

The Write Line

~ November 2015 ~



Monte Rans, STS Honda CRX Si (Lizzie Enlow-Brown Photo)

The official newsletter of the Salina Region SCCA

Regional Executive Views

It has been an interesting year, from my perspective. I've been on the sidelines most of the summer, but things got done anyway. It makes me proud, and happy, to be a member of this SCCA family. There is still much to be done as we finish out the year.

Our webmaster, David Knudsen, moved home to Atlanta, so our website will likely get a new font as the new master takes over. Adam Mounivong had volunteered to take David's place, but we have lost touch with Adam. Radlee Bien has agreed to fill in for the time being. Radlee has also volunteered to be chairman of a committee to explore expanding our club membership. He'll need help with this, so please feel free to jump in and give him your ideas. The information age has been too much of a challenge for many of us industrial age geezers.

Our next business meeting will follow our Nov 1 Solo. Locations for a new venue are being explored. I suspect that the site of our BOD meeting will be listed elsewhere in this *The Write Line* (Going to try Big John's Brewing Co., a microbrewery which also has pizza from Coop's Pizzeria. – Ed.).

As always, guests are welcome at all of our meetings. In fact it is one way to begin getting more involved, and begin learning what is needed.

One business of considerable importance for our meeting will be to arrange a slate of candidates for the elected officers of the Salina Region for 2016. If you enjoy competing in SCCA events, please consider offering your name to be on the ballot for an elected club office. Most of our current officers are

getting on in years, and new/young people are needed. These elected positions are Regional Executive, Assistant Regional Executive, and Secretary. Appointed positions include Treasurer, Solo Chair, and Board Members at Large, which tend to include those holding other key positions such as registrar, tech chief and equipment wrangler – any of which may be available to new members. I'll automatically fill the position of Past Regional Executive.

As of now, Suzanne Scott-Holmes has signed up to run for Secretary. Need candidates for RE and Assistant RE, the latter having proved this year during my recuperation to be a very important post.

Suzanne's main man, Clint Holmes has volunteered to serve as chief of Tech, Our 2015 Tech Chief, Charles Ortiz, will be moving away in January. Abner Perney and Ken Kennedy are planning on wrangling the equipment trailer for next summer. Keep your eyes open for a good, safe, not-too-far-away, place to store the trailer.

We always need Solo Safety Stewards. If you would help in this capacity, contact Dennis Smith. Dennis is planning to schedule a Solo Safety Steward training class.

SCCA is an all-volunteer organization. We could not possibly pay people to staff our events. We have to depend on volunteer workers to make our solos possible. We experienced a number of events where competitors ran, but didn't do a work assignment. Most of the time this involved beginners, and we feel responsible for not adequately informing everyone. However, a few instances involved longtime experienced members. If you are ever in a position where your schedule is really tight, please make a prior arrangement with the Event Chairman, the Solo Chair, or the Regional Executive. We will try to work with you to accommodate your needs.

Best regards,

~ ~ Next Event ~ ~

Season finale solo - Nov. 1

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

November 1
After the event

**Big John's Brewing Co.,
2445 S. Ninth St.
Just south of Magnolia**

*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
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smnck@att.net

• **Member At Large**
Newsletter and Membership
ROCKY ENRIKEN
 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
 706-207-8336
impalanar@gmail.com

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

Salina Region Schedule ~ 2015

All at East Crawford Recreation Area unless noted elsewhere

Event
 Nov 1 – Solo

Chair
 Rocky Enriken



SPS/RandS MiDiv Solo Series - 2015

June 13-14 — Neosho, Mo.
 August 1-2 — Lincoln, Neb.

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

MEETING MINUTES

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

October 11, 2015

Salina Region SCCA Oct. 11, 2015, meeting was called to order by R.E. Bill Preheim at 4:30 p.m. at the Legends Sports Bar and Grill, Salina, Ks. Board members present were Rocky Enriken, Dennis and Nancy Smith, Monte Rans, Bill and Connie Preheim, and Ken Kennedy. Guests were Haylee Terrill, Clint Holmes, Suzanne Scott-Holmes, James Andrew, Travis Smith and Sandy Enriken.

The August 29, 2015, minutes were presented and approved unanimously. Motion to approve by Connie, seconded by Monte. The treasurer's report was presented and approved unanimously. Motion to approve by Rocky, seconded by Nancy.

Old Business – 2014 Ft. Riley Divisional payment - Rocky continues to work to resolve this matter. A new future format is being used where the host region will facilitate registration and collections.

Web management - Radlee Bien has expressed an interest in doing this for the club. Bill will contact him and authorize him to begin if he is still willing.

Driver work assignments - Bill will include a reminder in the newsletter regarding drives also working a heat.

New Business - Course design for safety - Discussion was held regarding the accident at a recent event in Wichita. The importance of a safe finish was emphasized. Due diligence will be taken to check this at Salina meets.

Policy or protocol to deal with accidents or other incidents - Bill will contact national SCCA in regard to legalities and insurance that may be applicable for accidents at events. He will share his findings.

