

# The Write Line

~ May 2016 ~



Dhruvil Shah, SSM Mazda Miata (Peterlin Photography photo)

The official newsletter of the Salina Region SCCA

## Regional Executive Views

The season is now well under way even though the weather has not been so kind. Cold, rain, and 50 mph winds has not been conducive to some enjoyable competing, but I sure it will get better. On a brighter note, from my vantage point of the south end on the tarmac it seemed like we had a very good turnout for the Evolution School and from what I hear it was a very good learning experience for all that attended. Maybe someday I will be able to partake of this excellent learning experience to improve as well; bad habits are sometimes hard to break.

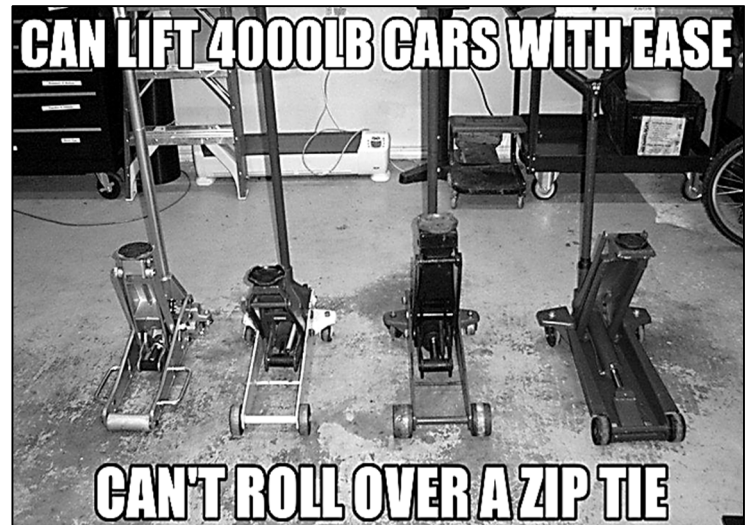
While at an event with Wichita Region recently I noticed several newbies and it was very apparent when the coursewalk was offered and it looked like half of the people there went on it. Since I was Safety that day I was able to talk to some of them and managed to get some of them rides in the first heat which really had them pumped when it came time for their runs.

Moral of the story, if you veterans happen to see some new faces offer to take them around on a run or two to get them familiar to the course and what they can expect. I have seen several times when a new driver may only get one run that is not a DNF because they get lost the first few times. The difference between walking the course and driving the course can be very different for the first time.

In about a month, June 4-5, is our annual Mirror Khana which this year is going to be a Divisional Championship

event. Hopefully this will increase our participation and make it very profitable for the club. Because of this we need as many members to attend this event as possible, this is our party and we need to show the rest of the regions we can be good hosts and put on a good event. As the event chair I would like to get a few key people trained and in place prior to the event so it can be run as smoothly as possible. If interested please email me and I can give you a list of positions I am considering. Please come to participate but if you cannot run the help would be greatly appreciated. Registration will be opening soon so you will see it on MotorsportsReg.com.

See you on course,  
—Monte Rans, RE



► Next Event ◀

**Solo Event**  
**May 15, 2016**

**East Crawford Recreation Area**

**Pre-register (save \$5) – use link at [www.salinasc.ca.com](http://www.salinasc.ca.com)**

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

**Next  
Business Meeting**

Sunday, May 15  
After the event

**Location: TBA**

*Business meetings  
are open to all  
members and guests*



## Board Members ~ 2016

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## Salina Region Schedule ~ 2016

All at East Crawford Recreation Area unless noted elsewhere

<u>Event</u>	<u>Chair</u>
May 15 – Solo	Brian Tefft
June 4-5 – Solo – Mirror Khana XXXVIII	Monte Rans
(Divisional Championship event, also Regional points event)	
July 10 – Solo	Radlee Bien
Aug 7 – R.E. Challenge 16.1	Abner Perney
Aug. 21 – R.E. Challenge 16.2 - Yoder	Wichita Region
Sep 11 – Solo	Clint Holmes
Oct 2 – Octoberfast 27	Salina Region Board
Nov 6 – Solo	Suzanne Scott-Holmes

