourself to the ECRA in time to compete/play with us.

This morning, Monday, Sept. 28, I had an examination by an orthopedist who specializes in shoulder surgery. The good news, he is confident that he could repair my ACL (the connection of the clavicle to the shoulder) and the rotator cuff during the same operation late in October. The bad news, recovery and physical therapy will extend into next year.

The FSPridget project assembly will probably wind up in a last minute rush to get ready for the 2016 Solo season. I suspect, I may be too old and feeble to do the all-nighters that seem part of motorsports vehicle preparation. Been there, done that, don't really want to do it again.

Best regards to all,
—Bill Preheim

~ ~ Next Event ~ ~

Octoberfast 26 - Oct. 11

Annual Salina Region member appreciation event

All Salina Region members – free entry

East Crawford Recreation Area

Pre-register – use link at www.salinascca.com (non-members 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**

October 11
After event
(Sept. 27 meeting was not held)

**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

Event

Oct 11 - Solo: Octoberfest 26

Nov 1 - Solo

Chair

Salina Region Board

Rocky Enriken

MiDiv



SPS/R&S MiDiv Solo Series - 2015

June 13-14 — Neosho, Mo.

August 1-2 — Lincoln, Neb.

SCCA 2016 Solo Nationals ~ Sep. 7-10 ~ Lincoln, Neb.



MASON HERRICK – NATIONAL CHAMPION – JUNIOR B

Salina Region Drivers at the SCCA Solo Nationals

TROPHY WINNERS

- *1st JB – Mason Herrick – CRG
- *5th STU – Mark Hill – Mitsubishi Evo IX
- *14th STX – Joe Silva – Mini Cooper S

OTHERS COMPETING

- 5th BSL – Ann LaRandeau – Audi TT Quattro
- 8th JB – Conner Herrick – Tony Kart
- 9th STSL – Julie Avar – Honda Civic Si
- 14th ASP – Frank Finks – Nissan 370Z
- 20th KM – Srdjan Ortiz – Monaco GP6
- 24th FS – Don Knop – Shelby Mustang
- 28th GS – Christopher Hund – Dodge Charger
- 28th SS-R – Jim French – Corvette Z06
- 28th DM – Rocky Enriken – Sprite
- 31st STS – David Avar – Honda Civic Si
- 33rd BS – John LaRandeau – Audi TT Quattro
- 34th STX – Michael Herrick – Subaru BRZ
- 38th FS – Jim Hund – Cadillac CTS
- 44th FS – Radlee Bien – Camaro SS

R.E. Challenge 15.1

Seventy drivers rolled onto the concrete of the old Hutchinson Naval Air Station (aka Sunflower Aerodrome) on Sept. 20 for round 1 of the 2015 R.E. Challenge – Salina vs. Wichita in a two-event shootout for bragging rights and the Challenge Trophy – a plastic beer cup mounted on a trophy base.

Salina had a nice turnout of 17 drivers, while Wichita had 30, the events counting in both regions' championships.

Wichita has a somewhat wider site than we do, so course design can be a little more varied. A sweeper off the start line led to this strange slalom – first one cone, then two side by side, then three, then four, then three, two, one again, but ignore the final one because the course veered off to the edge of the site again to begin the “dollar sign.” Imagine a giant S, entered at the bottom, and then at the top a 90 right for a straight line down the middle making it a \$. Some fast lane changes on the return run, a carousel turn and then the finish. The course flowed nicely placing greater premium on car placement than on traction.

The course ran in the 60 sec range or higher for the majority of drivers. Only two dozen managed to find sub-60 times and only one of those could get below 50. FTD driver Srdjan Ortiz running for Team Salina in his new Monaco GP6 kart popped three 48 sec runs, his best a 48.310, to win K Mod.

Nobody saw a 49, or a 50, or even a 51. Fast Fender was Wichita's Robert Pendergest at 52.315 in his STU Subaru STi. In STSL Laney Blume scoring for Salina got Fast Lady at 58.357.

Despite the large entry, only one class was decided by a margin of less than a full second. That one was Super Street, with Salina's Clint Holmes in a shiny new red Corvette, despite two DNFs, topping Wichita's Johnny Huang by 0.294 sec.

Two six-car classes shared the distinction of being the largest class of the event. GS was won by Tim Harmon -- a Salina region member but scoring for Wichita on this day, who sent his Ford Focus ST through the course in 58.5 sec. Salina's Christopher Hund was second in his Charger.

The other six-pack was a Wichita brother act, Corvette-mounted Elliot and Glen Alvis separated by almost exactly one sec atop STO8, Elliot on top at 59.2.

Salina's Jim Hund topped a 5-car FS class with his Cadillac CTS at 55.6, winning another 1-sec class with a 1.137 sec margin over two Mustangs and two Camaros. Hund also scored the top PAX time of the Salina entries. Only Wichita's AS winner David Green and Pendergest were higher on the index.