Safety steward training - Dennis is working on final scheduling arrangements.

Board meeting schedule - Ken suggested holding board meeting every other month but the club decided to keep the current monthly schedule for board meetings.

RE Challenge scoring - Rocky discussed some of the emails he has received regarding the RE Challenge scoring system. He explained other scoring options that are being considered.

Helmets - Several helmets will exceed their 15-year limitation. The board authorized Rocky to purchase seven (7) replacement helmets.

Annual awards banquet - The board authorized Dennis to finalize both the location and the date for the awards banquet. Once details are finalized Dennis will make arrangements to notify club members.

MiDiv Convention 2016 and 2017 - Registration is now open for the 2016 MiDiv Convention to be held in Topeka, Ks., on Jan. 29-30, 2016. Discussion was also held regarding Salina hosting the 2017 convention. Consensus of the board was for Rocky to continue to pursue this as an option.

2016 board and officers - Nominations for the 2016 board and officers are now being accepted. Salina Region members interested in being a board member or officer are encouraged to email Bill Preheim at cpreheim42@hotmail.com or contact any current board member. A notice regarding board positions will also be included in the *Write Line*.

Next meeting - Sunday, Nov. 1, 2015, immediately following the day's event.

Meeting adjourned at 5:57 p.m.

Submitted by: Ken Kennedy, secretary

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!

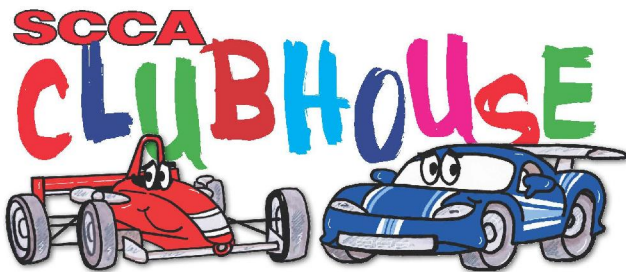
(* = Salina Region event on this date)

AUTOCROSS

Nov 8 NeOkla @ Fair Meadows, Tulsa State Fairgrounds
..... Wichita @ Yoder

RALLYCROSS

Nov 1..* Nebraska @ I-80 Speedway



Many of us got our start in SCCA when we were kids – coming to events, making friends, getting involved – and we're still here today.

With that in mind, we want to make the next generation of SCCA members feel welcome.

That's why, over the next month, each of our members 12 years old and younger will be receiving a letter welcoming them to the SCCA Clubhouse!

In that letter, they'll get a welcome to the SCCA Clubhouse; a membership card; a page to color; and an invite to visit (with their parents' permission, of course) SCCA.com/clubhouse, which is live now with activities and printable coloring pages, and will grow to include more and more activities as time goes along.

If you were at the Tire Rack Solo Nationals presented by Garmin VIRB, or the Runoffs presented by Garmin VIRB, you may have noticed (or purchased!) SCCA Clubhouse merchandise, as well as our new book, "Cam and Sam go to the Track".

This is just a start for the SCCA Clubhouse. Next year, the official SCCA membership cards that children receive will look different - they will have the SCCA Clubhouse logo on them, and be a little more "fun".

They will get a birthday card from the SCCA Clubhouse beginning next year; the activities on the Kids section of the website will grow and improve.

Down the road, we hope to see on-site activities at events that make it more fun for the kids (and lets face it – that makes it more fun for the adults!).

So please, click around and enjoy, and help your children enjoy it as well. As our President, Lisa Noble, is fond of saying – this is a Club I want to belong to!

See you soon,

Reece White, Senior Manager
SCCA Marketing & Communications

Welcome New Members

Several new members this month, many joining up at Octoberfast. Two are Region-of-Record members, the others are associate members who also belong to other SCCA Regions.

• **Kevin Hagen**, Rose Hill, is the older brother of FSAE/KM driver Brian Hagen. He's a RoR member and has been sharing Brian's kart in K Mod.

• **Doug and Sonja Hitchcock**, Kansas City, Mo. (KC Region), were members a few years ago. The family membership includes daughter **Jana** and son **Samuel**. They have a BMW 328is in STX, while the kids run a Margay kart in Junior A.

• **Kellie Knop**, Lincoln, Neb. (Nebraska Region), is the daughter of longtime associate member Don Knop. She runs dad's Ford Shelby GT in FS.

• **Brian Meyer**, Wichita (Wichita Region), used to run little Japanese cars back in the day but showed up for Octoberfast with a Mustang GT in FS.

• **Daniel Rowland**, Overland Park (KC Region), is a First Gear member who joined in September because he's winning our STX championship with a BMW 318i.

• **Neil and Nancy Rowland**, Overland Park (KC Region), are Daniel's parents, joined at Octoberfast, also driving the Bimmer.

• **Dhruvil Shah**, Topeka (Kansas Region), has that wild winged (and bumperless) Miata he runs in Super Street Mod.

• **Brian Tefft Jr.**, Topeka, is an RoR member who joined in September. He has a Miata he's run in both E Street and STS, and thus should he run some third class at the final event could qualify for Wild Car-d.

