

The Write Line

~ July 2016 ~



Connie Preheim, ESL Mazda Miata (Lizzie Enlow-Brown photo)

The official newsletter of the Salina Region SCCA

Regional Executive Views

Our season is now at the halfway point but it's still not too late to be qualified for year-end points. As long as you are a member by Sept. 30 you can keep all points earned already. At least two of our frequent flyers are not members yet, although they've already met the 4-event minimum to qualify for awards.

Coming up next month is the R.E. Challenge with the Wichita Region, first at Salina then at Yoder. For those of you that do not know about the R.E. Challenge, it is a friendly competition between the two clubs. It was determined in the past by taking the top 10 PAX finishers from each club, adding up their scores, then totals from both events were added together. So the club with the quickest time wins. As of now it is 2 to 1 in favor of Wichita so we are going to need good participation to even up the score.

For those who have not been to Yoder, the surface is very similar to Salina, grippy concrete from the former Hutchinson Naval Air Station runway. It's a lot of fun and great for bragging rights for the next year, so bring your car to both Salina and Yoder and let's make a great showing.

Also this month is the Lincoln divisional, July 30 and

31 by Nebraska Region. This is the last chance you will get to run a divisional before Nationals which is back at Lincoln in September. Registration is already open so take the opportunity to check out the next level.

We have had some changes to our Board of Directors. I would like to welcome Susan Puls as our new registrar, Brian Tefft as the webmaster, and Rodney Walters as tech chief.

I would also like to give a huge thanks to Nancy Smith as the past registrar, she has served for the last several years and done a wonderful job. Also, Radlee Bien, who will continue as Assistant R.E. but will relinquish the webmaster duties, and Clint Holmes who will remain as a tech inspector but because of scheduling difficulties may not be able to participate on a regular basis.

So please join me in thanking all of these people for the work they have done in the past and for those who will be taking the reins of a new position.

Our board meetings are open to the entire membership and we welcome new opinions, thoughts and comments. The meetings are held after the events so special trips to Salina are not required. So come and join us. You may wish to become part of the Salina board.

See you on course,

—Monte Rans, R.E., Salina Region SCCA

► Next Events: Annual Wichita/Salina Challenge ◀

R.E. Challenge 1 - Salina - Aug. 7

East Crawford Recreation Area

Pre-register (save \$5) – use link at www.salinascga.org

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

R.E. Challenge 2 - Yoder - Aug. 21

Pre-register – use link at www.wichitascca.org

On-site registration closes 9:00 ~ Coursewalk closes 9:30 ~ Drivers meeting 9:45

Next Business Meeting

Sunday, Aug. 7
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

Event

Aug 7 – R.E. Challenge 16.1
Aug. 21 – R.E. Challenge 16.2 - Yoder
Sep 11 – Solo
Oct 2 – Octoberfast 27
Nov 6 – Solo

Chair

Abner Perney
Wichita Region
Clint Holmes
Salina Region Board
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)

July 10, 2016

Salina Region SCCA July 10, 2016, meeting was called to order by R.E. Monte Rans at 2:55 p.m. at Legends Bar and Grill, Salina, Ks. Board members present were Rocky Enriken, Monte Rans, Abner Perney, Radlee Bien, Ken Kennedy, Suzanne Scott-Holmes, Bill and Connie Preheim, and Artt Mann. Guests were Randy and Susan Puls, Rodney Walters, Henry and Sharon Brillhart, Lewis Hudgings, and Brian Tefft.

The June 4, 2016, minutes were presented and approved unanimously.

The treasurer's report was presented and approved unanimously.

Old Business – Mirror Khana wrap up and poll results – Suzanne reported poll results and lack of participants in poll. Susan suggested to assign a grid worker to track brackets to help keep things moving during event.

Drivers Meeting – Monte announced that a shorter drivers meeting was currently in effect and that a safety handout for newbies was made available. It was suggested that cone rules and instruction for radio use also be added to the handout.

New Business – Board of Directors – The board appointed by unanimous vote the addition of the following At-Large board members: Webmaster Brian Tefft; Chief Registrar Susan Puls; Chief of Tech Rodney Walters.

New positions required for 2017 – Rocky reminded everyone which positions require annual election and those that can be appointed at any time as needed.

Debit cards – Connie, Rocky, Monte and Susan will be the members to be authorized to carry the region's debit cards.