### MiDiv



### SPS/R&S MiDiv Solo Series - 2016

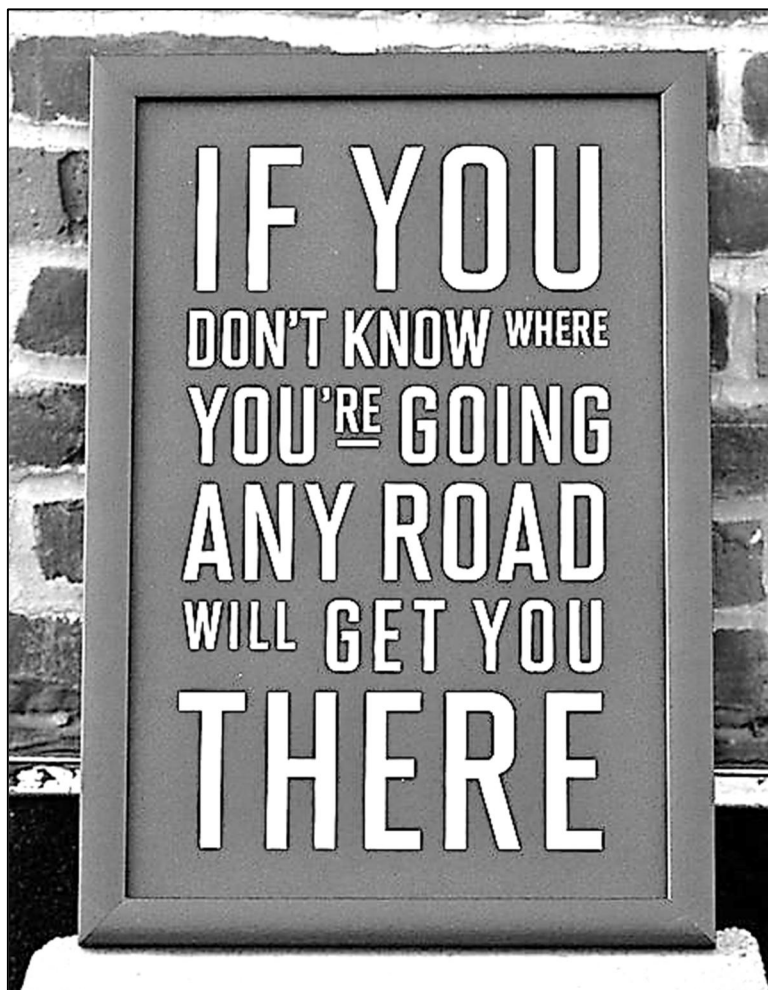
Apr 30-May 1 — Heartland Park Topeka  
June 4-5 — Salina (Mirror Khana XXXVIII)  
June 25-26 — Neosho, Mo.  
July 30-31 — Lincoln, Neb.

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

## MEETING MINUTES

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

No meeting in April



## Speed Secret: The most important corner

# It's the fastest one leading onto a straightaway

By Ross Bentley — *SpeedSecrets.com*

Let me dispel a myth about which is the most important corner on a race track [or autocross course —Ed].

It drives me nuts when I hear someone say the most important corner on a track is the one leading onto the longest straightaway. I guess I shouldn't be bothered by it, as anyone blindly following this advice will be way behind me or the drivers I'm coaching. Why? Because it's not accurate — at least not always.

Okay, sometimes it's a good place to start. But if you want to be really fast you should focus on the fast corners first. You know, the ones that separate the men from the boys and women from the girls. The scary fast corners. Often, the corner leading onto the longest straight is a relatively slow one — and that's the one everyone tells you to focus on.

But think about this. Which corners do you (and other drivers) usually have the most difficulty with? The slow corners or the super-fast ones? I bet an honest answer is the fast corners. Why? Because they're fast! They're scary! And if you answered "the slow corners" I suspect you're missing something — like big speed in the fast turns. So much so that you don't even realize it.

See, the difference between the speed of the quick and the super-quick drivers in slow corners is usually not much — a few mph at most. But in the really fast corners it can be 10 mph or more. How do I know? Because I've seen the data of many hundreds of drivers in this situation over the past couple of decades.

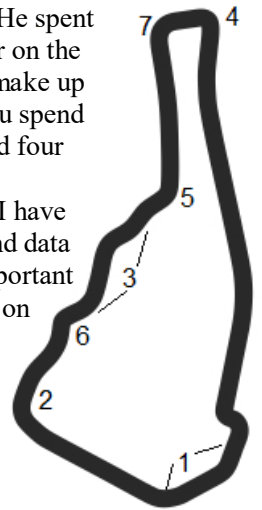
So, the next time someone tells you to focus on that slow

corner leading onto a long straight, nod your head in agreement. Then head out on the track and focus on maximizing your speed through the fastest corner on the track, whether it leads onto the longest straight or not (by the very nature of fast turns, it will almost certainly lead onto some type of straightaway). When you have an advantage of a couple of mph over every other driver, then you can spend a little more focus on that slow corner.

I was recently at Thruxton, in England, coaching a driver. By reviewing his in-car video, I measured the amount of time he spent in the very fast Goodwood corner: approximately 10 seconds from when he initially turned in until the time the steering wheel was pointed straight again. He spent less than four seconds in the slowest corner on the track. Which turn do you think you could make up the most time in? The 100+ mph corner you spend 10 seconds in, or the 40 mph one you spend four seconds in?

*Note:* On the map of Road Atlanta here I have prioritized the corners in what I believe (and data has backed up) are the order from most important to least important (but there are no corners on a track that are unimportant).

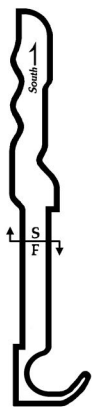
*Check SpeedSecrets.com often for more tips and advice for performance drivers, race drivers, high performance driving instructors, and anyone else interested in learning to get around race tracks quickly.*



## Mirror Khana XXXVIII

This year's Mirror Khana, June 4-5, will be a Divisional Championship event. It will also be scored in the Salina Region championship. You want to be sure to get in on this unique event! Pre-registration required, it opens soon.