Utterly Obscure British Car Humour



You may be a British car owner if...

...you checked the oil and temperature gauges
before you read this caption...

(C) 1997 Trevor Bottery, tbottery@britca

OCTOBERFEST 26

Frank Wietharn's Corvette at 37.8 and Mark Hill's STU Mitsubishi Evo at 37.9.

In the 38s, Bill Pemberton's SSM Viper, Opie Viets' ESP Camaro, STX winner Mike Herrick's Subaru BRZ, and Ryan Pemberton's Mitsubishi Evo running Street Mod. 39 sec runs fell to Jim Hund's FS-winning Cadillac and Junior B National Champion Mason Herrick in his CRG Santana kart.

The closest battle of the day was in E Street, both Miata drivers finding their best times on the third of their five runs. Bill Preheim went out in the first heat and worked down to 43.948. Rocky Enriken challenged in the third heat but ended up at 43.999 – half a tenth of a second.

Three other classes also battled to a difference of less than one second. HS saw Jacob Lynn's Sonic outrun Don Herrick's Fiesta by 0.602 sec. STS was won by Russell Blume's BMW Z3 by 0.707 sec over Monte Rans' CRX Si. And in FS Jim Hund's Cadillac was only 0.937 clear of Don Knop's Shelby.

Hund also won one of the two largest classes. Both FS and STX fielded six cars. Mike Herrick's breezy BRZ (it's for sale!) took STX over Dan Rowlands' BMW.

Eleven drivers managed to break the 40-sec barrier but Srdjan Ortiz shredded it. He got his K Mod kart down to 34.739 sec. Next closest was a 37.1 sec run by KM runner-up Brian Hagen, one of four drivers posting 37s. Third-quickest was Ron Williams' DS-winning Mini Cooper at 37.6, earning the Fast Fender award, followed by SS-R winner

Fast Lady was a challenging contest also, with five distaff drivers running times in the lower 40s. Quickest was Kellie Knop running FS with her dad's Shelby and turning 41.643. Only 0.528 behind was Nancy Smith's CAM-C Mustang Cobra with Laney Blume not quite another second back with the Z3.

SALINA REGION SOLO CHAMPIONSHIP• 2015

- SALINA REGION MEMBER

Points following Octoberfast 26

* HAS RUN THE MINIMUM 4 LOCAL EVENTS

SALINA REGION MEMBERS										POINTS FOLLOWING OCTOBER 20										PLACEMENTS FOR THE MINIMUM 1-PLACE EVENTS									
SS-R		Fred Johnson•	* 94	<div><i>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.</i></div>																SSM	Bill Pemberton•	12							
		Jim French•	12																	SM	Ryan Pemberton•	24							
SS		Clint Holmes•	36																		Bill Pemberton•	9							
AS		Ken Kennedy•	* 78																	DM	Rocky Entri•	1							
BS		John LaRandeau•	* 82																	KM	Srdjan Ortiz•	* 97							
BSL		Ann LaRandeau•	* 79																		Art Mann•	* 46							
		Suzanne Scott-Holmes•	36		Connie Preheim•	* 69	STS	Monte Rans•	* 117		Clint Holmes•	12		Brian Hagen•	33														
		Susan Puls•	9		Caitlyn Entri•	12		Russell Blume•	21	STO8L	Suzanne Scott-Holmes•	* 60		Kevin Hagen•	7														
CS		Steve Swartz•	* 72	FS	James Hund•	* 110		Robert Clapp•	16	STO6	Adam Mounivong•	25	JA	Conner Herrick•	24														
		David Knudsen•	12		Radlee Bien•	* 81		David Avar•	10		Ethan Branham•	22	JB	Mason Herrick•	46														
DS		Dennis Smirh•	* 66		Clint Holmes•	* 34		Brian Tefft Jr•	7		Tami Goltz•	10		Conner Herrick•	6														
		Bill Dayton•	39		Don Knop•	19	STSL	Laney Blume•	21		Abner Perney•	6	JBL	Haylee Terrill•	* 93														
		Dan Deener•	12		Abner Perney•	13		Julie Avar•	6	STO4	Broc Ball•	* 57		Samantha Terrill•	* 69														
DSL		Nancy Smith•	* 72		John LaRandeau•	5	STX	Daniel Rowland•	* 65		Wesley Cantrell•	21	Wild	Abner Perney•	† 31														
ES		Rocky Entri•	* 106	FSL	Ann LaRandeau•	12		Charles Wilson•	31		Daryl Robles•	9		Dustin Nead•	48														
		Randy Puls•	* 60	GS	Christopher Hund•	* 84		Michael Herrick•	22	ESP	Rodney Walters•	* 120		Russell Blume•	42														
		Bill Preheim•	* 55		Tim Harmon•	* 48		Nathaniel Hamm•	15		Dustin Nead•	9		William Knudsen•	42														
		William Knudsen•	30	HS	Don Herrick•	* 45		Joe Silva•	10	CAM-T	Bob Lambert•	* 84		Laney Blume•	36														
		Lance Cochran•	20		Russell Blume•	21	STU	Mark Hill•	51		Abner Perney•	12		Lance Cochran•	32														
		Brian Tefft Jr•	16	HSL	Laney Blume•	12	STO8	Dustin Nead•	* 39	CAM-C	Dennis Smith•	* 48		Brian Tefft Jr•	23														
ESL		Susan Puls•	* 94	STF	Broc Ball•	36		Lance Cochran•	12	CAM-CL	Nancy Smith•	* 48	†	has run 3 classes															