Other Salina winners (dual members running for Team Wichita marked with *) were Suzanne Scott-Holmes, BSL Subaru WRX STi; *Steve Swartz, CS Mazda MX5; *Dan Deener, DS Mini Cooper S; Rocky Entriken, ES Miata; Susan Puls, ESL Miata; Monte Rans, STS Honda CRX Si; Rodney Walters, ESP Mustang; Bob Lambert, CAM-T Plymouth GTX; Dennis Smith, CAM-C Mustang Cobra; Nancy Smith, CAM-CL Mustang Cobra; and Samantha Terrill, JBL Margay Brava.

R.E. Challenge 15.2

One week later, Sept. 27, round 2 of the R.E. Challenge saw 48 drivers on the East Crawford pavement. Wichita only sent eight drivers up, while Salina turned out 26. See next page to know how the Challenge turned out.

The Monte Rans course was quite different from the one in Yoder, emphasizing traction and handling to a much greater extent. First a seemingly random slalom – two cones on the right, one on the left, and so on, but it had a rhythm. And then long sweeps back and forth across the concrete to the double lefthander turnaround. More sweeps, and finally a somewhat familiar-looking slalom to those who'd run round 1 – one cone, then two, three, four, three, two, one. A difference, couldn't ignore the final one because drivers were forced to turn around it to get to the final turn.

Most drivers were in the mid-50s, with only two able to find a sub-50 time. Brian Hagen, scoring for Team Salina, turned a 46.715 on his third run before his K Mod kart decided it would run no more, but it was easily enough for FTD. The only other driver below 50 was SS-R winner Frank Wietharn who took Fast Fender at 49.502 – after catching cones on three straight runs -- but the Kansas Region R.E. was not part of the Challenge and so scored for neither Salina nor Wichita. Salina's Nancy Smith, running the family Cobra in CAM-C Ladies was Fast Lady at 55.676.

The largest class of the day was E Street, heralded by the return of Salina R.E. Bill Preheim after a four-month recuperation from his motorcycle accident. It was great to see Bill behind the wheel and moreso to see he hasn't lost much during his hiatus. He whomped the class by 3.2 sec in his Miata. Second was brand-new member Brian Tefft Jr., who joined just the previous week.

Four classes were decided by less than a second, but the biggest excitement was in Junior B Ladies. While Samantha Terrill was clicking off runs in the low 60s, kid sister Haylee started with a 74, then 70, then a couple of 65s. Both were on course together, Haylee first, and she brought her last run in at 60.936. With everyone whooping at the young girl's improvement here came Samantha, with a 60.949. Haylee got her first head-to-head victory by just 0.013 of a sec.

The next-closest MOV was in STO4, where Wes Cantrell's Mazda 3 came in 0.588 sec ahead of Tristan Felchlin's BMW M3.

Another Miata duel in ESL saw Connie Preheim – also her first event since Bill's accident – coming in 0.761 ahead of Susan Puls, again driving husband Randy's Mighty Mouse while Randy recovers from coronary bypass surgery just days earlier.

The GS contest had the same result as a week earlier, but closer this time as Tim Harmon was just 0.803 ahead of Christopher Hund.

Salina's PAX rankings were again led by Jim Hund's Cadillac, the FS winner, but this time Hund was the top PAX for the whole event, with Wichita's Guy Roberts, the AS winner in a Dodge Viper, second overall and topping the chart for Wichita Region.

Right at a one-second margin was Street Mod, longtime Salina Region member Bill Pemberton and his son Ryan sharing a Mitsubishi Evo IX. We don't see Bill often enough these days because he now resides in Nebraska. On this occasion Ryan eclipsed Dad's time by 1.003 sec.

ready... steady... GO!



Salina wins 2015 R.E. Challenge

It's taken three years to accomplish, but Salina Region has finally won the R.E. Challenge.

The annual Salina vs. Wichita showdown was started in 2013 by then-REs Bill Dayton and Bruce Bettinger. The primary purpose is to encourage drivers in each region to travel to events of the other, and yeah, it's nice to win too.

A key factor in this year's victory was a 17-member contingent making the trip to Yoder for round 1. It's kind of expected the home team might win its own event, but Salina was only 11.7 sec behind. Then in Salina we scored 28.4 sec better overall for a 16.668 sec advantage.

Scoring is done by using PAX times, an index which theoretically equalizes cars of different classes. A Mod has an Index of 1.000, and everything else is less. Multiply time by the index and that's the PAX.

And then the top 10 PAX times for each region are totaled. Wichita only brought eight drivers to Salina, but three other non-member Wichita residents also came so two of their times were included to make a best 10.

AS winner David Green was top PAX at the Yoder event, while FS winner Jim Hund took top PAX at Salina.