Mirror Khana is a head-to-head autocross. No clocks.



Two cars line up on a full circle course, one halfway around from the other. First one back to his own startline wins.

The tentative schedule calls for practice runs Saturday afternoon and competition to begin Sunday morning. Everyone is guaranteed a minimum of four runs, more if you win your double-elimination bracket matches.

Pylons? You get "three for free," the fourth one is a DNF. Key corners are set up with double and sometimes triple cones.

The event is also open to non-members, and to those running in the STO classes, which will be eligible for Regional points only. All rulebook classes qualify for MiDiv Divisional Championship points.

**RACE-CAR DRIVERS KNOW THAT  
WHATEVER THEY LOOK AT IS WHERE  
THEIR RACE-CAR AIMS ITSELF.  
IF THEY LOOK AT DANGERS AND WALLS  
THEY WILL SMACK RIGHT INTO THEM.**

**LOOK AHEAD**

**THINK LIKE A RACE-CAR DRIVER.  
DON'T FOCUS ON WHAT YOU DON'T WANT.**

# EXCELLENT adventure

Dhruvil Shah and Brian Tefft, two of Salina Region's newer members, collaborated on our annual twin solos weekend, drawing up a pair of 2-lap courses for the events that ran concurrently with Salina Region's annual Evolution Schools.

The original plan was for a rather simple course Saturday and a more complex one Sunday, but once the weather forecast became known (and it was correct!), they flipped their plans and put down the more complex course Saturday for the dry-weather runs. It really was an excellent adventure, five runs each with times in the 50s and 60s.

The turnaround was especially challenging, approached downhill, then turning into the crown of the pavement and "falling off" the other side of it before turning back into the uphill slalom. Push-loose-push-loose all in one turn.

FTD fell to Radlee Bien, who pushed the '33 Ford Victoria dwarf car to a 51.6 run. Next-quick was Chris Bergevine's spidery LSXocet at 53.9. they were the only two quicker than the Fast Fender duel between Joey Green's AS Corvette, down from Nebraska, and Monte Rans' STS Honda CRX. Green got his 55.450 on his second run. Rans got down to a 55.486 on his fourth, just 0.036 slower, but enough to take top PAX with Green's PAX time standing second on the list. Fast Lady went to Natasha Bergevine in her DS Subaru WRX at 58.5.

Green also won the closest class, sharing his 'Vette in AS with Clay Johnson, whose best was 1.604 sec slower.

Both the school and the event were visited by Roger Marshall from Great Bend, who's running for the GOP nomination for the Big First seat in the House of Representatives. He became a Weekend Member so Abner Perney could give him an on-course ride in his HS-winning Buick Reatta.

## BOGUS journey

Sunday became the Bogus Journey because of the day-long rain. It finally quit, but not until all the runs had been made and the course picked up. The course had fewer cones to navigate and times were 5 to 10 sec quicker for the 2-lap runs.

In the wet, Radlee Bien has problems keeping the little dwarf car pointed frontwards, and Joey Green was doing the Challenge School, so Monte Rans sped to FTD with a 47.4 on his fourth run. Bien recovered to a second-quickest 47.9 on his only clean run. Fast Lady honors went to Connie Preheim's ESL Miata at 52.0 sec.

The two largest classes, three cars each, were also the two closest. Randy Puls, fresh from two days of Evolution School, ran a 48.6 – only three drivers were quicker – to win ES by 0.441 sec over Bill Preheim. It was Puls' first win in his Miata. Must've been the Evo training.

Down in STO6, Victor Goltz won by 1.020 sec on a 50.8 sec rerun for his Ford Fusion after an earlier run was tossed because a key pointer cone was replaced on the wrong side of its pylon causing him to deviate from the intended course. He'd been trading quick times with Ethan Branham's Nissan 350Z.

Chris Hund won GS with a 48.2 that also shot him to the top of the

### ~~~PAX Rankings~~~

#### • Excellent Adventure •

Name	Class	Time	Index	PAX
Monte Rans	STS	55.486	0.832	46.164
Joey Green	AS	55.450	0.833	46.190
Brian Tefft Jr	STO4	57.063	0.813	46.392
Bill Preheim	ES	58.042	0.807	46.840
Natasha Bergevine	DS	58.563	0.811	47.495
Clay Johnson	AS	57.054	0.833	47.526
Radlee Bien	FM	51.695	0.926	47.870
James Green	CAM-C	57.862	0.839	48.546
Rodney Walters	ESP	57.035	0.852	48.594
Daniel Rowland	STX	58.352	0.836	48.782
Tim Beach	STO4	60.298	0.813	49.022
Fred Johnson	SS-R	57.438	0.860	49.397
Rocky Entriken	ES	61.272	0.807	49.447
Chris Bergevine	EM	53.955	0.920	49.639
Connie Preheim	ESL	61.786	0.807	49.861
Broc Ball	DSP	58.335	0.855	49.876
Heath Helmick	STX	60.501	0.836	50.579
Andrew O'Brien	ESP	59.400	0.852	50.609
Victor Goltz	STO6	62.165	0.816	50.727
Dhruvil Shah	SSM	57.543	0.882	50.753
Abner Perney	HS	65.079	0.798	51.933
Jessica Green	CAM-CL	62.145	0.839	52.140