A points note: drivers who have run at least four local events in a single class have qualified for awards and are shown with an asterisk (*). The drivers who can still qualify by running the November event are: SS-Clint Holmes; BSL-Suzanne Scott-Holmes; ES-David Knudsen, Lance Cochran; STF-Broc Ball; STX-Charles Wilson; STU-Mark Hill; STO6-Adam Mounivong, Ethan Branham; KM-Brian Hagen. In Wild Car-d, everyone except Abner Perney needs to run in a third class they haven't run yet to qualify.

OCTOBERFAST 25

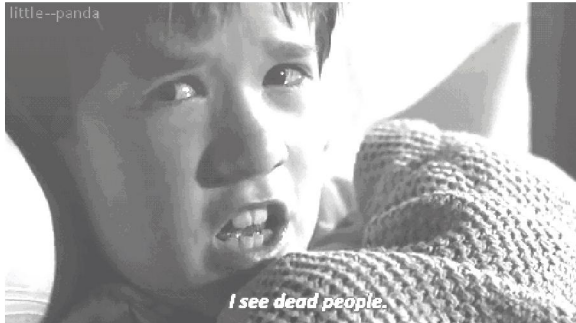
Salina Region SCCA ~ October 11, 2015 ~ ECRA, Salina

Class	Driver	MemNo	Car	Make	Run 1	Run 2	Run 3	Run 4	Run 5	Best	
SS-R	• Frank Wietharn	226826	63	Corvette Z06	38.428+1	38.035+1	37.352+1	37.449+1	37.837	37.837	
	Fred Johnson	98627	26	Corvette	D.N.F.	44.265	43.763	41.984+2	43.510	43.510	
SS	• Clint Holmes	484776	17	Corvette	D.N.F.	47.436	44.188	43.757	43.642	43.642	
AS	• Ken Kennedy	370024	68	Corvette	45.938	43.762	43.778	43.231	42.420	42.420	
	Karl Brode	491046	44	Porsche Cayman S	45.811	44.702+1	44.459+1	44.098	42.941+1	44.098	
BSL	• Suzanne Scott-Holmes	484775	35	Subaru WRX STI	46.745+1	48.839+1	45.873	45.537+1	45.553+1	45.873	
	Susan Puls	474645	7	Corvette	53.786	51.651+1	51.436	50.663	49.719	49.719	
CS	• Steve Swartz	424572	77	Mazda MX5	47.255+1	46.303	45.770	45.173	44.700	44.700	
DS	• Ron Williams	227464	97	Mini Cooper S	37.907+1	37.691	37.608	37.613+3	40.303	37.608	FFTD
	Bill Dayton	262179	66	Chevrolet Cobalt SS	42.754+1	42.541	44.535+1	43.366	42.189+2	42.541	
ES	• Bill Preheim	226858	1	Mazda Miata	45.933	59.560	43.948	44.915	43.472+1	43.948	
	Rocky Entriiken	19814	4	Mazda Miata	46.524+2	44.754	43.999	44.715	D.N.F.	43.999	
	James Andrew	—	44	Mazda Miata	D.N.F.	45.955+7	45.983+1	47.727+3	46.168+4	47.983	
ESL	• Connie Preheim	411440	11	Mazda Miata	47.976	D.N.F.	47.738	47.074	48.066	47.074	
FS	• Jim Hund	487549	11	Cadillac CTS	40.176+1	40.917+3	39.878	40.288+1	39.221	39.221	
	• Don Knop	42164	94	Ford Shelby GT	40.215+1	39.789+2	40.158	39.759+1	40.202	40.158	
	Brian Meyer	234811	41	Mustang GT	41.170	40.842+2	40.810	41.458	40.671+2	40.810	
	Kellie Knop	410261	194	Ford Shelby GT	57.938	41.575+1	D.N.F.	41.643	42.405+1	41.643	
	John LaRondeau	62606	192	Mustang GT	44.679	44.408	43.229	42.434+1	42.115+2	43.229	
	Randy Keeton	—	85	Camaro	43.302+3	42.857+1	43.748+2	42.679+1	44.541+3	44.679	
FSL	• Ann LaRondeau	144250	92	Mustang GT	56.381+1	44.927	D.N.F.	44.868	44.904	44.868	
GS	• Tim Harmon	196860	51	Ford Focus ST	44.160+1	43.409	42.398+1	41.740	41.746+1	41.740	
	Christopher Hund	488138	9	Dodge Charger	44.173+2	43.568+2	44.676+2	44.792+2	44.520	44.520	
HS	• Jacob Lynn	473043	77	Chevrolet Sonic RS	43.877+1	43.843	42.791+4	44.500+1	44.358	44.358	
	Don Herrick	458722	8	Ford Fiesta ST	45.989	48.209	46.723	46.331+1	44.960	44.960	
STF	• Broc Ball	473599	11	Acura RSX Type S	43.782+1	D.N.F.	42.666+3	43.279	42.221+1	43.279	
STS	• Russell Blume	482905	97	BMW Z3	41.955	41.074+3	41.008	40.379+1	40.641	40.641	
	Monte Rans	412198	34	Honda CRX Si	43.149	41.207+1	40.842+2	41.348	42.015	41.348	
