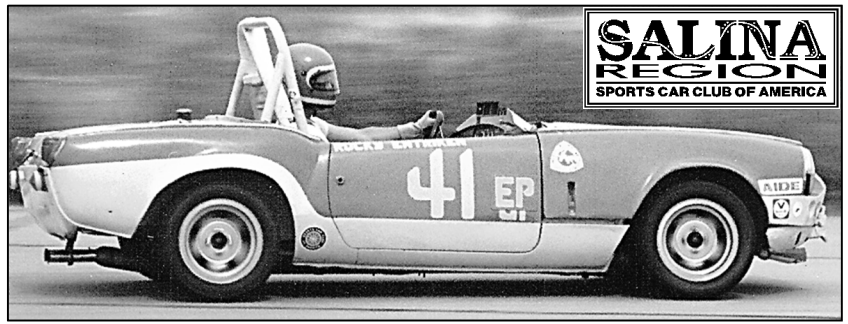


# The Write Line

~ December 2015 ~



Rocky Entriiken, Triumph Spitfire, 37 years ago, 1978 SCCA Solo Nationals in Hutchinson (Ralph Priebe Photo)

The official newsletter of the Salina Region SCCA

## Regional Executive Views

Except for several more months of physical therapy, it appears that my accident injuries are history. Oct. 29 I was treated to a significant surgery for my left shoulder. Three separate reconstructions done through a single incision. Downside: I shan't be able to drive for two months. Upside: If I behave, and do the physical therapy correctly, odds are I'll experience something like a full recovery. Another upside: The Salina Region has functioned faultlessly while I watched from the sidelines. Thanks to all of you.

Our upcoming business meeting Dec. 6 (everyone interested in SCCA activities is welcome to attend) should provide us with information to ensure that 2016 will be an even greater success.

New names and faces are so important for the longevity of our Sports Car family. Ballots are included in this newsletter for current Salina Region members. All members – Region of Record or Associate, including Junior members -- are eligible to vote. Please fill yours out and return it before it expires. Thank you.

The Salina Region SCCA Annual Awards Banquet will be Saturday, Feb. 20, 2016, at the Jalisco Mexican Restaurant in Minneapolis (word on the street, it's the best Mexican Restaurant in town). More information

about the banquet will be upcoming in a future issue of *The Write Line*.

A note to Associate Members (those whose Region of Record is something other than Salina): Most Associate Memberships expire Dec. 31. If your mailing label says A15 or FA15 in the corner, it's time to send \$15 Regional dues to membership chair Rocky Entriiken. See address on Page 10.

One of the risks involved with long-term injury recovery is too much time to think. One of the lessons I learned years ago: The only way for me to be on the front row is to have the best equipment. The 1969 Austin-Healey Sprite Mk IV that I used to compete in F Street Prepared was developed over nearly 15 years of experimentation, and almost 300,000 street/highway/autocross miles. The past several seasons in our E Street Miata have taught me once again that only with the best attention to preparation detail could I be competitive. Otherwise, I'm just mid pack.

I'll try to focus on preparation details when I resume work on our FSP 1964 MG Midget Mk I. Actually, I'm so tired of physical trauma recuperation, that I'm getting excited about being able to putter in the lab again. Soon!

Here is hoping all of you have a Wonderful Holiday Season.

—Bill Preheim, RE

## Merry Christmas



### Next Business Meeting

Sunday, Dec. 6  
3 p.m.

**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**  
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• **Secretary**  
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• **Treasurer**  
**CONNIE PREHEIM**  
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• **Past R.E.**  
**VACANT**

• **Solo Chair**  
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• **Member At Large**  
**Chief Registrar**  
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• **Member At Large**  
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**ROCKY ENRIKEN**  
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• **Member At Large**  
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• **Member At Large**  
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## 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 ~ 2016

All at East Crawford Recreation Area unless noted elsewhere

<b>Event</b>	<b>Chair</b>
Feb 20, 2016 - Awards Banquet	Bill & Connie Preheim
	Jalisco Mexican Restaurant, Minneapolis, Ks.

2015 Season complete – Watch this space for 2016 calendar  
 If you would like to chair a 2016 event, contact Solo Chair Dennis Smith

### 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.**

## MEETING MINUTES

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

**November 1, 2015**

Salina Region SCCA Nov. 1, 2015, meeting was called to order by Assistant R.E. Monte Rans at 4:04 p.m. at the East Crawford Rec. Area, Salina, Ks. Board members present were Rocky Enriken, Dennis and Nancy Smith, Monte Rans, Connie Preheim, Artt Mann, and Ken Kennedy. Guests were Haylee, Samantha and Lily Terrill, Clint Holmes, Suzanne Scott-Holmes, Rodney Walters, and Radlee Bien.

The October 11, 2015, minutes were presented and approved unanimously. Motion to approve by Dennis, seconded by Connie.

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

**Old Business - Helmets** - Nine new helmets have been purchased. Rocky will mark them for identification purposes and place them in the race trailer for 2016 season use. Rocky will also continue to check on the potential for one additional year of use for the four (4) existing 2000 series helmets.