E-mail blast and registration closing – Brian told of doing an e-mail blast shortly before registr4ation closed for the July 10 event, with good success. Radlee suggested a blast day of registration opening in addition to current use of blast. Susan stated consistency is needed for a registration closing date.

Equipment update – Ken will update trailer wiring as he found some issues with the wiring as is. Ken will also set up displays prior to event to insure they are working properly.

Computer timing system – Brian will price systems and present results to the board.

Noise issues – Susan volunteered to use meter to measure sound and people will be notified if their vehicles are creating too much noise.

MSR worker assignment – Brian will adjust MSR to allow better utilization of worker preferred assignments at time of registration.

Asphalt bump – Ken will talk to the city about shaving the asphalt bump.

Test and tune – Radlee stated that next season we will plan to have a test and tune prior to Nationals.

Course cleanup – Brian suggested offering fun runs at the end of events and then having those participants do course clean up.

Next meeting – Aug. 7, 2016, after the event, Location TBA.

Meeting adjourned at 4:28 p.m.

Submitted by: Suzanne Scott-Holmes, secretary

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

- 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
 Jul 31..... Wichita @ Yoder (Endurocross)
 Aug 14..... KC @ Cricket Amphitheater, Bonner Springs
 NeOkla @ Fair Meadows, Tulsa Fairgrounds
 Aug 20-21.. KC/Kansas @ Heartland Park Topeka
 Aug 21..... Wichita @ Yoder/R.E. Challenge
 Sep 11.....*.. Oklahoma @ Remington Park, Oklahoma City
 Sep 18..... NeOkla @ Old Tanger Outlet Mall, Stroud
 Wichita @ Yoder
 Sep 24..... Nebraska @ Lincoln Airpark (Solo Trials)
 Sep 25..... KC @ Blue Rvr Prec Dr Cntr, Independence
 Nebraska @ Lincoln Airpark
 Oklahoma @ Remington Park, Oklahoma City
 Oct 8 Nebraska @ Lincoln Airpark/Solo Trials
 Oct 9 Nebraska @ Lincoln Airpark
 NeOkla @ Old Tanger Outlet Mall, Stroud
 Wichita @ Yoder
 Oct. 16..... KC @ Blue Rvr Prec Dr Cntr, Independence
 Oklahoma @ Remington Park, Oklahoma City

RALLYCROSS

- Jul 16..... KC @ Thunder Valley Sand Drags, Grain Valley, Mo.
 Jul 17..... Nebraska @ I-80 Speedway, Greenwood
 Aug 14..... Wichita at Kansas State Fairgrounds, Hutchinson
 Aug 27..... KC @ Crowley Family Farm, Savannah, Mo.
 Sep 17..... KC @ Crowley Family Farm, Savannah, Mo.
 Sep 18..... Nebraska @ I-80 Speedway, Greenwood
 Oct 16..... Nebraska @ I-80 Speedway, Greenwood
 Wichita at Kansas State Fairgrounds, Hutchinson
 Oct 23..... KC @ Holsworth Acres, Garnett, Ks.

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

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



Rich Morrison races at Indy

The multi-faceted, racing-themed festival that is the Brickyard Invitational at the Indianapolis Motor Speedway just might become the Father's Day Classic in the Hoosier Capital – especially if clear skies and not-too-warm temperatures prevail as they did the weekend of June 18-19.

Big names ruled the Speedway again – Al Unser Jr., Bill Elliott, the Foyts, Willy T. Ribbs, Max Papis, Roberto Guerrero, Davy Jones, Davey Hamilton, Robby Unser, Paul Tracy and Dennis Firestone among them. Lyn St. James actually drove two different cars in the same Sunday morning 90-minute enduro.

Even Salina Region SCCA was there, in the person of **Rich Morrison** and his **1939 Lagonda V12 LeMans Replica** racer running in the “PreWar” races. He qualified 4th and finished 3rd behind two ERAs of 1934 and 1936 vintage in the Saturday race and 2nd on Sunday behind the '34 ERA with a 1925 Bugatti behind him. During practice St. James took the wheel of Morrison's Lagonda – with Rich as passenger – to show him the line around the Indy oval.