	Brian Tefft Jr	492223	13	Mazda Miata	47.468	48.142	47.739	46.634	46.123	46.123	
STSL	Laney Blume	483427	97	BMW Z3	44.542+1	D.N.F.	43.936+2	43.164	42.004+3	43.164	FL
STX	• Mike Herrick	260113	30	Subaru BRZ	38.847+1	38.765+1	39.519	38.950	38.505	38.505	
	Daniel Rowland	462748	32	BMW 328is	41.807+1	42.132+3	41.485	40.542	41.199+1	40.542	
	Charles Wilson	414239	68	Subaru BRZ Ltd	42.352+5	D.N.F.	40.890+4	40.442+2	40.775	40.775	
	Neil Rowland	462746	132	BMW 328is	D.N.F.	46.972	44.909	44.259	43.040	43.040	
	Douglas Hitchcock	346272	191	BMW 328is	41.422+2	D.N.S.	D.N.S.	D.N.S.	D.N.S.	45.422	
	Alex Westrope	—	1	Nissan 300ZX	53.848	53.158	49.944	48.183+1	47.793+1	49.793	
STU	• Mark Hill	336171	45	Mitsubishi Evo IX	39.436+1	38.276+1	38.737+2	37.966	D.N.F.	37.966	
STO8	• Steven Schrag	—	68	Mustang	44.616+1	D.N.F.	45.875+2	43.758	44.544+1	43.758	
	Dustin Nead	483601	83	Pontiac GTO	50.808	47.098+1	46.478	46.313	45.246+1	46.313	
STO6	• Jeff Beaver	—	42	Porsche Cayman	48.617	45.170+2	43.322	42.754	45.435+1	42.754	
	Ryan Fabac	—	47	BMW M3	D.N.F.	48.125	D.N.F.	45.254	43.983	43.983	
STO4	• Wes Cantrell	—	96	Mazda 3	50.094	46.353+1	45.939+1	45.307+2	D.N.F.	47.939	
ESP	• Opie Viets	162599	9	Camaro	38.038+3	38.853+2	38.750+1	38.575	38.169	38.169	
CAM-C	• Dennis Smith	301907-1	6	Mustang Cobra	44.135	D.N.F.	42.205	42.560+3	42.181	42.181	
	• Wenchao Yan	487181	24	Mustang V6	43.519+1	43.993+2	43.037	42.326+1	43.505	43.505	
	Tyrell Mallari	490168	124	Mustang V6	47.756	44.986+2	49.886+2	45.806+1	44.804	44.804	
	Travis Smith	—	9	Mustang Cobra	45.601+2	43.938+2	43.784+4	45.966	45.248+1	45.966	
CAM-CL	• Nancy Smith	301907-1	9	Mustang Cobra	42.533	42.565	42.624+1	42.150+1	42.171	42.171	
SSM	• Bill Pemberton	86281	51	Dodge Viper	41.927+1	40.401	39.286	38.465+1	38.060	38.060	
	Dhruvil Shah	488514	33	Mazda Miata	D.N.F.	D.N.F.	47.727	44.533	43.723	43.723	
SM	• Ryan Pemberton	269209	114	Mitsubishi Evo IX	39.388+2	38.999+2	38.744	38.395+1	D.N.F.	38.744	
FP	• Darren Crozier	440932	63	Mazda RX7	46.059+2	40.040	D.N.F.	40.654+3	38.672+1	40.040	
KM	• Srdjan Ortiz	469365	17	Monaco GP	D.N.F.	36.608+2	37.097	35.684	34.739	34.739	FTD
	Brian Hagen	446910	25	DAP	38.602	35.708+1	37.120	38.528	48.124	37.120	
	Kevin Hagen	492880	2	DAP	44.025	42.524+1	42.020+1	47.273	D.N.S.	44.020	
JA	• Conner Herrick	427054	98	Nelson Special	42.092	41.469	41.514	41.060	41.331	41.060	
JB	• Mason Herrick	427055	89	CRG Santana	40.082	40.434	39.963	40.022	40.019	39.963	
JBL	• Samantha Terrill	454971	88	Margay Brava	53.085	51.778	51.001	51.144	50.920	50.920	
	Haylee Terrill	470365	99	Margay Brava Cadet	58.266	54.739	53.410	52.288	51.021	51.012	

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

Nine Things Not Covered By Obamacare

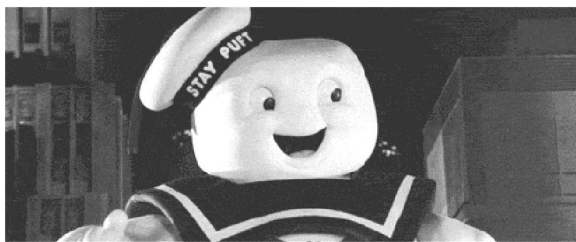
Whatever your opinions about the Affordable Care Act, even the Democrats agree it won't cover everything. In keeping with the approaching Halloween season, here's the Obama for America campaign's list of things which, if any of this happens to you, you're on your own.