**Web management** - Radlee will contact David Knudsen to get the authorization code for the website.

**New Business - 2016 Officer Nominations** - Motion made by Dennis and second by Connie to place the following board officer nominees on the 2016 annual election ballot: Monte Rans, Regional Executive; Radlee Bien, Assistant Regional Executive; and Suzanne Scott-Holmes, Secretary. Motion passed 7-0.

**Race Trailer Service** - Motion by Rocky and second by Dennis to authorize Ken to get a price quote to have solar charging equipment installed on the race trailer. Motion passes 7-0. Ken will report cost back to club for approval prior to proceeding with purchase and installation.

**Other - 2016 Rule Changes** - Rocky noted that several rule changes will be in effect for the 2016 season. A summary of these changes will be included in the newsletter.

**Fire Extinguisher Service** - Ken will deliver the race trailer fire extinguishers for their annual service.

**Jr. Kart Procedures** - Dennis requested that the requirements and procedures for Jr. Karts be placed on the January 2016 agenda.

**Next meeting** - To be determined and announced by R.E. Bill Preheim.

Meeting adjourned at 4:16 p.m.

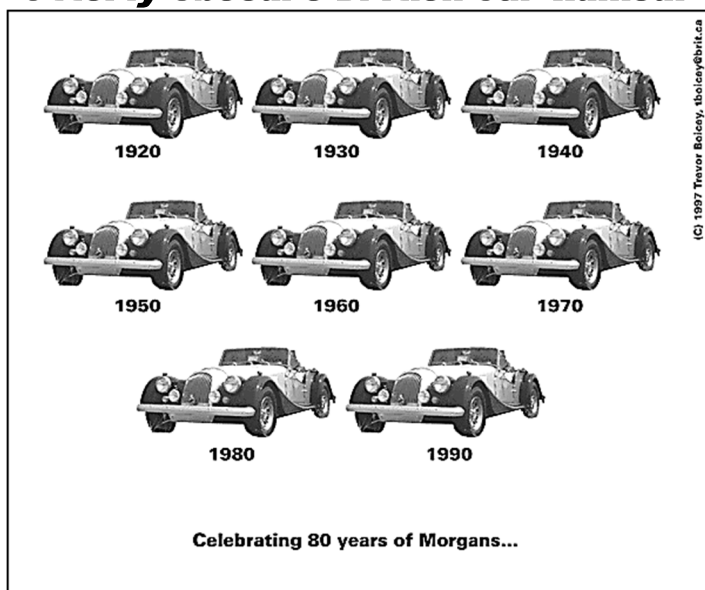
Submitted by: Ken Kennedy, secretary

# New Solo Rules

SCCA's Board of Directors recently approved new solo rules for 2016. Some that will affect our events:

- **Young passengers:** Passengers are permitted if they are at least 12 years old or at least 57 inches (4'9") tall. So a tall 10-year-old, for example, can now ride along.
- **Kids in grid:** Kids under 12 have been prohibited in grid except for Junior Kart drivers. Now kids who are riding as passengers (per above) also fall under this exemption.
- **Passengers in general:** The rule that a passenger "should be" a student or instructor is deleted.
- **Course speeds:** The old wording was that max speeds for Street, Street Touring and Street Prepared vehicles should be "mid 50s to low 60s." Now it's "mid 50s to mid 60s" for Street and ST cars, Street Prepared is deleted from the rule. Seemingly a small difference, but reflecting "today's reality (that) capabilities of the fastest Street Prepared cars have increased dramatically since this rule was written."
- **Solo Safety Steward licenses:** All SSS licenses will now be renewed for three years. During the 3-year period an SSS must participate in one continuing education seminar and serve as an SSS at a minimum of five events. The one-year license is eliminated.
- **Floormats:** A driver's side floormat may remain in place if "securely mounted. OE fasteners designed to prevent the mat from moving forward satisfy this requirement if they are in good working order."
- **Timer failure:** Did you know there was a rule that if the timer failed to start, or quit during a run, the driver "must be flagged off the course as soon as possible"? Yeah, me neither. Nor most people, it seems. It's been deleted because it "no longer reflects current practice at a majority of Solo events."
- **Unclassified cars:** This is a new addition to the SS class list: "All eligible unclassified cars not covered by another catch-all listing." There wasn't an overall catch-all before, now there is.
- **Order of classes:** The class listings in both Street Touring and Street Modified have been reordered so they go from potentially fastest to slowest, like all the alphabet-designated categories.

## Utterly Obscure British Car Humour



# Welcome New Members

- **James Andrew**, Gypsum, ran two of our recent events in an E Street Miata.
- **Chris & Natasha Bergevine**, Manhattan, transfers from Buccaneer Region (SE Georgia/NE Florida). Chris appeared at our last event driving an assembly of red tubing listed as an Exomotive LSXocet in A Mod. Natasha ran a mild-mannered (relatively) Subaru WRX in D Street.

## Programming Note

If you're a Paul Newman fan, as many in SCCA are, and you can receive the Velocity Network on your cable TV (and if this newsletter reaches you in time), the documentary *Winning: The Racing Life of Paul Newman* will be broadcast four times over this weekend.