#### • Bogus Journey •

Name	Class	Time	Index	PAX
Chris Hund	GS	48.263	0.806	38.900
Randy Puls	ES	48.688	0.807	39.291
Monte Rans	STS	47.454	0.832	39.482
Bill Preheim	ES	49.129	0.807	39.647
Brian Tefft Jr	STO4	49.051	0.813	39.878
Tim Beach	STO4	50.115	0.813	40.743
Victor Goltz	STO6	50.865	0.816	41.505
Abner Perney	HS	52.579	0.798	41.958
Connie Preheim	ESL	52.010	0.807	41.972
Ethan Branham	STO6	51.885	0.816	42.338
Andrew O'Brien	ESP	49.986	0.852	42.588
Rocky Entriken	ES	52.788	0.807	42.600
Susan Puls	ESL	54.771	0.807	44.200
Radlee Bien	FM	47.965	0.926	44.416
Jim Hund	FS	54.630	0.814	44.469
Dhruvil Shah	SSM	50.563	0.882	44.597
Clay Johnson	AS	53.609	0.833	44.656
Marcia Haynes	CAM-CL	54.096	0.839	45.387
Fred Johnson	SS-R	52.888	0.860	45.484
Edgar Gonzalez-Muniz	CSP	52.631	0.867	45.631
Rodney Walters	CAM-C	54.501	0.839	45.726
Sean McCoy	STO6	57.524	0.816	46.940
Jessica Green	CAM-CL	56.800	0.839	47.655
Artt Mann	FM	56.394	0.926	52.220

PAX rankings, just ahead of Randy Puls and Monte Rans.

Dhru and Brian will be back to do it again next month, with the full length of the East Crawford site available for their course design. Actually Shah was the nominal event chair for April while Tefft put his name down for May, but these two guys seem joined at the hip so what one does the other is there to help.

They're both in Miatas but not content with a mild-mannered MX5 – Dhru's is all chopped up to run in SSM, while Brian runs either STS or STO4. Both won their classes.

**DHRU & BRIAN'S****EXCELLENT** adventure**Salina Region SCCA ~ April 16, 2016 ~ 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	61.606	59.561	58.554	58.546	57.438	57.438	
AS	• Joey Green	469553	26	Corvette	55.301+1	55.450	55.654+1	53.905+1	54.462+2	55.450	FFTD
	Clay Johnson	501216	126	Corvette	D.N.F.	59.885+1	58.271+1	57.054	56.992+3	57.054	
DS	• Natasha Bergevine	477159	135	Subaru WRX	63.007	61.950	59.134	59.540	58.563	58.563	FL
ES	• Bill Preheim	226858	1	Mazda Miata	59.780	59.466	59.654+1	59.443	58.042	58.042	
	Rocky Entriiken	19814	4	Mazda Miata	63.561	62.899	61.272	61.989	62.058	61.272	
ESL	• Connie Preheim	411440	11	Mazda Miata	D.N.F.	64.3367	64.044	62.977	61.786	61.786	
HS	• Abner Perney	109784	5	Buick Reatta	66.862	65.879	66.396	65.079	D.N.S.	65.079	
STX	• Daniel Rowland	462748	32	BMW 328is	D.N.F.	58.924	58.731	64.298+1	58.352	58.352	
	Heath Helmick	489353	77	Ford Focus ST	63.649	D.N.F.	61.341	D.N.F.	60.501	60.501	
STS	• Monte Rans	412198	34	Honda CRX Si	69.155	56.151	55.670	55.486	55.549	55.486	
STO6	• Victor Goltz	—	7	Ford Fusion	D.N.F.	D.N.F.	66.108+1	63.209	62.165	62.165	
STO4	• Brian Tefft Jr	492223	13	Mazda Miata	58.586	58.427	57.835	57.063	57.288	57.063	
	Tim Beach	—	7	Honda Prelude	64.446	D.N.F.	61.012+1	60.921+2	60.298	60.298	
CAM-C	• James Green	469552	113	Corvette	60.966	60.200	58.244	57.862	57.584+3	57.862	
CAM-CL	• Jessica Green	—	13	Corvette	76.182	62.145	63.801+2	62.948+1	61.772+3	62.145	
DSP	• Broc Ball	473599	11	Acura RSX Type S	D.N.F.	63.057+2	58.335	58.782	58.608	58.335	
ESP	• Rodney Walters	379225	35	Mustang	62.426+2	60.169	D.N.F.	57.884	57.035	57.035	
	Andrew O'Brien	430305	201	Infiniti G37	63.708+1	61.876	59.414+1	59.400	58.993+1	59.400	
SSM	Dhruvil Shah	488514	33	Mazda Miata	58.577	D.N.F.	D.N.F.	57.543	58.791+2	57.543	
EM	• Chris Bergevine	471291	134	Exomotive LSXocet	D.N.F.	D.N.F.	D.N.F.	53.827+2	53.955	53.955	
FM	• Radlee Bien	431468	65	'33 Ford Vic Dwarf Car	70.828	62.494+1	D.N.F.	51.695	51.248+1	51.695	FTD