R.E. Challenge 15.1				
Wichita			Salina	
David Green	AS Corvette	43.782	Jim Hund	FS Cadillac CTS 45.067
Robert Pendergast	STU Subaru Sti	44.153	Srdjan Ortiz	KM Monaco GP6 46.136
Brian Meyer	FS Mustang GT	45.988	Monte Rans	STS Honda CRX Si 46.377
Guy Roberts	AS Dodge Viper	46.124	Russell Blume	STS BMW Z3 47.345
Tyler Potter	FS Camaro 1LE	46.745	Dennis Smith	CAM-C Mustang Cobra 47.415
Jacob Lynn	HS Chev. Sonic RS	46.777	Rodney Walters	ESP Mustang 47.561
Eric Brown	DP Mazda Miata	46.946	Radlee Bien	FS Camaro SS 48.201
Steve Swartz	CS Mazda MX5	47.143	Laney Blume	STSL BMW Z3 48.319
Tim Harmon	GS Ford Focus	47.208	Christopher Hund	GS Dodge Charger 48.539
Courtney Potter	FSL Camaro 1LE	47.534	Nancy Smith	CAM-C Mustang Cobra 49.232
	SCORE	462.400	SCORE	474.192
R.E. Challenge 15.2				
Wichita			Salina	
Guy Roberts	AS Dodge Viper	43.261	Jim Hund	FS Cadillac CTS 42.776
Tim Harmon	GS Ford Focus	44.086	Dennis Smith	CAM-C Mustang Cobra 43.402
Jason Stockton	STR Mazda Miata	45.478	Monte Rans	STS Honda CRX Si 43.460
Broc Ball	STF Acura RSX Type S	45.576	Rodney Walters	ESP Mustang 43.605
Don Herrick	HS Ford Fiesta ST	45.845	Bill Preheim	ES Mazda Miata 43.868
Steve Swartz	CS Mazda MX5	46.602	Ryan Pemberton	SM Mitsubishi Evo IX 44.346
Robert Clapp	STS Nissan Sentra SE	47.205	Brian Hagen	KM Kart 44.612
Isaac Hoetmer	* ES Porsche 944	49.628	Christopher Hund	GS Dodge Charger 44.733
John Riggins	GS Volvo V70R	49.790	Radlee Bien	FS Camaro SS 44.767
Trevor Rietcheck	* DS Subaru Impreza WRX	51.777	Bill Pemberton	SM Mitsubishi Evo IX 45.219
	* Wichita Resident non-member			
	SCORE	469.248	SCORE	440.788
	GRAND TOTAL	931.648	GRAND TOTAL	914.980

SALINA REGION SOLO CHAMPIONSHIP • 2015

• SALINA REGION MEMBER

Points following R.E. Challenge 15.2

* HAS RUN THE MINIMUM 4 LOCAL EVENTS

SS-R	Fred Johnson*	85
	Jim French*	12
SS	Clint Holmes*	24
AS	Ken Kennedy*	66
BS	John LaRondeau*	82
BSL	Ann LaRondeau*	79
	Suzanne Scott-Holmes*	24
CS	Steve Swartz*	60
	David Knudsen*	12
DS	Dennis Smirh*	66
	Bill Dayton*	30
DSL	Nancy Smith*	72
ES	Rocky Entriiken*	104
	Randy Puls*	60
	Bill Preheim*	43
	William Knudsen*	30
	Lance Cochran*	20
	Brian Tefft Jr*	16
ESL	Susan Puls*	94
	Connie Preheim*	57

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.

FS	Caitlyn Entriiken*	12
	James Hund*	98
	Radlee Bien*	81
	Clint Holmes*	34
	Abner Perney*	13
	Don Knop*	10
GS	Christopher Hund*	75
	Tim Harmon*	36
HS	Don Herrick*	36
	Russell Blume*	21
HSL	Laney Blume*	12
STF	Broc Ball*	24
STS	Monte Rans*	117
	Robert Clapp*	16

STO6	Adam Mounivong*	25
	Ethan Branham*	22
	Tami Goltz*	10
	Abner Perney*	6
STO4	Broc Ball*	57
	Wesley Cantrell*	21
	Daryl Robles*	9
ESP	Rodney Walters*	120
	Dustin Nead*	9
CAM-T	Bob Lambert*	84
	Abner Perney*	12
CAM-C	Dennis Smith*	36
CAM-CL	Nancy Smith*	36
SM	Ryan Pemberton*	12

	Bill Pemberton*	9
DM	Rocky Entriiken*	1
KM	Srdjan Ortiz*	85
	Artt Mann*	46
	Brian Hagen*	24
JA	Conner Herrick*	12
JB	Mason Herrick*	34
	Conner Herrick*	6
JBL	Haylee Terrill*	84
	Samantha Terrill*	57
Wild	William Knudsen*	42
	Dustin Nead*	39
	Lance Cochran*	32
	Abner Perney*	31
	Russell Blume*	30
	Laney Blume*	24
	Conner Herrick*	18
	† - has run 3 classes	

Sept. 30 was the deadline to join Salina Region in order to keep points earned during this season. As of Oct. 1, all points scored by non-members are wiped from the standings, leaving only eligible Salina Region members. The points above reflect that action.

But though eligible, drivers still must qualify for awards by competing in a minimum of four events. Two events are left, Oct. 11 and Nov. 1. Points scores with an asterisk (*) beside them are qualified. Those not showing an asterisk need to get a fourth event in by Nov. 1.