Showtimes are: 8 pm Fri. Nov. 20; 11 pm Fri. Nov. 20; 1 pm Sat. Nov. 21; 4 pm Mon. Nov. 23. Don't know if there's more beyond that (schedules I can find don't go beyond Nov. 24 ).

Well received. Rotten Tomatoes gives it 4½ stars.

## Stickshift heaven

Road & Track recently published a list of 20 cars you can buy that still come with a stickshift. Most of those on the list (except maybe the Ram and the Jeep) would make pretty good autocrossers, although some are a bit out of the average person's price range. Top on the list was Mazda's MX5 Miata, which I've been saying for years is the Bugeye Sprite of the new millennium for its impact on the sporting side of motoring.

"Sports car manufacturers are the worst offenders when it comes to quitting on the stick shift," said R&T's story. "Because the newest computer-controlled automatics can shift more quickly than any human can, engineers see the manual transmission as outdated. We disagree. Shifting a manual transmission is not only more engaging and fun than flicking some dainty little paddles, it also requires more skill and makes the driver a better one. Some carmakers still see the beauty of the manual transmission. Here are 20 of the greatest driver's machines that still do."

The story, including capsule descriptions of each car, can be viewed online at <http://www.roadandtrack.com/car-culture/g6427/20-best-cars-with-manual-transmission/?slide=1>.

Here's their list, ranked in order of base price. Prices ending in "000" are estimates. All but the Jaguar are 2016 models.

Fiat 500 Abarth - \$22,495	Mustang Shelby GT350 - \$49,995
Mazda X5 - \$24,915	Dodge Challenger SRT Hellcat - \$60,000
Subaru BRZ (Scion FR-S) - \$25,395	Cadillac ATS-V - \$60,465
Jeep Wrangler Rubicon - \$32,395	BMW M3/M4 - \$63,200 (M3)
Mini Cooper JCW - \$35,600	Corvette Z06 - \$79,400
Volkswagen Golf R - \$35,650	Porsche 911 - \$84,300
Ford Focus RS - \$36,000	Porsche Cayman GT4 - \$84,600
Jaguar XE (2017) - \$36,000	Dodge Viper - \$84,995
Chevrolet SS - \$46,000	BMW M5 - \$94,100
Ram 2500/3500 - \$49,000	Aston Martin Vantage GT - \$102,000



# 50 Years of AutoX

Fifty years ago, Sept. 5, 1965, my brother Buck let me drive his MGA in the Virgo Autocross, an event put on at Mitchell Field, Hempstead, Long Island, by his Team X sports car club in New York. This year on Sept. 5 – 50 years later – I was packing to go to the SCCA Solo Nationals in Lincoln, Neb.

I feel incredibly fortunate to still be doing this, to be able to do this, half a century later. And so, I put on our Nov. 1 Salina Region event as a celebration of 50 Years of Autocross.

Anyway, I came home from New York, bought a '64 Spitfire, and the rest is a history still being written. Today the Solo Rules have made the Spitfire a museum piece (rendered uncompetitive in any class in which the SEB chooses to place it), so my primary weapon is an ES Miata.

I've competed in all 43 SCCA Solo Nationals and drove the Spitfire in 38 of them. So the course I put down for the Nov. 1 event was a collection of elements from several Nationals courses beginning with a curving start used in many of them (easy on the gears), then wallums from 2015, stairs from 1975 (first Nationals in Salina), a Chicago Box from 1982 in Chicago where it was first introduced, angled slaloms and a 90° turn from 2013, then another 90 and its following chicane from 1980 (when Nationals returned to Salina), a double-cone slalom from 2001 (when we resumed after the 9/11 attacks), curvy slaloms from 2012, the 3-gate chicanes from the first Nationals in 1973, and the diagonal finish from this year. It used a lot of cones because the original designs did, but part of the technique for a quick run was reducing the course to its key cones.

The course actually ran quicker than I expected since it went almost all the way to the far end. I expected quick times in the 60s, but most were in the 50s with Al Hermans' CP Mustang knocking off a set of four 48-sec times with FTD of 48.025.

It was almost another three seconds back to the next-quick car, Russell Blume's FS BMW M3, and then third-quick was the same M3 driven by Fast Lady Laney Blume at 52.065 – first of four cars in the 52-sec range.

The closest class comprised the Super Street Mod Miatas of new members Dhruvil Shah and Brian Tefft, separated by just 0.879 sec on their "real" runs in the first heat. They both bought fun runs for the second heat and both went quicker, but those runs don't count (they both also brought friends and relatives to cover their work assignments in order to be able to double up their runs).

Largest class was STO6, five cars, won by Rodney Walters in a Subaru WRX STi – a new car/class for him after locking up the ESP championship in his Mustang.

STO6 was the only class to give a 2nd place trophy, which went to Ed Vega, a long-absent former member with an Ecoboost Mustang.