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

**DHRU & BRIAN'S****BOGUS journey****Salina Region SCCA ~ April 17, 2016 ~ 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	64.437	52.610+1	52.888	54.209	53.692	52.888	
AS	• Clay Johnson	501216	126	Corvette	D.N.F.	52.427+4	D.N.F.	49.609+2	D.N.F.	53.609	
ES	• Randy Puls	474644	8	Mazda MX5	D.N.F.	52.257	50.640	49.741	48.688	48.688	
	Bill Preheim	226858	1	Mazda Miata	50.179	54.611	49.922	49.129	49.456	49.129	
	Rocky Entriiken	19814	4	Mazda Miata	56.138+1	52.788	54.209+1	53.264	53.685	52.788	
ESL	• Connie Preheim	411440	11	Mazda Miata	53.416+1	54.616	53.222	53.026	52.010	52.010	FL
	Susan Puls	474645	33	Mazda MX5	60.536	56.934	55.885	55.921	54.771	54.771	
FS	• Jim Hund	487549	11	Camaro	59.450	82.424	55.147	54.630	54.564+1	54.630	
GS	• Chris Hund	488138	9	Dodge Charger	48.787	48.692	48.010+1	48.263	48.251+1	48.263	
HS	• Abner Perney	109784	5	Hyundai Elantra	D.N.F.	52.579	53.283+1	52.896	52.937	52.579	
STS	• Monte Rans	412198	34	Honda CRX Si	49.308	48.561	47.624	47.454	48.687	47.454	FTD
STO6	• Victor Goltz	—	7	Ford Fusion	58.278	57.855	53.111	52.637	50.865	50.865	
	Ethan Branham	490179	21	Nissan 350Z	58.168	53.580	54.008	51.994+1	51.885	51.885	
	Sean McCoy	—	—	Volkswagen Golf TDI	D.N.F.	D.N.F.	D.N.F.	76.880	57.524	57.524	
STO4	• Brian Tefft Jr	492223	13	Mazda Miata	51.147	D.N.F.	50.073	49.051	61.464	49.051	
	Tim Beach	—	7	Honda Prelude	54.717	51.068	50.115	49.610+1	50.631+1	50.115	
CAM-C	• Rodney Walters	379225	35	Mustang	61.857	56.224	55.190+1	54.501	D.N.S.	54.501	
CAM-CL	• Marcia Haynes	476086	33	Corvette	107.193+1	79.568+2	54.096	53.369+1	54.793	54.096	
	Jessica Green	—	133	Corvette	60.424+1	56.320+1	71.136	56.800	66.896	56.800	
CSP	• Edgar Gonzalez-Muniz	—	77	Mazda Miata	58.776	54.571	53.386	53.204	52.631	52.631	
ESP	• Andrew O'Brien	430305	201	Infiniti G37	54.995	55.073	50.396+1	49.986	50.555	49.986	
SSM	Dhruvil Shah	488514	33	Mazda Miata	51.305	D.N.F.	50.926	51.451	50.563	50.563	
FM	• Radlee Bien	431468	165	'33 Ford Vic Dwarf Car	59.686+1	61.866+1	47.265+2	47.965	D.N.F.	47.965	
	Artt Mann	236415	65	'33 Ford Vic Dwarf Car	D.N.F.	57.865+1	56.394	58.106	D.N.S.	56.394	

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

# Events Elsewhere - 2016



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

May 15....\*.. NeOkla @ Old Tanger Outlet Mall, Stroud  
 May 22..... Wichita @ Yoder  
 May 27-28... Nebraska @ Lincoln Airpark (Spring Nationals ProSolo)  
 May 29-30... Nebraska @ Lincoln Airpark (Spring Nationals ChampTour)  
 Jun 5.....\*.. KC @ Blue Rvr Prec Dr Cntr, Independence  
 Jun 10-12... Kansas @ Heartland Park Topeka (Match Tour)  
 Jun 19..... Nebraska @ Lincoln Airpark  
 ..... Oklahoma @ Remington Park, Oklahoma City  
 ..... Wichita @ Yoder  
 Jul 2..... KC @ Blue Rvr Prec Dr Cntr, Indep. (Starting Line School)  
 Jul 3..... KC @ Blue Rvr Prec Dr Cntr, Independence  
 Jul 9-10....\*.. KC/Kansas @ Heartland Park Topeka  
 Jul 10.....\*.. Nebraska @ Lincoln Airpark  
 ..... NeOkla/Oklahoma @ Old Tanger Outlet Mall, Stroud  
 Jul 17..... Wichita @ Yoder  
 Jul 23..... KC @ Blue Rvr Prec Dr Cntr, Independence (Solo School)  
 Jul 24..... KC @ Blue Rvr Prec Dr Cntr, Independence  
 ..... Nebraska @ Lincoln Airpark  
 ..... Oklahoma @ Remington Park, Oklahoma City