The original two 1939 LeMans team cars – which finished 3rd and 4th in the 1939 *Vingt Quatre Heures du Mans* behind a Bugatti and a Delage – were badly damaged during WW II by a German V1 “buzz bomb.” According to conceptcarz.com, some 20 replicas have since been built, some including original Lagonda parts.



GAME OF CONES

Radlee Bien provided an entertaining Game of Cones, fast slaloms, wide slaloms, gated slaloms – for most a good 60+ seconds of run time multiplied by six runs for everyone. Only nine of the 33 drivers could break below one minute, including a closely-fought battle for FTD.

Rodney Walters, in the first heat, only took five runs in his newly acquired Subaru WRX STi, finally posting a 54.501 and calling it good. The only person to even come close was his co-driver, Lewis Hudgings, but his 54.8 carried a cone so that left him 2.3 sec back.

Then in the second heat three drivers began seeking the orange throne. Radlee actually ran a quicker raw times in the F Mod dwarf car – twice – but caught cones each time. In fact he was the cone king, total of 12 on his own course, and still had a 55.8 on his third run including a +1 penalty. On fourth runs Monte Rans put up a 55.2 in his STS CRX but couldn't beat it. Fifth runs saw Brian Tefft step up with a 55.1 in his Miata, running STO4 for the day. But nobody else could turn a clean 54.

Fast Lady honors went to Suzanne Scott-Holmes, turning a 60.1 with another WRX STi running in BSL.

The closest contest was in one of the two largest classes, the all-Miata E Street, which had five cars (and three more in ESL). Randy Puls opened with a 60.3, which held up for three runs. On the fourth go-round Bill Preheim found a 59.6. Puls would find one-tenth improvement on his fifth attempt, but not enough. Susan "Daenerys" Puls, mother of dragons, won ESL.

The other 5-car class was STO6, with Brian Hardeman taking the win in his BMW Z3 by 2.3 sec over his co-driver, Trenton Kent-Hardeman.