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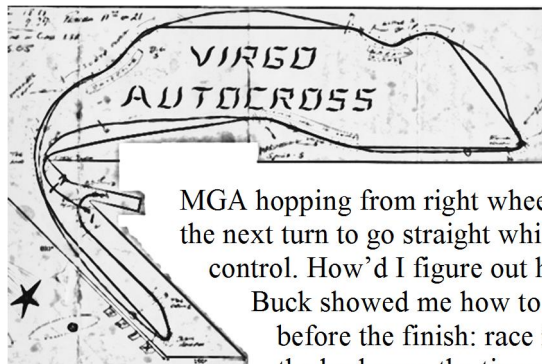
That Virgo Autocross today would exceed the SCCA Solo Rules on maximum speeds. I got Buck's MGA well into third gear and he touched fourth. By today's standards it would have been a Solo Trials event.

I had spent the summer of '65 hitchhiking through Europe, with stops in Denmark, Norway, Sweden, Germany, Austria, Liechtenstein, Switzerland, England, France and Belgium. The flight home landed in New York, where Buck lived at the time.

I was a student at the University of Kansas then, living in Lawrence. It was two weeks before classes started at KU, so we hung out and he took me to these sports car gymkhana things each Sunday. The first one they put me to work on course and I wouldn't let them relieve me. Imagine lying on the ground as the car went by to see if it wobbled the cone on the other side! By the third weekend – the Virgo Autocross – I finally dared ask Buck if he'd let me drive his car. "Sure," he said, "but you won't beat anybody." We were in Class F, 10 MGAs, six Triumph TR3s, a TR2, a couple of Turners, an Alpine and an Alfa Romeo. We only got two runs and after the first one I was indeed dead last of the 21 cars in Class F, four seconds behind next-to-last. But on the second run I guess I "got it," improved 11 seconds, and finished 11th (Buck was 5th), 3rd among the MGAs, and only 3 sec behind Buck. Overall, I was 50th out of 85 competitors in 10 classes. Class F was the largest class. Yes, I still have the results.

The Virgo Autocross course (as seen on the map from the event flyer) ran counter-clockwise. Because of the

speeds there were required practice runs. On my first try, coming out of the "little S" (to the right of the word "Virgo" in the map), I somehow got the



MGA hopping from right wheels to left and just skipped the next turn to go straight while bringing the car under control. How'd I figure out how to do that? No clue.

Buck showed me how to do the hairpin-in-a-box just before the finish: race into it in 3rd gear, slam on the brakes so the tires were locked and sliding and while the car thought it was stopped dump it into 2nd, let go of the clutch, and grab a left turn. The back tires stay locked and the car snaps around, then stand on it and the car shoots out of the box. Yeah, just try that today with R-comp tires or even UTQG 200s! You'll break somethin'.

It's true, you never forget your first autocross.