## RALLYCROSS

May 1..... Wichita at Kansas State Fairgrounds, Hutchinson  
 May 14..... KC @ Thunder Valley Sand Drags, Grain Valley, Mo.  
 May 22..... Nebraska @ I-80 Speedway, Greenwood  
 Jun 26..... Nebraska @ I-80 Speedway, Greenwood  
 Jul 16..... KC @ Thunder Valley Sand Drags, Grain Valley, Mo.  
 Jul 17..... Nebraska @ I-80 Speedway, Greenwood

# Go Racing!



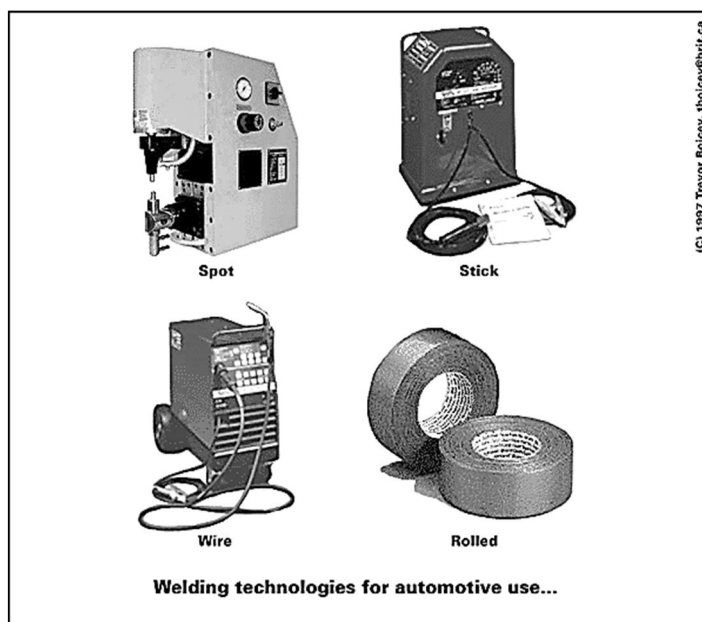
Five road course tracks are within a 3½-hour drive of Salina. Be part of the action as a race worker -- flagging on corners, timing, grid, tech, etc. Or driver?

- Hallett Motor Racing Circuit, Hallett, Okla.
- Kansas Speedway, Kansas City, Ks
- Heartland Park Topeka, Ks.
- Motorsports Park Hastings, Hastings, Neb.
- Raceway Park of the Midlands, Pacific Jct. Iowa

Jun 4-5.....\*.. Mid-Am @ Raceway Park o/t Midlands

Jul 30-31.....\*.. Mid-Am @ Hallett Motor Racing Circuit

## Utterly Obscure British Car Humour



(C) 1997 Trevor Ralcey, tbalcey@brit.co.uk

# SALINA REGION SOLO CHAMPIONSHIP • 2016

• SALINA REGION MEMBER

Points following Bogus Journey

\* HAS RUN THE MINIMUM 4 LOCAL EVENTS

SS-R Fred Johnson• 36  
 AS Clay Johnson 21  
 Larry Brady 12  
 Joey Green 12  
 Johnny Huang 9  
 Ken Kennedy• 7  
 BS James Green 12  
 Clint Holmes• 9  
 BSL Suzanne Scott-Holmes• 12  
 CS Mark Bobbett 12  
 DS Natasha Bergevine• 12  
 John Hensleigh 12  
 Ruth Hensleigh 9  
 ES Bill Preheim• 33  
 Rocky Entriken• 25  
 Randy Puls• 19  
 ESL Connie Preheim• 36  
 Susan Puls• 18

*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 Jim Hund• 12  
 John LaRondeau• 12  
 Laney Blume• 9  
 Jacob Lynn 7  
 FSL Ann LaRondeau• 12  
 GS Christopher Hund• 24  
 Jeremy Brady 9  
 Jim Hund• 7  
 HS Abner Perney• 33  
 Don Herrick• 12  
 STU Joseph Sheridan 12  
 STX Daniel Rowland• 24

Heath Helmick 9  
 Monte Rans 31  
 Ron Williams• 12  
 Mike Herrick 9  
 Brian Tefft Jr• 6  
 Victor Goltz 29  
 Scott Hoover 12  
 Ethan Branham• 9  
 Rodney Walters• 9  
 Brian Hardeman 7  
 Sean McCoy 7  
 Kyle Huddleston 6

Tami Goltz• 4  
 Tim Beach 27  
 Brian Tefft Jr• 24  
 Doug McGregor 12  
 CAM-C James Green 12  
 Rodney Walters• 12  
 CAM-CL Jessica Green 21  
 Marcia Haynes 12  
 Nancy Smith• 12  
 BSP Russell Blume• 12  
 CSP Edgar Gonzalez-Muniz 12  
 Dmytro Gushva 12