Get well, Randy

Randy Puls had coronary bypass surgery last week, and is reported already to be harassing his nurses and chasing wife Susan out of his room to go get his Mighty Mouse Miata and run it in the R.E. Challenge events. With Susan on course, Randy was with us in spirit. Good to go!

R.E. Challenge 15.1

Wichita Region SCCA ~ September 20, 2014 ~ Sunflower Aerodrome, Yoder

Class	Driver	Team	Car	Make	Run 1	Run 2	Run 3	Run 4	Best	
SS	• Clint Holmes	S	17	Corvette	62.626	D.N.F.	D.N.F.	60.497	60.497	
	• Johnny Huang	W	18	Corvette Z06	63.136	61.881	60.791	D.N.F.	60.791	
AS	• David Green	W	84	Corvette Z06	54.317	53.274	52.813	52.703+1	52.813	
	• Guy Roberts	W	94	Dodge Viper RT10	56.131+2	55.410+1	56.351	55.639	55.639	
	• Karl Brode	W	44	Porsche Cayman S	63.861	62.020	61.293	60.713	60.713	
BSL	• Suzanne Scott-Holmes	S	35	Subaru WRX STI	67.903+1	63.888	64.369	62.432	62.432	
CS	• Steve Swartz	W	77	Mazda MX5	59.803	59.077	57.916	58.214	57.916	
	• Jim Myers	W	8	Mazda MX5	D.N.F.	62.043+2	61.056	61.170	61.056	
	• Duane Potter	W	15	Subaru BRZ	70.897	67.324	65.749	64.648	64.648	
CSL	• Laura Potter	W	15	Subaru BRZ	73.961	72.525	71.876	69.856	69.856	
DS	• Dan Deener	W	61	Mini Cooper S	59.385	59.464	59.108	D.N.F.	59.108	
	• Timothy Starkes	-	11	Subaru WRX	67.626	62.126	60.574	60.120	60.120	
	• Josh Hansard	W	86	Subaru WRX	66.183	D.N.F.	64.429	65.135	64.429	
	• Trevor Rietcheck	-	27	Subaru WRX	69.957	68.642+1	68.234	67.087	67.087	
ES	• Rocky Entriiken	S	4	Mazda Miata	68.470	66.079	63.538	63.231	63.231	
	• Isaac Hoetmer	-	39	Porsche 944	D.N.F.	68.846	D.N.F.	66.483	66.483	
	• Jim Gillett	W	42	Mazda Miata	D.N.F.	73.682+1	71.003+1	67.380	67.380	
	• Henry Brillhart	W	128	Mazda Miata	D.N.F.	66.545+1	D.N.F.	68.494	68.494	
ESL	• Susan Puls	S	8	Mazda Miata	68.551	66.382	64.770	63.792	63.792	
	• Sharon Brillhart	W	28	Mazda Miata	73.592	D.N.F.	70.203	68.886	68.886	
FS	• Jim Hund	S	11	Cadillac CTS	55.639	56.149+1	56.199	56.115	55.639	
	• Brian Meyer	W	14	Mustang GT	59.489	57.387	56.776	55.863+1	56.776	
	• Tyler Potter	W	23	Camaro 1LE	58.232	57.948	57.909	57.710	57.710	
	• Radlee Bien	S	65	Camaro SS	58.158+1	57.860+1	57.843+1	59.508	59.508	
	• Brett Hudson	-	77	Mustang	74.625	74.515	72.339	71.051	71.051	
FSL	• Courtney Potter	W	23	Camaro 1LE	59.948	58.684	59.282	58.752	58.684	
GS	• Tim Harmon	W	51	Ford Focus ST	58.571	D.N.F.	58.670	57.358+2	58.571	
	• Christopher Hund	S	9	Dodge Charger	61.693	60.357	60.689	60.223	60.223	
	• Derek Young	W	75	Ford Focus ST	64.406	64.007	62.677	61.652	61.652	
	• Nolan Mans	-	96	Pontiac Grand Prix	66.794	65.442+1	64.135	65.545	64.135	
	• Christopher Redd	-	24	Ford Focus	71.714	69.825	67.038	D.N.F.	67.038	
	• John Riggins	W	7	Volvo V70R	79.407	73.525	70.418	69.719	69.719	