# 50 Years of AutoX

Salina Region SCCA ~ November 1, 2015 ~ ECRA, Salina

Class	Driver	MemNo	Car	Make	Run 1	Run 2	Run 3	Run 4	Run 5	Best
SS-R	• Fred Johnson	98627	26	Corvette	D.N.F.	55.711	57.260+2	55.309	D.N.S.	55.309
SS	• Clint Holmes	484776	17	Corvette	55.281	59.991	58.479	56.566	56.594	55.281
AS	• Ken Kennedy	370024	68	Corvette	55.510+5	57.128+1	54.962	56.324	56.810	54.962
BS	• Ryan Estes	444737	4	Honda S2000	D.N.F.	D.N.F.	D.N.F.	58.048+1	62.872+1	60.048
BSL	• Suzanne Scott-Holmes	484775	35	Subaru WRX STI	65.624	60.205	56.640	57.470	56.789	56.640
	Susan Puls	474645	7	Corvette	D.N.F.	71.715	70.518	68.332	66.515+1	68.332
DS	• Natasha Bergevine	477159	135	Subaru WRX	D.N.F.	59.122	57.413	56.409	54.976	54.976
ES	• Rocky Entriiken	19814	4	Mazda Miata	57.206+1	57.123	57.151	57.216+1	56.158+1	57.123
ESL	• Connie Preheim	411440	11	Mazda Miata	60.519	D.N.F.	62.054	61.638	60.325	60.325
FS	• Russell Blume	482905	97	BMW M3	50.984	53.327+2	50.105+2	51.376+1	51.136+1	50.984
	John LaRondeau	62606	192	Mustang GT	D.N.F.	55.121	54.302	53.961+1	53.028	53.028
FSL	• Laney Blume	483427	97	BMW M3	55.006	D.N.F.	52.424+3	53.072+1	52.065	52.065 FL
	Ann LaRondeau	144250	92	Mustang GT	66.056	64.265	62.194	60.591	60.008	60.008
HS	• Don Herrick	458722	8	Ford Fiesta ST	63.167	59.814	D.N.F.	59.312	57.069	57.069
STU	Robert Pendergest	377486	77	Subaru STi	D.N.F.	D.N.F.	D.N.F.	D.N.F.	D.N.S.	D.N.F.
STX	• Charles Wilson	414239	68	Subaru BRZ Ltd	52.612	D.N.F.	D.N.F.	52.736	50.949+3	52.612
STS	• Monte Rans	412198	34	Honda CRX Si	52.985	53.728	53.001	51.3.77+1	63.050+1	52.985
STO6	• Rodney Walters	379225	37	Subaru WRX STi	55.026	53.701+1	54.917	53.045+2	53.796	53.796
	• Edward Vega	—	45	Mustang Ecoboost	D.N.F.	D.N.F.	D.N.F.	57.767+1	55.765	55.765
	Hector Peña	—	7	Lexus RC	D.N.F.	D.N.F.	59.983	59.3450	57.751	57.751
	Andrew Frese	—	8	Mazda RX8	68.774	69.952	64.291	61.146	67.791+2	61.146
	Dustin Faulkner	—	17	Mazda RX8	66.678	D.N.F.	62.967	63.182	62.746	62.746
ASP	• Frank Finks	426068	93	Nissan 370Z	65.604+2	50.667+2	54.391	51.963+3	53.315	53.315
ASPL	• Georgia Finks	436101	9	Nissan 370Z	58.594	D.N.F.	D.N.F.	58.327+1	D.N.F.	58.594
FSP	• Aaron Loggan	—	4	Renault GTA	56.101	53.162+1	53.136	51.965+1	51.592+1	53.136
CAM-T	• Bob Lambert	131970	11	Plymouth GTX	60.950	D.N.F.	D.N.F.	59.475	58.047+1	59.475
CAM-C	• Dennis Smith	301907-1	6	Mustang Cobra	55.142+1	55.157+2	54.351	52.504	52.323+3	52.504
CAM-CL	• Nancy Smith	301907-2	9	Mustang Cobra	55.679	54.678	54.258	53.973	54.501	53.973
SSM	Dhruvil Shah *	488514	33	Mazda Miata	54.781	53.419+2	54.432	52.724	52.573	52.573
	Brian Tefft Jr *	492223	13	Mazda Miata	55.500	54.522	57.039+2	54.176	54.690+2	54.176
	• Dhruvil Shah	488514	33	Mazda Miata	58.639	56.995+2	56.418+1	55.767	55.505	55.505
	Brian Tefft Jr	492223	13	Mazda Miata	61.275	56.478	56.384	70.191	54.702+1	56.384
CP	• Albert Hermans	344130	49	Mustang Cobra	D.N.F.	48.123+1	48.025	48.167+1	48.107	48.025 FTD
AM	• Chris Bergevine	471291	134	Exomotive LSXocet	D.N.F.	56.070	D.N.F.	D.N.F.	D.N.F.	56.070
FM	• Radlee Bien	431468	8	'33 Ford Vic Dwarf Car	58.623+1	D.N.F.	D.N.F.	75.802	57.674+1	59.674
	Artt Mann	236415	98	'33 Ford Vic Dwarf Car	64.679*	64.664	65.058+1	62.949	63.112	62.949
KM	• Allen Dale	—	1	Firstkart	58.765	59.580	54.495	53.460	D.N.S.	53.460
	Don Dale	—	8	Firstkart	D.N.F.	79.840+3	D.N.F.	62.408	D.N.F.	62.408
JAL	• Samantha Terrill	454971	88	Margay Brava	D.N.F.	75.846	71.231	69.416	69.562	69.416
JBL	• Haylee Terrill	470365	99	Margay Brava Cadet	69.246	71.014	65.851	64.585	63.163	63.163

\* = Trophy FTD - Fast Time Of Day FL - Fast Lady \* - Paid Fun Runs

*"Speed costs money ... how fast do you want to go?" —Anon*

"We sold our boat to buy our first race car. A boat was a hole in the water in which to throw away money and a race car was mechanism that converted money into noise." —Jim Creighton

*"I like being a racing driver because it gives me the opportunity to display the highly intellectual quality of having an utter disregard for money." —Bill Wade*

**"I know there is a lot of money in racing. I put it there!" —Indy car owner Carl Haas**

*"How do you make a small fortune in racing? Start with a large one." —Anon*

# SALINA REGION SOLO CHAMPIONSHIP• 2015

The points standings below represent the final standings for the 2015 season. Names with an asterisk (\*) or dagger (†) beside their points number will be receiving series awards at our annual banquet in February. Be there!