1. Obamacare covers vision appointments for children. It does not cover care for supernatural eyesight.



2. Obamacare removed lifetime limits on coverage. It doesn't extend into the afterlife.



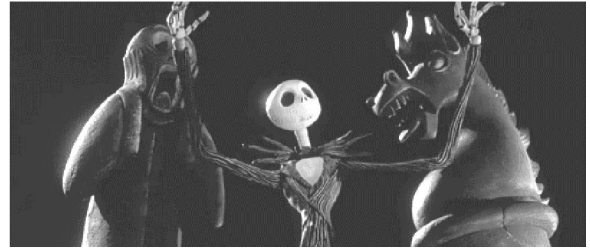
3. Obamacare covers children with pre-existing conditions. It does not protect you from something you loved in childhood coming back to haunt you.



4. Obamacare covers most vaccinations for free. It does not provide a zombie vaccination (yet).



5. Obamacare covers an annual wellness visit where you could talk to your doctor about dizzy spells. It cannot prevent someone from putting a spell on you.



6. Obamacare covers osteoporosis screenings. It does not cover walking skeletons.



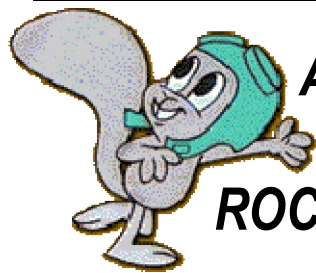
7. Obamacare covers you if you get injured on the job. It does not provide coverage for injuries sustained in your nightmares.



8. Obamacare covers laboratory tests. It does not cover laboratory creations.



9. Obamacare covers maternity and newborn care. It can't help if you give birth to Satan's son.



ASSORTED NUTS FROM ROCKET J. SQUIRREL

—ROCKY ENTRIKEN

I need a sponsor. Not for next year, but for the 2017 season. About \$5-6000 or so should do it. It would cover getting the Spitfire ready and doing about four races (I'm thinking Hallett, Heartland Park, RPM (Raceway Park of the Midlands, formerly Mid-America Motorplex south of Omaha), and MPH (Hastings), with Iowa Speedway or Gateway as a backup. Get enough points to qualify for the Runoffs from MiDiv's Mid-Am Championship.

Why? Because the 2017 SCCA Runoffs are going to be on the road course at the **Indianapolis Motor Speedway!** Yes, the same track they did the Indy F1 races, and now the early-May Indy Grand Prix. The same track (Turn 1 and the frontstraight anyway, including crossing the Yard of Bricks) where the Indianapolis 500 runs. Why? Just to be able to say I raced at Indy!

What a thrill that would be.

I thought 2011 was cool, getting to do the Runoffs at Road America, one of this country's greatest road courses. But to do Indy. Wow! That would be the pinnacle.

I've been to Indy before. Twice. Never bought a ticket. Went in as working press in 1972 and 1982. I was working for the Salina Journal then, basically a beat reporter and special sections editor, but also did a weekly motorsports column.

First time was the year Mark Donohue won, giving Roger Penske the first of his now-record (so far) 16 Indy 500 victories as a car owner – two guys from the SCCA world, both of them Club Racing national champions, and later kings of Trans-Am and Can-Am.

It was also the first year Jim Nabors sang "Back Home Again In Indiana" (how come it gets that full title when someone sings it, but when a jazz band plays it it's just "Indiana?").

It was my honeymoon actually (the first one). Then-wife and I spent the first week just wandering around the byways between here and Indy, the second week at the Speedway where I gathered material for half a dozen or so columns. Then we watched the race from infield seats on the frontstraight just before the finish line, from which I shot the photo above of Donohue about two laps from the end of the race. Half our wedding album was photos of our travels, half the Speedway. When I got divorced and we divvied things up, I took the half with the race pix.

Gary Bettenhausen led 138 laps but went out with ignition trouble. Jerry Grant took the lead then pitted for a tire change but overshot his pit and got stopped in the next one, teammate Bobby Unser's. His car was refueled from Unser's tank and for that he was DQ'd. That's when Donohue got by to lead the last 13 laps. He took the checker two laps ahead of Al Unser, but back then they kept racing for another five minutes so Big Al, Joe Leonard and

Sammy Sessions all were credited with the full 200 laps.