HS	• Jacob Lynn	W	77	Chevrolet Sonic RS	60.304+1	60.004	58.766	59.609+1	58.766	
	• Tyler Meckenstock	-	13	Ford Fiesta ST	64.902	60.948	60.615	60.323	60.323	
	• Jason Sparks	W	87	Chevrolet Cruze	69.600	67.309	65.831	65.371	65.371	
STR	• Drake Valle	-	22	Honda S2000	62.223	58.867	60.102+1	57.953+1	58.867	
	• Tyler Nunn	-	24	Honda S2000	D.N.F.	63.777	62.105	61.224	61.224	
STS	• Monte Rans	S	34	Honda CRX Si	57.876	57.067	56.402	56.011	56.011	
	• Russell Blume	S	97	BMW Z3	58.053	57.779	57.180	56.432+2	57.180	
	• Robert Clapp	W	1	Nissan Sentra	62.205	61.017	60.856	60.546	60.546	
STSL	• Laney Blume	S	97	BMW Z3	D.N.F.	59.809+1	D.N.F.	58.357	58.357	FL
STU	• Robert Pendergest	W	77	Subaru STi	52.297+1	52.475	52.427	52.315	52.315	FFTD
STO8	• Elliot Alvis	W	7	Corvette	60.151	58.456+5	59.499	59.202	59.202	
	• Glen Alvis	W	88	Corvette	62.712	61.783	68.640	60.249	60.249	
	• Ernesto Penaloza	-	213	Corvette	64.350	D.N.F.	D.N.F.	60.891+2	64.350	
	• Colin Hargrove	-	33	Mustang GT	D.N.F.	80.557+1	D.N.F.	69.051	69.051	
	• Ken Sandberg	-	99	Camaro	D.N.F.	D.N.F.	D.N.F.	D.N.F.	D.N.F.	
	• Cary Carpenter	-	10	Corvette	D.N.F.	D.N.F.	D.N.F.	D.N.F.	D.N.F.	
STO6	• Rob Dinwiddie	W	83	Mini Cooper GP	59.128	58.581	58.300	58.049	58.049	
	• Andres Penaloza	-	1	Subaru Impreza STi	61.296+1	61.618+1	61.237	60.570	60.570	
	• Harry Ozbun	-	8	Fiat 500 Abarth	62.872+3	61.595	60.718	59.705+2	60.718	
	• Daniel Davis	-	17	Subaru WRX	70.632+1	67.493	69.538	D.N.F.	67.493	
STO6L	• Daisy Marquez	-	26	Subaru STi	70.161	68.020	68.066	66.865+1	68.020	
STO4	• Gabe Trefz	-	4	Subaru WRX	62.328	D.N.F.	D.N.F.	59.697+1	61.697	
	• Abraham Hernandez	-	8	Honda CRX	64.894	D.N.F.	63.576	63.406	63.406	
	• Harry Price	-	57	Triumph TR3	D.N.F.	89.608+1	78.656	D.N.F.	78.656	
DSP	• Skylar Adams	-	1	BMW 330Ci	D.N.F.	70.699	70.350	67.661	67.661	
ESP	• Rodney Walters	S	35	Mustang	59.388	56.221	56.020	56.261	56.020	
CAM-T	• Robert Lambert	S	11	Plymouth GTX	62.543+1	62.498	62.447	62.325	62.325	
CAM-C	• Dennis Smith	S	6	Mustang Cobra	60.849	58.624	58.825	58.107	58.107	
	• Jesse Mans	W	87	Chevrolet Monte Carlo SS	70.848	70.677	66.449	65.984	65.984	
CAM-CL	• Nancy Smith	S	9	Mustang Cobra	61.035	60.468	60.335	60.334	60.334	
SM	• Adam Blunck	W	57	Subaru Impreza WRX	56.870	56.388+1	56.673	D.N.F.	56.673	
SMF	• Nefty Bloom	W	47	Mitsubishi Lancer	61.820+2	D.N.F.	62.407	60.788+1	62.407	
XP	• Douglas Lamoureux	W	67	Subaru	55.594	55.710	54.603	54.176	54.176	
DP	• Eric Brown	W	56	Mazda Miata	54.027	53.472+1	52.965+1	53.409	53.409	
KM	• Srdjan Ortiz	S	17	Monaco GP6	50.035	48.310	48.557+1	48.872	48.310	FTD
JBL	• Samantha Terrill	S	88	Margay Brava	85.632	75.878	74.569	68.670	68.670	
	• Haylee Terrill	S	99	Margay Brava Cadet	89.394	D.N.F.	80.135	72.139	72.139	
JC	• Jackson Elliott	-	8	Birel	108.031	95.722	96.031	95.864	95.722	