• SALINA REGION MEMBER		FINAL Points following 50 Years of Autox				* HAS RUN THE MINIMUM 4 LOCAL EVENTS							
SS-R	Fred Johnson• * 106	<div>For most of the season all competitors are listed. However, only Salina Region members are eligible for championship awards and must be members before Oct. 1. As of Oct. 1 all non-member points are stripped. Associate Memberships are for the calendar year. Associate Memberships received Oct. 1 or later are good for the following year.</div>						SM	Ryan Pemberton• 24				
	Jim French• 12												Bill Pemberton• 9
SS	Clint Holmes• * 48											DM	Rocky Entriiken• 1
AS	Ken Kennedy• * 90											FM	Radlee Bien• 12
BS	John LaRandeau• * 82							Artt Mann• 9					
BSL	Ann LaRandeau• * 79							KM	Srdjan Ortiz• * 97				
	Suzanne Scott-Holmes• * 48	FS	James Hund• * 110	Michael Herrick• 22	Rodney Walters• 12				Artt Mann• * 46				
	Susan Puls• 18		Radlee Bien• * 81	Nathaniel Hamm• 15	Tami Goltz• 10				Brian Hagen• 33				
CS	Steve Swartz• * 72		Clint Holmes• * 34	Joe Silva• 10	Abner Perney• 6				Kevin Hagen• 7				
	David Knudsen• 12		Don Knop• 19	STS Monte Rans• *120	STO4 Broc Ball• * 57	JA	Conner Herrick• 24						
DS	Dennis Smirh• * 66		John LaRandeau• 14	Russell Blume• 21	Wesley Cantrell• 21	JAL	Samantha Terrill 12						
	Bill Dayton• * 39		Abner Perney• 13	Robert Clapp• 16	Daryl Robles• 9	JB	Mason Herrick• 46						
	Dan Deener• 12		Russell Blume• 12	David Avar• 10	ASP Frank Finks• 12		Conner Herrick• 6						
DSL	Nancy Smith• * 72	FSL	Ann LaRandeau• 21	Brian Tefft Jr• 7	ASPL Georgia Finks• 12	JBL	Haylee Terrill• * 93						
ES	Rocky Entriiken• *111		Laney Blume• 12	STSL Laney Blume• 21	ESP Rodney Walters• * 120		Samantha Terrill• * 69						
	Randy Puls• * 60	GS	Christopher Hund• * 84	Julie Avar• 6	Dustin Nead• 9	Wild	Russell Blume• † 54						
	Bill Preheim• * 55		Tim Harmon• *48	STF Broc Ball• 36	CAM-T Bob Lambert• *96		Laney Blume• † 48						
	William Knudsen• 30	HS	Don Herrick• *57	STO8 Dustin Nead• *39	Abner Perney• 12		Brian Tefft Jr• † 32						
	Lance Cochran• 20		Russell Blume• 21	Lance Cochran• 12	CAM-C Dennis Smith• *60		Abner Perney• † 31						
	Brian Tefft Jr• 16	HSL	Laney Blume• 12	Clint Holmes• 12	CAM-CL Nancy Smith• *60		† - has run 3 classes						
ESL	Susan Puls• * 94	STU	Mark Hill• 51	STO8L Suzanne Scott-Holmes• * 60	SSM Dhruvil Shah• 21								
	Connie Preheim• * 81	STX	Daniel Rowland• * 65	STO6 Adam Mounivong• 25	Bill Pemberton• 12								
	Caitlyn Entriiken• 12		Charles Wilson• * 43	Ethan Branham• 22	Brian Tefft Jr• 9								

## PAX Rankings from "50 Years of Autox"

Rick Ruth, the guy who shepherds the PAX indices, worked up a PAX from our last event:

					Time	Index	PAX
1	FS	97	Russell Blume	BMW M3	50.984	0.810	41.297
2	CP	49	Albert Hermans	Mustang Cobra	48.025	0.864	41.494
3	FSL	97	Laney Blume	BMW M3	52.065	0.810	42.173
4	FS	192	John LaRondeau	Mustang GT	53.028	0.810	42.953
5	CAMC	6	Dennis Smith	Mustang Cobra	52.504	0.830	43.578
6	STX	68	Charles Wilson	Subaru BRZ Ltd	52.612	0.831	43.721
7	STS	34	Monte Rans	Honda CRX Si	52.985	0.828	43.872
8	STO6	37	Rodney Walters	Subaru WRX STI	53.796	0.826	44.435
9	FSP	4	Aaron Loggan	Renault GTA	53.136	0.840	44.634
10	DS	135	Natasha Bergevine	Subaru WRX	54.976	0.812	44.641
11	CAMCL	9	Nancy Smith	Mustang Cobra	53.973	0.830	44.798
12	HS	8	Don Herrick	Ford Fiesta ST	57.069	0.796	45.427
13	AS	68	Ken Kennedy	Corvette	54.962	0.829	45.563
14	STO6	45	Edward Vega	Mustang Ecoboost	55.765	0.826	46.062
15	ASP	93	Frank Finks	Nissan 370Z	53.315	0.865	46.117
16	ES	4	Rocky Entriiken	Mazda Miata	57.123	0.808	46.155
17	SS	17	Clint Holmes	Corvette	55.281	0.835	46.160
18	SSM	33	*Dhruvil Shah	Mazda Miata	52.573	0.882	46.369
19	BSL	35	Suzanne Scott-Holmes	Subaru WRX STI	56.640	0.826	46.785
20	SSR	26	Fred Johnson	Corvette	55.309	0.859	47.510
21	STO6	7	Hector Peña	Lexus RC	57.751	0.826	47.702
22	SSM	13	*Brian Tefft Jr	Mazda Miata	54.176	0.882	47.783
23	FSL	92	Ann LaRondeau	Mustang GT	60.008	0.810	48.606
24	ESL	11	Connie Preheim	Mazda Miata	60.325	0.808	48.743
25	SSM	33	Dhruvil Shah	Mazda Miata	55.505	0.882	48.955
26	CAMT	11	Bob Lambert	Plymouth GTX	59.475	0.825	49.067
27	BS	4	Ryan Estes	Honda S2000	60.048	0.826	49.600
28	SSM	13	Brian Tefft Jr	Mazda Miata	56.384	0.882	49.731
29	STO6	8	Andrew Frese	Mazda RX8	61.146	0.826	50.507
30	ASPL	9	Georgia Finks	Nissan 370Z	58.594	0.865	50.684
31	KM	1	Allen Dale	Firstkart	53.460	0.955	51.054
32	STO6	17	Dustin Faulkner	Mazda RX8	62.746	0.826	51.828
33	JBL	99	Haylee Terrill	Margay Brava Cadet	63.163	0.842	53.183
34	FM	8	Radlee Bien	'33 Ford Vic Dwarf Car	59.674	0.926	55.258
35	AM	134	Chris Bergevine	Exomotive LSXocet	56.070	1.000	56.070
36	BSL	7	Susan Puls	Corvette	68.332	0.826	56.442
37	FM	98	Artt Mann	'33 Ford Vic Dwarf Car	62.949	0.926	58.291
38	KM	8	Don Dale	Firstkart	62.408	0.955	59.600
39	JAL	88	Samantha Terrill	Margay Brava	69.416	0.878	60.947
40	STU	77	Robert Pendergest	Subaru STI	D.N.F.	0.844	99.999