DSP Broc Ball 12  
 ESP Andrew O'Brien 21  
 Rodney Walters• 12  
 SSM Dhruvil Shah• 36  
 XP Allen Dale 12  
 EM Chris Bergevine• 24  
 FM Radlee Bien• 36  
 Artt Mann• 9  
 KM Steve Swartz• 12  
 JA Conner Herrick• 12  
 JB Mason Herrick• 12  
 Wild Rodney Walters• †33  
 Brian Tefft Jr• 30  
 James Green 24  
 Jim Hund• 19

† - has run 3 classes

# SCCA Solo Nationals: Why We Go

by Heyward Wagner/Solo Matters

**With the Solo Nationals just a short jaunt up US-81 from Salina, it's a must-do event for any autocrosser from Middle America. Here are more reasons people make the pilgrimage to Lincoln, Neb. —Ed.**

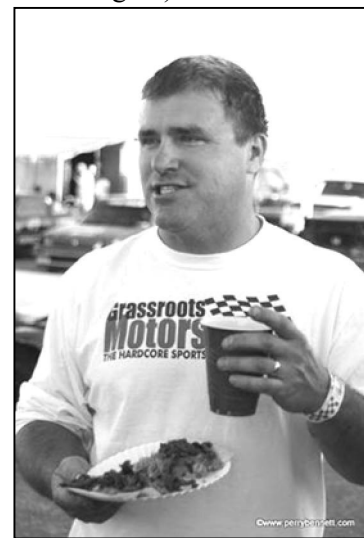
**Andy Hohl** (St. Louis Region) – Since the first time I attended Nationals back in the '90s, I find myself drawn back to the event every year. 1200 kindred autocrossing souls, the friends I get to see once a year, the great displays of driving/sportsmanship and workmanship on the vehicles plus the chance to compete against the best are but a few of the reasons I attend. Though since 9/11, during the years that the anniversary of that horrific, historic event occurs during Nationals, I find comfort in being at Nationals with the other autocrossers as much as the other reasons I attend this event. *(Andy has instructed at Salina Region's Evo Schools several times.)*



**Charlie Davis** (San Francisco Region) – Thirty appearances so far. Only three trophies. No Championships. Isn't the Nationals about trying to win a National Championship? Sometimes. Other times it's about the challenge of driving something you've never driven and trying for a trophy. At one time in the '80s, I was one of the guys whose name sometimes showed up as a contender in CSP or DS. I'm now one of the darkest of horses. Competition has gotten much tougher. Programs across the country have started producing incredible talent. I know that I'm not an "A" driver. I can instruct people, help them to go faster, and I know what to do on the track. But I can't always make it happen in my own driving. I can't jump in anything and immediately go fast in it, and I can't make the most out of any ill-handling beast. I need to learn a car, and I need to like the way it handles. I need my sleep. I need to be in a good mental place and all the stars have to align properly for me to trophy. That doesn't come together very often. But through divorces, broken hearts, job losses, low paying jobs, health issues and anything else that comes my way, autocrossing is there for me and most of the time it's one of the most enjoyable parts of my life. I love the humor. From dry to sarcastic, self-deprecating to slapstick, the humor in and around autocross, and especially the Nationals, is a joy. There have been talent show skits, I was second one year and won it the next. There have been "Joke-offs" where we just kept 'em coming one after another. There was a lazy morning on September 12th, 2001, where we sat in a

pancake house in Topeka with Grady Wood and told racing stories because there was nothing else to do. We had no idea whether we were going back to Forbes Field that week, or packing up and going home. We were saddened by the losses of thousands of lives, but stories of autocrossers' and racers' antics over the years kept us smiling and laughing. And when we went back to Forbes to finish it off on Thursday and Friday, we all pitched in and "got 'er done." Cars were leaving the line every 15 seconds. Announcers were giving the times at auctioneer pace. I got into a "lining the course race" where the guy on the inside would go into the lead, then the other would. We ended up laughing hysterically. The camaraderie and humor ... yeah, that's a big part of it.

**Per Schroeder** (Central Florida Region) – Once I started going in 1995, I've never stopped. Since I started working at Grassroots Motorsports in 1999, I have been the face of GRM at Nats, with varied responsibilities – writing, marketing, photography, manning the subscription booth – but the trip always seems to transcend work. It's like a class reunion, Christmas and a birthday rolled into one. I measure years passing by my Nationals trips, and so do many of my friends. The trick for me is always to relax. It's so easy to count the days up to the event, make lists of everything that you need to bring and do, and generally get totally stressed out about the whole process – only to get to my six short runs and drive like an idiot. I've made that trip back from Kansas and Nebraska with a dark cloud over my head more than I care to admit. You simply can't treat it like a local event – but if you don't drive it like one, you'll always psych yourself out. Don't worry about the weather, the wind or the competition – just drive your best.