• = Trophy

FTD = Fast Time of Day

FFTD = Fast Fender

FL = Fast Lady

R.E. Challenge 15.2

Salina Region SCCA ~ September 27, 2015 ~ ECRA, Salina

Class	Driver	Team	Car	Make	Run 1	Run 2	Run 3	Run 4	Run 5	Best	
SS-R	• Frank Wietharn	—	63	Corvette Z06	49.610	48.773+1	63.838+1	49.728+1	49.502	49.502	FFTD
	Fred Johnson	S	26	Corvette	60.096+1	59.442	58.044	57.498	57.339	57.339	
SS	• Clint Holmes	S	17	Corvette	59.638	59.567+1	56.728	56.866	56.270	56.270	
AS	• Guy Roberts	W	94	Dodge Viper RT10	52.748	52.573	52.820	52.378	52.185	52.185	
BSL	• Suzanne Scott-Holmes	S	35	Subaru WRX STI	60.711	59.492	58.443	58.708+1	58.927	58.443	
CS	• Steve Swartz	W	CS	Mazda MX5	57.882	58.032	57.251	59.159	58.197	57.251	
DS	• Bill Dayton	S	66	Chevrolet Cobalt SS	57.902	56.905+1	57.493	57.202	58.084	57.202	
	Trevor Rietcheck	*W	27	Subaru Impreza WRX	63.765	61.529	61.275+1	61.422+1	60.751+1	61.529	
ES	• Bill Preheim	S	1	Mazda Miata	56.196+1	54.293	54.460	53.939+2	54.323	54.293	
	• Brian Tefft Jr	S	13	Mazda Miata	59.212	58.683	59.058	57.557	56.595+1	57.557	
	Rocky Entriiken	S	4	Mazda Miata	59.568	59.682	59.637	58.570+1	69.081+1	59.568	
	Isaac Hoetmer	*W	39	Porsche 944	66.993	62.737+1	63.376	62.515	61.421	61.421	
	James Andrew	—	9	Mazda Miata	62.862+2	62.359+1	61.123+2	62.890	61.649	61.649	
	Brian Tefft Sr	—	113	Mazda Miata	74.782	66.111	62.834	62.348	63.187	62.348	
ESL	• Connie Preheim	S	11	Mazda Miata	62.357	62.875	61.875	59.954	60.092	59.954	
	Susan Puls	S	8	Mazda Miata	63.181	61.205	59.872+1	61.639	60.715	60.715	
FS	• Jim Hund	S	11	Cadillac CTS	52.816+1	53.008	52.811	52.908+1	53.197	52.811	
	Radlee Bien	S	65	Camaro SS	55.566+1	55.269	53.961+1	57.137+2	55.406+1	55.269	
	Kim Hoetmer	*W	11	Dodge Challenger	77.588	73.783	70.340	67.599	65.559	65.559	
GS	• Tim Harmon	W	51	Ford Focus ST	56.528	54.698	55.596+1	58.137	55.152	54.698	
	Christopher Hund	S	9	Dodge Charger	55.527	55.501	56.491	55.732	56.634	55.501	
	John Riggins	W	7	Volvo V70R	69.260	65.548	63.619	62.779	61.775	61.775	
HS	• Don Herrick	W	8	Ford Fiesta ST	60.631	58.934	57.669	57.595	57.000+1	57.595	
STF	• Broc Ball	W	11	Acura RSX Type S	58.410+1	57.284	56.899	55.257+1	54.198+2	56.899	
STS	• Monte Rans	S	34	Honda CRX Si	64.347	53.162	53.495	52.489	D.N.F.	52.489	
	Robert Clapp	W	1	Nissan Sentra SE	57.336	57.517	57.665	57.012	57.345	57.012	
	Edgar Gonzalez-Muniz	—	77	Mazda Miata	63.370	63.984	61.901	61.430	61.122	61.122	
STX	• Daniel Rowland	S	32	BMW 328is	57.594	56.773	56.230	55.636	55.191	55.191	
	Nathaniel Hamm	S	69	Scion FR-S	59.101	58.460	58.261	57.808	57.151+1	57.808	
	Alex Westrope	—	1	Nissan 300ZX	65.254+1	64.727	62.148	62.180	63.335	62.148	
STR	• Jason Stockton	W	70	Mazda Miata	57.583	56.440	54.813	54.870	54.270	54.270	
STO8	• Jonathan Moss	—	42	Mustang	65.438	63.477	72.914	62.770	63.418	62.770	
	Harry Marsh	—	142	Mustang	D.N.F.	71.365	68.523	67.541	D.N.F.	67.541	
STO6	• Joe Michaelis	—	1	Infiniti Q50 Hybrid	D.N.F.	D.N.F.	64.414	63.935	64.574	63.935	
STO4	• Wes Cantrell	S	96	Mazda 3	67.224	63.260	64.027	60.875	58.375	58.375	
	Tristan Felchlin	—	9	BMW M3	68.904	63.559	61.822	60.271	58.963	58.963	
ESP	• Rodney Walters	S	35	Mustang	53.493	52.812	51.670	51.509	51.361	51.361	
CAM-T	• Bob Lambert	S	11	Plymouth GTX	60.460	60.534+1	57.859	59.363	58.908+1	57.859	
CAM-S	• Jeff Hund	—	7	Shell Valley Cobra	D.N.F.	D.N.F.	66.014	65.565	D.N.S.	65.565	
CAM-C	• Dennis Smith	S	6	Mustang Cobra	55.105+1	54.637	54.686	53.386	53.948	53.386	
CAM-CL	• Nancy Smith	S	9	Mustang Cobra	56.370	56.006	56.437	55.760	55.676	55.676	FL
SSM	• Dhruvil Shah	—	33	Mazda Miata	60.648	57.784	59.354	55.263	55.807	55.807	
SM	• Ryan Pemberton	S	114	Mitsubishi Evo IX	51.478+1	51.992	51.818+1	50.973	51.905	50.973	
	Bill Pemberton	S	14	Mitsubishi Evo IX	52.240+3	52.778+1	51.976	52.075+1	52.411	51.976	
KM	• Brian Hagen	S	25	Kart	51.404	47.180	46.715	D.N.F.	56.286	46.715	FTD
	Artt Mann	S	88	TrackMagic	60.932	60.575	62.940	D.N.S.	D.N.S.	60.575	
JBL	• Haylee Terrill	S	99	Margay Brava Cadet	74.667	70.034	65.218	65.691	60.936	60.936	
	Samantha Terrill	S	88	Margay Brava	61.977	64.093	63.584	63.780	60.949	60.949	

• = Trophy FTD - Fast Time Of Day FFTD - Fast Fender FL - Fast Lady * = Wichita resident non-member included for Challenge scoring



"If no one from the future comes back to stop you, how bad of a decision can it possibly be?" -Guy Roberts

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!