\* Paid Fun Runs



## SPORTSMAN'S SPOTLIGHT: Srdjan Ortiz

*From the AMSOIL Racing website, [amsoilracing.com](http://amsoilracing.com) – Posted Nov. 5, 2015*

Srdjan Ortiz dreams of being the first Puerto Rican Formula 1 racer and he and his family, along with help from AMSOIL synthetic lubricants and AMSOIL Dealer Robert Murphy, are working hard to make his dream come true.

His father, Charles Ortiz, is his biggest supporter along with his mother and five siblings. He says, "Since he was little, he's always shown a particular interest in racing."

Srdjan, from Junction City, Kan., races the Sports Car Club of America (SCCA)

Salina Region circuit where he's dominated the Kart Modified class two years in a row. Recently, he secured the World Formula class of the Kansas City Karting Association (KCKA) to win the 2015 Missouri Liberty Cup and championed the 2015 SCCA Midwest Division (MiDiv) Solo Series. He also had the opportunity to compete in the 2015 SCCA Solo Nationals.



For all the success Srdjan has had, he and his family have had to work for it, especially this year. In August 2015, Srdjan's finely tuned main custom racing kart – affectionately named Blue – was stolen out of the back of their pickup just hours before a SCCA MiDiv race in Lincoln, Neb. Fortunately, he was able to borrow a kart for that race.

But even when this major setback threatened to keep him from competing in the SCCA Solo Nationals, Srdjan has stayed positive, "I'll have to work twice as hard to be competitive and win. But I'm pretty sure that will make me faster, more focused on my goals and a better person."

With nationals around the corner, SSR Engineering stepped in and let Srdjan use a 2006 GP6 kart it had in storage. "It took us six months to get Blue ready," Charles said. "We only had three weeks to put this kart together and do as much testing as possible."

Among other series, Srdjan and his dad were planning to do a winter tour in Florida with Blue, as well as a national American Kart Racing Association (AKRA) series, a national hill climb in Spain and the Italian Open Masters in Italy.

With their trademark positive outlooks, Srdjan and his father aren't discouraged. For now, Srdjan will still compete with Julie, a 25-year-old sprint kart with a four-stroke World Formula Briggs and Stratton engine that runs AMSOIL Briggs & Stratton® Synthetic 4T Racing Oil, a centrifugal clutch and a single rear brake system.

Srdjan advises, "Remember, never stop following your dreams. Most importantly, when you get to a goal, never settle for it."







## 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

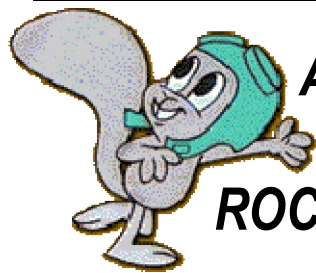
Topeka, KS 66619-0400

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.





## ASSORTED NUTS FROM ROCKET J. SQUIRREL

—ROCKY ENTRIKEN

Fifty years of autocross! Who'd have thought back in 1965 that I'd still be doing this silliness half a century later, that I'd even still own the car I bought in 1966 primarily for this purpose.

It's been a great run and I'm not done yet.

It began just as something somewhat athletic a geeky, gawky kid could do reasonably well. I never thought I had the physique for organized sports. I discovered years later that I had a distance runner's body and was even a recreational runner for about 10 years. I had fun wearing SCCA T-shirts to the 5-mile and 10K races I ran and running-event tees to SCCA events.

But autocross, and soon SCCA, became my recreational outlet, my social circle and my family.

I was a student at the University of Kansas when I discovered the sport. It was mostly called "gymkhana" then, sometimes "slalom." The word "autocross" usually meant a faster course (see Pg. 5).

A true gymkhana could involve maneuvers including parking and backing up, not uncommon in the '60s but mostly disappearing by the early '70s.