*This lengthy article was created a couple of years ago for SCCA's "Solo Matters" web page. More capsules will appear in future issues of The Write Line.*





# 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.

# Just Idling Around

—ABNER PERNEY

Shined up the 1988 Buick Reatta for the April 2 Salina Area Technical College car extravaganza and delivered it there at oh dark thirty. Then pulled my Dahon Speed 8p folding bike from the trunk and pedaled the 5.5 miles downtown. Then rode my ELF electric assist tricycle on the Saturday morning group ride, for about a 10 mile loop and then reversed the whole pedal mania back to the car show. That was fun, but a lot like exercise. The show again demonstrated that there are a lot of wonderful old and custom cars out in Central Kansas.

The intent of the month was to drive the Reatta in HS on the 17th and 18th Solos, unless it sold. But I knew the Reatta was just slow and ungainly compared to modern cars, so only drove it Saturday. It carried me to the last place in actual run speeds, but first as the only in the HS class, and next-to-last overall on PAX. The best part of that experience was that nothing broke, although an annoying “Check Engine” alert came on. One claim to fame for this car is that it was the first mass market production car to have touch screen controls for climate, radio, trip computer and some gauges. It still works!

On Sunday, I drove a 2015 Hyundai Elantra. This great looking, fuel efficient sedan is not praised for its handling by the big magazines, but it actually worked pretty well on the original tires. I used the six-speed automatic in manual mode, and it auto-shifted to second when I let off the throttle at high rpms, but that still seemed to work pretty well. Again I “won” on class selection, as the only HS entrant, but at least I was close to midfield in actual time comparisons. In the PAX I was eighth of 24, so I count that as a good result.

My goal for the year is to drive a lot of different cars in HS for the year and hope to accumulate enough points for a class trophy. I may give the Focus Electric another try or two, just because it feels faster than it is. Plus it is amusing to drive a car where the only sound it makes at full tilt is tire scratching. I have a pair of 200 treadwear tires on the old Mazda Protégé, that will fit the wheels, so it will be worth a try to mount them on the Focus and see what happens. They are a little old, but should still be better than the stock 800 treadwear low

rolling resistance ones. Then I need to get my 36-year-old Fiat 2000 Spyder running, and if really desperate there is the 51-year-old Triumph TR4. Another interesting possibility is that I may regain possession of my 2002 Mini Cooper for the 3rd time! If so, hopefully it would withstand one more day of thrashing on an autocross course.

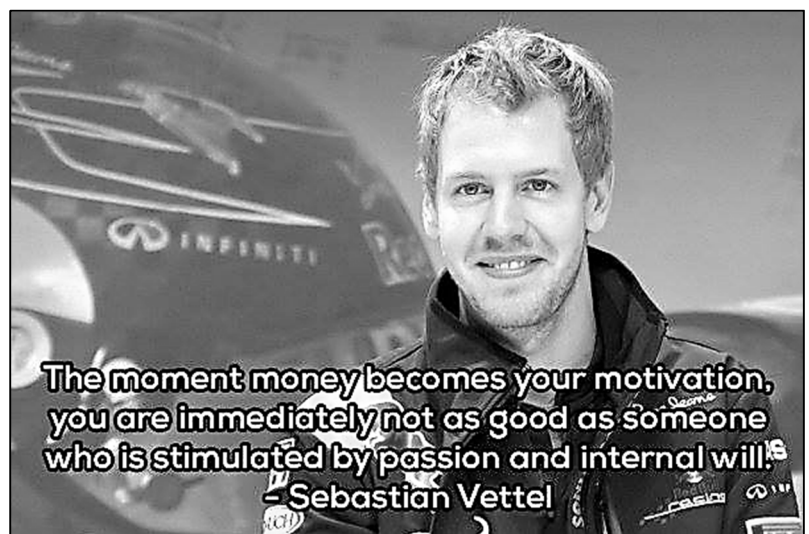
My biggest upcoming dilemma is what to do for Mirror Khana. As of this writing I have no car picked and less than a month to come up with one. But, I will be in town and plan to be there. I am pleased to see it return to the practice Saturday, run Sunday format. If karma works out, that would be the event to run the Mini.

Reviewing my Mirror Khana history, I found that in 2002 I placed 2nd in the Mini to Russ Blume. He had a BMW 318is, and he was the reigning 2001 D Stock National Solo II Champion. That’s the best I ever did running against him. The August 2002 SportsCar Magazine ran Rocky’s story of the Mirror Khana as Solo Event of the Month, which featured photos of me and my Mini – I was RE that year – so I guess that counts as my 15 minutes of fame, 14 years ago!

In 2003, Mirror Khana XXIX was not held until September. I ended up being the only HS car combined with six GS cars. I finished 3rd after the always fast Ron Williams and the Mini Cooper S of Tom Dupler (aka the “Super Duper Dupler Super Cooper”). I sold the Mini after that event and finished the season in a Ford Focus SVT, which was a GS car.

In 2002 I was the Region’s HS Champion, with actual competition. In 2003, with even more competition, I was 2nd for the season. Will the Mini return? Will I again be HS Regional Champion? The only certainty: I’m the oldest I’ve ever been and yet the youngest I’ll ever be.

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 09-16) indicates a Region-of-Record member expiring at the end of that month. **A code such as A16 or FA16 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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