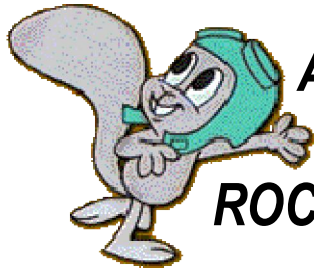
(* = Salina Region event on this date)

AUTOCROSS

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

Oct 17 KC @ Holsworth Farm, Garnett, Ks
 Oct 18 Nebraska @ I-80 Speedway
 Nov 1..* Nebraska @ I-80 Speedway



ASSORTED NUTS FROM ROCKET J. SQUIRREL

—ROCKY ENTRIEN

The Solo Nationals is quite the experience. For a 43rd time I spent a week in September wandering around a sea of concrete in futile quest of an unattainable championship and a successful search for the fun of doing it.

Actually, not all 43 Nationals were in September, nor always on concrete, but mostly.... And I've done them all.

This year I was not in my Spitfire, not in my Miata, but in a deep green Austin Healey Sprite owned by Don Salyers of

Ontario, Calif. We were part of a group of malcontents who decided we were *not* going back to D Prepared to be cannon fodder for Miatas and MR2s with our LBCs (Little British Cars, with one 850cc Fiat mixed in).

We're trying to get a class going called Heritage Classic, cars from the formative era of SCCA which, since the Solo Board killed G Prepared, have no real place to play. So if we're going to get our butts kicked, let's do it in a class where it would be expected.

With that, 11 of us entered D Modified en masse (and two more in DML) and just had fun. In the process we added two trophies for the "real" DM cadre, and also made the largest Modified classes of the 2015 Nationals, 29 DM cars and six in DML.

HC already lists more cars than the old GP did (not counting the late-model Hondas which came in a few years

Utterly Obscure British Car Humour



(C) 1987 Trevor Boley, boleym@brt.ca

One of the shorter automotive books...

ago and, like the Miatas before them, rendered the LBCs instantly uncompetitive. The only problem with the DM plan was that we could not include all of the HC cars, specifically the GCR-legal Formula Vee which has never had a good place to play in solo but we think it's a good fit with us.

This was a year of wild and wacky weather. Overnight rains left wet pavement for heat 1 drivers most days. An absolute deluge in the last heat on one course Thursday meant only half the heat got anything remotely close to a "dry" run, but the sunset that followed was spectacular! And

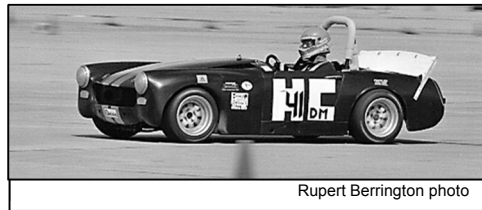
then Friday was as perfect a day for autocrossing as you could want. Happily I was in that Thursday-Friday group, but NOT in the last heat.

Salyers' Sprite was a very different drive for me. Most LBCs are

momentum machines, but his is a point-n-shoot car, to the end that I spun it twice on my first run trying to accelerate out of turns. The second spin was downright funny. There was this little rivulet crossing the course just at the last turn, and when I put the power down the car broke loose. With course workers scattering, I proceeded to do the loop to get back on course only to find Bo Rader barreling to the finish. Yep, he passed me!

As a result, he stopped my clock and I stopped his. They shoulda red-flagged him in which case he'd have gotten a rerun and I'd have had to take my two-spin time. But since they didn't, we both got reruns.

That was actually the first time I'd sat in the car, other than driving it from the paddock. I never spun it again, but now I knew I had to brake earlier and get it pointed where I wanted it to go before going back to the gas.



Rupert Berrington photo



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.

Most folks are aware that Sturgis, S.D., has an annual motorcycle rally in August. However, did you know there also is an annual Sturgis Mustang Rally in September? I guess I should also mention there's an annual Sturgis Camaro Rally in June. I believe there is also a huge Corvette car show in that area in July.

Colorado was having major flooding two years ago when we planned on taking a few days off in the latter part of September. Dennis had never been to Mt. Rushmore or Crazy Horse so I suggested South Dakota as an alternative. Along with those sites, we went to Sturgis and visited the motorcycle museum, watched their homecoming parade, walked the main drag, etc. While browsing in one of the shops, we discovered they have an annual Mustang Rally, which we'd missed by a few weeks. A couple of weeks prior to the 9th Annual Sturgis Mustang Rally, we realized Dennis was not on call and we could actually attend a portion of it this year.