Only five more events left in the season, including the two R.E. Challenge rounds next month. Winter is coming.

~~~Game of Cones • PAX Rankings~~~

Name	Class	Time	Index	PAX
Brian Tefft Jr	STO4	55.148	0.813	44.835
Monte Rans	STS	55.257	0.832	45.974
Rodney Walters	SM	54.501	0.870	47.416
Don Herrick	HS	59.779	0.798	47.704
Bill Preheim	ES	59.679	0.807	48.161
Randy Puls	ES	60.258	0.807	48.628
Brian Hardeman	STO6	60.185	0.816	49.111
Jim Hund	CAM-S	58.145	0.848	49.307
Ken Kennedy	AS	59.400	0.833	49.480
Lewis Hudgings	SM	56.896	0.870	49.500
Suzanne Scott-Holmes	BSL	60.134	0.826	49.671
Tim Beach	STO4	61.130	0.813	49.699
Chris Hund	GS	61.866	0.806	49.864
Rocky Entriken	ES	62.210	0.807	50.203
Trenton Kent-Hardeman	STO6	62.570	0.816	51.057
Susan Puls	ESL	63.611	0.807	51.334
Ethan Branham	STO6	63.203	0.816	51.574
Radlee Bien	FM	55.836	0.926	51.704
Tami Goltz	STO6	63.758	0.816	52.027
Victor Goltz	STO6	63.900	0.816	52.142
J.D. Baughman	SMF	61.035	0.861	52.551
Abner Perney	HS	66.045	0.798	52.704
Fred Johnson	SS-R	61.668	0.860	53.034
Connie Preheim	ESL	65.968	0.807	53.236
Jim Gillett	ES	66.248	0.807	53.462
Henry Brillhart	ES	66.376	0.807	53.565
Bob Lambert	CAM-T	64.545	0.834	53.831
Tyler Hinnen	STO8	65.775	0.820	53.936
Sharon Brillhart	ESL	67.389	0.807	54.383
Jeffrey Hund	GS	67.590	0.806	54.478
Frank E. Smith	STO8	66.542	0.820	54.564
Dan Wilber	STO8	68.793	0.820	56.410
Artt Mann	FM	61.595	0.926	57.037

Carl Haas, an SCCA giant, dead at 86

TOPEKA, Kan. – With heavy hearts, the Sports Car Club of America recognizes the passing on June 29 of Carl Haas, a 2007 inductee into the SCCA Hall of Fame.

Initially a Club Racing driver, Haas was a sports car racing pioneer, becoming the importer of Lola cars and building many successful race teams in Formula 5000, Can-Am, Super Vee and Champ Car racing. Haas took time out from his business to serve the SCCA on its Board of Directors for a total of 12 years, acting as its Chairman for four, and guiding the Club through one of its most critical periods. In 1985 Haas was bestowed the club's highest honor, the Woolf Barnato Award.

"Haas was a titan in the motorsports industry, and an accomplished SCCA racing driver in his own right. During his tenure at the helm of the SCCA, Haas established the professional business bedrock the Club is built on today," said SCCA President Lisa Noble. "But these are just facts that don't do justice to the man's incredible personal presence. I can still see him standing alongside P.L. Newman on the Road Atlanta pit wall, a huge stogie clenched firmly between his teeth, as they watched the action on track. His impact on our sport remains, and I suspect will be present well into the future. What the SCCA is today is part of Haas's legacy."

According to the Carl Haas Automobile Imports website, "Haas's journey began when he first started racing himself



in 1952 and won 10 races at the Milwaukee Mile race track, which 40 years later he would successfully operate from 1992-2002. In 1955, Haas won one of the inaugural races at the Road America race

circuit and many years later would serve on their board of directors, helping to grow the facility into one of the premier race tracks in the United States."

In 1967, Haas started his own race team and over the next 44 years won 16 championships and more than 140 races. His amazing ability to choose talented drivers and engineers was a major factor in his team's success. In 1983 he partnered with Paul Newman to create Newman/Haas Racing, which compiled a record of 107 victories and eight championships with drivers including Mario Andretti, Michael Andretti, Paul Tracy, Nigel Mansell, Cristiano da Matta, Bruno Junqueira and Sebastien Bourdais. His earlier teams also won championships in SCCA's Can-Am and Formula 5000 series.

GAME OF CONES

Salina Region SCCA ~ July 10, 2016 ~ ECRA, Salina

Class	Driver	Mem.	Car	Make	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Best
SS-R	•Fred Johnson	98627	26	Corvette	66.343	64.775	65.099	62.608	61.966	61.668	61.668