I went back in 1982, coincidentally the year I got divorced. This time I was being rewarded for work I'd done with the American Auto Racing Writers & Broadcasters Association, so I spent several days as guest of AARWBA president Dave Overpeck. I was assigned a job of gathering pit notes, which AARWBA compiled for the working press.

That was the year Kevin Cogan, who'd qualified in the middle of the front row, lost it when he hit the throttle at the green flag and took out two of the biggest stars in Indy Cars, A.J. Foyt (outside front row) and Mario Andretti (inside second row). Cogan, part of the Penske team, always maintained a suspension part broke, but that incident wrecked his career as a driver.

I'd taken up a position outside the fence on the inside of turn 1 to watch the start, didn't see the actual wreck but was surprised when only polesitter Rick Mears came by, and then Gordon Johncock who'd qualified fifth. Where's Cogan? Foyt? Andretti? The race was red-flagged and I hustled in to get to work.

First driver I saw was Foyt, who was steaming as only Foyt could. I chased him into Gasoline Alley and got the best quote of the day, but I wondered if I could use it.

"That guy (Cogan) must've had his head up his ass!"

This was the '80s, and that three-letter word was still considered profane. Eventually I decided to turn it unedited. Of the stories I read later almost everyone used it, almost no one used it without asterisks or dashes. (I just looked at the Wikipedia article to refresh my memories and the quote is there. With no asterisks.)

Further back in the field, Roger Mears (Rick's older brother), who was on the inside of the seventh row, had seen the mess up ahead and was slowing by the pit wall when Dale Whittington from

the inside of the eighth row smashed into him at full speed. Both were Indy rookies but Whittington was totally green. I later caught up with Mears: "He must've had his eyes closed" Roger said. That quote got a lot of ink too.

After a 45 minute red flag they tried again. Foyt had gotten his car fixed and jumped into the lead, the last time he'd lead an Indy 500.

Josele Garza, a young Mexican who'd qualified 33rd, pulled in with engine trouble after just one lap. The Associated press sent a photo of him on the narrow walkway behind the hot pits, and right behind him there's me in pursuit, chasing a quote.

The race ran largely without incident and developed into a duel between Rick Mears and Johncock. On Lap 182 Mears pitted and took on a full 40 gallons of methanol. Two laps later Johncock came in, only took enough fuel to finish, and by that trick got the lead by several seconds. But Mears gave chase, knocking off 1-2 sec per lap and by lap 199 he'd caught Johncock. Catching him was one thing, passing quite another. Mears' last-lap slingshot attempt failed by 0.16 sec – at the time the closest-ever Indy finish.

Mears came to his pit and sat in his car for several minutes. Penske straddled the nose, grabbed Mears' helmet in both hands and pressed his face close against his driver's. Later, Mears came out of his garage and sat on a bicycle while taking questions. I asked what Penske had said to him in the pit lane. "He was just bringing me down," Mears smiled, then added, "If the fans didn't like that, I don't know what they'd want!"



Mark Donohue wins Indy 500 - 1972



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

For our 48th wedding anniversary in September, Kathyne and I went car shopping. The unusual part of that is that we went to actual new car dealers in big cities and looked at and drove cars of her choice.

The first place we went was the Topeka VW and BMW dealership which is under new management for the first time in essentially forever. At the turn of this century I had purchased several brand new VW Beetles there. Her criteria were simple: a red SUV or wagon or crossover or van that had perfectly fannie high-for-her seats for easy entry, and heated seats.

So we started at the top of the price range I could tolerate and first drove a Mercedes 350 GLK. That beast's only negatives were the price and the fact that there were no red ones. But we drove the black one for perspective. Quiet, comfortable, smooth transmission, plenty fast. Poor rear and rear side visibility but it had a blind spot warning system and back up video so it would be tolerable. Next up was a BMW X5 which was red, but it was not as smooth, quiet or comfy. So then we took a quick look at a VW Tiguan, again no red available and very bland styling, so we didn't even drive it.

Our next driving stop was the VW/Toyota Dealer in Lawrence. They had a lot of new Tiguans but none in red. But what did catch our attention was a red Toyota Venza. Now, I hadn't even thought about this, because of my general disdain for Toyotas, and my thinking that it was too large. Remember, this is to replace the smallest Volvo wagon, the V50, which has served us well. Anyway Kathyne liked the Barcelona Red color and the seat height and we drove it. It was quieter than the Volvo, but not as quiet as the Mercedes. It is essentially a Camry wagon, but Toyota calls it an SUV in some of its literature and a crossover in other places. It uses the Tacoma 4-cylinder engine displacing 2.7 liters, instead of the Camry's 2.5. On a short drive on hilly US-59 south of Lawrence, it seemed adequately powerful. So we put that on the seriously consider list and headed on to Kansas City.

There I drove into the Mini store to look at the Countryman. The seating is high enough, the interior is endearingly funky, and doggone it, it is likeable, but it is pricey, requires premium gas, and is just a little too small. I also looked longingly at the new 4-door hatchback sedan. It is a great practical autocrossable car, but too low and too small to fulfill the Kathyne objectives. It was fun to chat with Lisa, now senior sales agent there, who went on my first Mini test drive, 13 years ago, when I threw her across the back seat (she hadn't buckled up) and was the first test driver she had experienced to cause the Dynamic Stability Control to kick in when I dived into the old Merriam Metcalf cloverleaf at 45 mph, hit second gear and stood on the gas. She remembers.