The rally began Sept. 1. We drove up on Sept. 3, Thursday, arriving late in the afternoon and registered for Friday's autocross. Due to the "racing package" cost, I opted out. The racing package included the autocross, a barrel race and drag racing. Basically the course was between the Sturgis Thunderdome and the concrete barricades between the parking lot and the ditch.

Cars ran in two classes. Ours was in "Street" for cars on street tires of 200 treadwear minimum, and there was "Pro" for cars on R compound tires. The course had a stop just after the finish. If a cone in the cone wall at the end of the short stop box was moved out of the box or boxes, or get knocked down, it disqualified your run. Each driver had three runs. While Dennis waited his turn to drive, we noticed the announcer was also running back and forth handing drivers their time cards. Realizing this would drag the event out forever, I volunteered to hand out the time cards.

Dennis' first run was the fastest for him and everyone else, however he was unable to pull the reins on that pony in time and knocked a cone down at the end of the stopping zone. He was able to get stopped on his two remaining runs and ended up in second place in that round, which still qualified him to move on with 15 other drivers from Friday. He muttered that he got beat by an Ecoboost! (It was a 2015 Ecoboost.) At the end of the autocross, Ross, the guy manning the timing and computer, told me if I had nothing else to do for Sunday's competitions, he'd appreciate my help. I told him I'd be there.

Since we paid for a race package, we asked if I could drive the barrel race rather than Dennis, which was acceptable, so I signed up. After the autocross, they had a few drifters show off their talents. They did not split out the two classes for the barrel race, plus the drifters competed as well. We only got one run. Therefore I was driving on street tires "competing" with drivers on R-comp tires!

The barrels were placed in a triangular configuration. The sequence was counterclockwise on the first and third barrels and clockwise on the center barrel. The finish was set up with the same autocross stop box. I am really nervous about my disadvantage with the short stopping zone. To top it off, the barrel race pointer cones were reverse of what we're accustomed to, so I had to forget the normal intention of a pointer cone and tell myself to go around the cone on the base side, or as I put it, the butt side. Fortunately I was able to do each barrel correctly,

Sturgis Mustangs!

gritted my teeth and stomped on the gas to the finish, noticing the person at the stopping zone motioning for me to stop, as if he didn't think I planned to! I managed to stop without disqualifying myself and looked at my time, then thought...oops! I may have just flat-spotted the tires.

When results were posted, I found I'd finished 6th. However since Dennis was the driver of record the computer printed his name on the barrel racing results. I told Ross the printout had Dennis listed instead of me so he handed me his pen and told me to change it. I told him I wished the results showed the classes for the first five drivers. He looked at the list and said they were all on R-comps. Sweet! That made up for not getting to autocross.

Steve Saleen was there. We shook hands and visited with him. The Saleen Mustang on display for us to view. We could roll the dice for a chance to win it. But nobody won it, so it was auctioned off at the awards banquet Sunday night. It was a beautiful copper color with carbon fiber accents. Man, did it sound nice! Whether you purchased it or won it, the deal was that you got to have it painted in the color of your choice. To entice the bidding they also offered two plane tickets, a tour of the Saleen plant, the buyer gets to drive the car out of the plant and have dinner with Saleen and his wife. It was a bargain, if you have that kind of money, as the \$105,000 car sold for \$83,000.

We didn't enter Saturday's Show and Shine but we somehow managed to be in the right place to easily spot us in the Sturgis Mustang Rally photo shot looking down the street with all the cars and people. We wandered past the cars and talked to people, ate lunch and then took a nice drive through Spearfish Canyon. Next time we will take the truck so we can take the gravel road to the location where "Dances with Wolves" was filmed.

Sunday morning the autocross began for a new group of competitors. The top 16 in that group then competed in the afternoon with the top 16 from Friday. From that group of 32, Dennis placed 4th, qualifying him for the next round of the top 16. Dennis placed 5th for the next round of the top 8. He was nervous, which is not Dennis' nature. I had thought there was no way he was going on in the next round.

From the top 8 they took the top 4 and Dennis squeezed in to the final place! Dennis then made it to the top 2. He had to duke it out with an '80s model, race-prepped Mustang using race fuel. Dennis came in 2nd behind the winner by 0.823 seconds. Neither of us ever thought he would get that far, so it was pretty cool. The Pro class drove after that. The guy who won the Street class changed his tires and made it to in the final, round coming in 2nd. The winner for each class won \$400 cash and another \$500 if they were on BFGoodrich tires.

At the awards banquet we planned on eating but not staying for all of the awards and auction. Dennis' back was hurting and making him uncomfortable so he went to our vehicle to get some Ibuprofen, put the seat back and rest until it kicked in. Meanwhile, I'm told Dennis will get something for his second place finish in the autocross. When it appears they are getting close to giving out awards, I texted Dennis and told him to come back in. He received a nice 2nd place plaque, a certificate for \$300 off a Gateway Classic Mustang suspension kit and a cash prize which covered most of his autocross cost. I think with as many runs as he was able to take, he got his money's worth and it was an unbelievable end to a fun event. —Nancy Smith

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.



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, 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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