I bought my Triumph Spitfire in early 1966 and heard about a gimmick rally in Kansas City. I didn't know I needed a navigator, so I did it by myself. It was a nighttime puzzle rally, solving a varied series of puzzles to wend your way through KCMo. I wasn't last, but it was near midnight when I found the finish.

Then I learned the secret handshake to find the gymkhanas. Pick up the Sunday KC Star, look in the classifieds under For Sale-Foreign Cars and there'd be a little two-line ad with the location for that day's event.

SCCA was a very minor presence then. Most autocrossing in the USA was governed by local sports car club councils which drew up common rules and classes. I joined the Kansas City Triumph Club, of course. There were also clubs in KC for Porsches, Corvairs, BMWs, Alfa Romeos, Mustangs/Falcons, the by-invitation-only Group XXV, and others including a generic one. The calendar rotated among the clubs so there was an event, occasionally two, every Sunday.

I learned there was a local club in Lawrence, the Jayhawk Sports Car Club. So in my youthful enthusiasm I drew up my own puzzle rally through the streets of Lawrence, but then was told nobody would come. JSCC was all but defunct. Undaunted, I resolved to resurrect the club. I got my college buddies to join me and we became the officers of a revived JSCC and plastered the campus with hand-drawn posters for the "Pop Quiz Rally." 75 cars showed up!

In the spring there was a week of fun and games among the fraternity/sorority crowd called Greek Week. Then the dorm dwellers created their own answer, Spring Fling. The first one included a gimmick gymkhana, fun but poorly run and not particularly safe. A VW Beetle rolled, but no one was hurt.

I was neither Greek nor dorm dweller, living in off-campus apartments during my KU years, but I had been autocrossing in Kansas City and had put on a couple for JSCC, so I went to the

dorm council and told them I'd chair their next one, better and safer. No gimmicks, just straightforward autocross. I was chair of the Spring Fling Gymkhana for the next three years.

I ran an event in 1968 or '69 at the Claycomo, Mo., Ford plant put on by the Midwest Mustang-Falcon Club, a Mirror Khana they called it. I had the spin of the day on my 4-year-old stone-hard Michelin X steel-belted radials (the OEM tire for the Spitfire). Those things lasted forever but by then they were finally almost worn out. Anyway I came to my final turn, saw my opponent obviously ahead of me, and tried the turn planning a big drift. Instead I pulled off a double 360°. It was only single elimination so I was one and done.

That, event, however, was the inspiration for the Mirror Khanas I put on here in Salina for 30 years. I didn't like the one-and-done aspect, so I made it double elimination and also offered at least two runs of practice – nobody got fewer than four runs.

When I moved to Salina after leaving KU in 1969 my sports car jones had not abated. There was a club here ... uh, no. So once again I resurrected a moribund club, this time the Squires of Salina. It lasted until one day we realized we'd all joined SCCA, mostly Wichita Region, and no longer needed the Squires

In 1970, after moving to Salina, I put on one of the Schlitz Cup autocrosses here. SCCA got Schlitz to sponsor several regions around the country, each doing a 3-event set. Wichita Region got one of the sponsorships and did events in Wichita, Garden City and mine in Salina. The Schlitz Cup only lasted one year – it had a rulebook you could fit into a shirt pocket – but that was the beginning of SCCA's rise as the nationwide autocross authority.

In 1971 Steve McQueen's movie *Le Mans* came out, I arranged a Squires car show in front of the Vogue Theater downtown and put on a "Petit Le Mans" autocross, a 20-second Le-Mans shaped course on the polished concrete of the Southgate Plaza shopping center (where Speakeasy is now). It was my first Endurokhana, you did as many laps as you could in three minutes.

SportsCar Magazine sent me to cover the inaugural SCCA Solo Nationals in Wentzville, Mo., in 1973. It was not a very good event but we learned things about doing a championship-level autocross. The next year I was nominated to run for RE of Kansas Region, I won the election, and I pitched the idea of doing the 1974 Nationals here in Salina. Chicago Region also bid, and the Solo Board awarded both bids – Chicago in '74 and Kansas in '75.

I invented some new concepts for that '75 event, not the least of which was an advance course setup and approval. The SEB had arrived and spent several hours Saturday morning changing the course in both '73 and '74 and I did not want that to happen again. I also invented the current pylon rule – before, if you "wobbled" a cone it was counted and there were always arguments. When our course was approved we painted the boxes with a 2" paint roller, and set a rule that as long as the cone was entirely within the outer edge of that 2" box there was no penalty.

The SEB liked the rule and incorporated it into the rulebook, except they made it a penalty if the cone was *entirely* outside the box. My 2" fudge factor had become a 14" allowance, but it worked and is essentially the rule today.

I've since enjoyed a half-century of fun and camaraderie from this sport. I've done autocrosses at an atomic plant on Long Island and on an Embarcadero dock in San Francisco and a snowy field in Milwaukee. I've done all 43 Nationals from Columbus, Ohio, to Ft. Worth, Texas. I've been able to go road racing and win two Mid-Am championships.

If I had it to do all over again, I'd do it all over again.

### 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](http://www.salinascga.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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