From there we proceeded to the new – 10 years ago – village shopping center of Zona Rosa. We went there because it has a Hereford House Restaurant. Years ago, say 1970, when we first moved to the KC area, the original at 18th and Main was our favorite special occasion steakhouse. That location is now gone, but there are several that try to keep the tradition going, and now dinner for two is over a hundred bucks, which is difficult for my frugal elderly Kansan self to cope with on a regular basis.

Upon the dawn we ventured over to a North KC Subaru dealer to try out a Forester. The one we drove had the adaptive cruise and other “driver assistance” systems. The whole concept of self-driving cars is frightening to me, but hey, it's a test drive, so see what it does. The sales guy directed us to Northbound US 169 which is a 4-lane 60 mph freeway. He said to run it up to 70 and push “set” and then stay in the right lane and just let it do its thing when we catch up to traffic.

First thing that I noticed was that the Navigation screen had a

red highlighted area that informed us we were going 70 in a 60 mph zone. When we came up on a slower car in the lane the Subi slowed down to its speed and stayed exactly 3 car lengths back. That interval is adjustable from approximately 1 to 4 car lengths. Then I pulled into the open left lane and the car automatically eased up to the slightly extralegal 70 and we passed several cars.

Everything I tried worked with simple throttle modulation. The salesman said that it will actually apply brakes if the traffic comes to a halt and continue to automatically stop the car if that is appropriate. He said it is not sensitive enough to detect a deer crossing in front of you and slam on the brakes. But it will, maybe, detect and auto stop for a car coming out of a crossroad, if you are using cruise on a normal two- or four-lane highway. Anyway you cut it, it's spooky. We were also treated to a demonstration of the automatic hill descent mode. We went off road up a very steep hill, turned around at the top, touched the hill descent button and let off the gas at about 5 mph. The Subi stayed in first gear and automatically held that speed with occasional braking down the hill until it automatically kicked off when I accelerated to about 20 across the grassy field. Kathyne deemed the Subaru too noisy and rough riding for her taste, plus there were no red ones on the lot.

After that we tried a Mazda CX-5. That SUV is highly rated by *Car and Driver* and a couple other magazines, for its crisp handling and interior style. Kathyne thought it was OK, but again didn't like the rear and rear quarter visibility compared to the Venza, and the handling was achieved with a rougher ride.

We visited a Fiat dealer to see the odd 500X and a Honda dealer for an HR-V. We had already eliminated the CR-V, because both my sisters have one, and they are reliable but dull, and so are both my sisters. I like the 500X primarily because of its colorful Italian style interior. The exterior is not as attractive as the 500L 2-wheel-drive in my humble opinion, because from the side and rear views it looks like a smaller Lexus 300/330/350 whatever RX. So we didn't drive one. The HR-V is in short supply, so again we only looked. It, like the Countryman, was deemed too small.

After lunch at the Overland Park farmer's market we also looked at the Fiat 500L and X-derived Jeep Renegade. The Jeeplet is a styling winner, inside and out, but again too small and a little on the pricy side with the all-wheel-drive. We also toured the Volvo lot and a second Mazda store which had the very rare, at this point, CX-3. The Volvo V60 is no bigger inside than the older V50. And it sits too low. The XC version is a little higher, but a lot higher in price than the Venza. I really liked the interior of the Grand Touring Mazda CX-3. It sits and feels like a sports car, but again was too small for present purposes and no red was readily available.

So, we went back to Lawrence and bought the Venza. After a month of driving, including a trip to Colorado we have the following conclusions: Quiet enough and comfortable. Good Bluetooth phone and navigation system; handy hands-free key, with pushbutton start; easy fold-flat back seats. Fuel economy is nearly identical to the smaller Volvo V50 in town and slightly (2-3 mpg) lower on the highway, but on regular gas instead of premium. The only negative annoyance is that it downshifts abruptly on steep long hills on cruise. This is lessened noticeably when driven without cruise, presumably because we excellent drivers begin adding throttle gently when we see we are approaching a major hill but the cruise control is reactive to the slowing down once the car has already encountered the hill and therefore punches the gas and downshifts to try to catch up quickly.

In our 48 years of marriage we have owned hundreds of cars. Kathyne has only chosen three of them: The 1972 Plymouth Fury III Suburban station wagon, the 1988 Chrysler LeBaron 2.2 Turbo Convertible, which we still have stationed at our Colorado place, and now the 2014 Toyota Venza XLE. Fair enough, I say.

And for my next trick, I bought a Nissan Leaf. Which got wrecked, while parked, by a “distracted” driver a month later!

Happy Trails, Abner

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 2016...

- Associate memberships are for the calendar year provided your National membership is active. Join now, and your membership begins immediately and runs through 2016. 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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