AS	•Ken Kennedy	370024	68	Corvette	62.184	60.999+1	61.173	60.500	60.018	59.400	59.400
BSL	•Suzanne Scott-Holmes	484775	35	Subaru WRX STi	D.N.F.	62.333+1	62.707	61.424	62.131+1	60.134	60.134 FL
ES	•Bill Preheim	226858	1	Mazda Miata	62.471+2	62.865	61.532	59.674	60.446	60.425	59.679
	•Randy Puls	474644	8	Mazda MX5	60.365	74.937	61.394	69.505+3	60.258	60.356+2	60.258
	Rocky Entriiken	19814-1	4	Mazda MX5	64.325	64.080	62.876	62.433+1	62.210	62.805+1	62.210
	Jim Gillett	480341	99	Mazda Miata	70.619	68.748	67.826	66.248	67.610	66.025+1	66.248
	Henry Brillhart	483696	128	Mazda Miata	72.096	68.395	67.446	D.N.F.	66.428	66.376	66.376
ESL	•Susan Puls	474645	33	Mazda MX5	65.342	67.641	67.968	65.016	64.882	63.611	63.611
	Connie Preheim	411440	11	Mazda Miata	68.863	66.837	66.351+1	67.056	65.968	67.653	65.968
	Sharon Brillhart	483697	28	Mazda Miata	74.288	67.899+1	69.806	67.389	67.706	D.N.F.	67.389
GS	•Chris Hund	488138	9	Dodge Charger	63.891	61.866	62.058	62.047+1	61.549+1	61.902+1	61.866
	Jeffrey Hund	—	—	Dodge Charger	D.N.F.	71.929	69.092	67.590	67.753	D.N.F.	67.590
HS	•Don Herrick	458722	8	Ford Fiesta ST	62.651	62.705	61.040	59.824	59.779	60.256	59.779
	Abner Perney	109784	5	Chevrolet Volt	D.N.F.	70.381	67.830	67.019	66.508	66.045	66.045
STS	•Monte Rans	412198	34	Honda CRX Si	56.519+1	57.515	56.328	55.257	57.979+1	57.044	55.257
STO8	•Tyler Hinnen	—	95	Mitsubishi 3000GT	82.861	73.705	68.210	67.041	65.775	67.340+2	65.775
	Frank E. Smith	—	14	Chevrolet Impala SS	70.830	D.N.F.	67.749	66.542	66.477+2	67.056	66.542
	Dan Wilber	504153	53	Chevrolet Laguna S3	82.810	77.971	71.981	70.302	D.N.F.	68.793	68.793
STO6	•Brian Hardeman	—	64	BMW Z3	65.371	62.708	62.332	62.654+1	60.637+1	60.185	60.185
	•Trenton Kent-Hardeman	—	164	BMW Z3	68.173+1	64.354	63.623+3	62.776	62.866+1	62.570	62.570
	Ethan Branham	490179	21	Nissan 350Z	69.907	66.588	D.N.F.	64.742	65.089	63.203	63.203
	Tami Goltz	—	13	Dodge SRT4	70.456	D.N.F.	66.225+1	65.284+1	65.231+1	63.758	63.758
	Victor Goltz	—	6	Ford Fusion	66.583	65.470	67.422	63.900	64.722	65.156+2	63.900
STO4	•Brian Tefft Jr	492223	13	Mazda Miata	58.336	57.367	56.297	59.395	55.148	56.098+2	55.148
	Tim Beach	—	7	Honda Prelude	63.079+1	63.467	62.503+1	61.530	61.130	59.523+1	61.130
CAM-T	•Bob Lambert	131970	11	Plymouth GTX	65.985	66.021	65.369	66.639	64.545	65.452+1	64.545
CAM-S	•Jim Hund	487549	87	Corvette	59.520	59.441	58.476	59.456	58.145	59.047	58.145
SM	•Rodney Walters	379225	35	Subaru WRX STi	58.779	D.N.F.	55.102	55.824	54.501	D.N.S.	54.501 FTD
	Lewis Hudgings	—	5	Subaru WRX STi	63.685	59.038+1	D.N.F.	54.987+3	54.896+1	56.209+2	56.896
SMF	•J.D. Baughman	—	89	Chevrolet Cobalt LS	62.849	61.115	60.698+1	61.226	61.056+2	61.035	61.035
FM	•Radlee Bien	431468	165	Ford Vic Dwarf Car	55.564+5	52.846+2	53.836+1	56.328	55.705+2	54.057+2	55.836
	Artt Mann	236415	65	Ford Vic Dwarf Car	67.118+1	69.605	64.413	63.475	61.595	62.119	61.595

* = Trophy FTD = Fast Time of Day FL = Fast Lady

SALINA REGION SOLO CHAMPIONSHIP • 2016

• SALINA REGION MEMBER

Points following Game of Cones

* HAS RUN THE MINIMUM 4 LOCAL EVENTS

SS-R	Fred Johnson•	*60	<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>										FP	Darren Crozier	12
AS	Clay Johnson	36											EM	Chris Bergevine•	24
	Johnny Huang•	32											FM	Radlee Bien•	*73
	Ken Kennedy•	32												Artt Mann•	18
	Larry Brady•	29												Kim Bien	9
	Joey Green	12				FSAE	Tim Spencer	13							
BS	Clint Holmes•	27		Jim Hund•	12		Tyler Hinnen	12	CAM-SL	Jessica Green	12		Daniel Rowland	9	
	Joey Green	15		Laney Blume•	9		Jim Hund•	10	CAM-C	James Green	12	KM	Jim Hund•	12	
	James Green	12		Mark Bobbett	9		Frank E. Smith	9		Rodney Walters•	12		Steve Swartz•	12	
	Kent Willer	11		Jacob Lynn	7		Dan Wilber•	7		Wenchao Yan	12		Artt Mann•	9	
	Jerry Irvine	8	FSL	Ann LaRandeau•	24		Jeff Hund	7	CAM-CL	Jessica Green	21	JA	Conner Herrick•	12	
BSL	Suzanne Scott-Holmes•	49	GS	Christopher Hund•	*58	STO6	Victor Goltz	*34		Marcia Haynes	12	JB	Mason Herrick•	12	
	Marcia Haynes	9		Jan Gerber	14		Brian Hardeman	29		Nancy Smith•	12	Wild	Brian Tefft Jr•	* 68	
CS	Mark Bobbett	24		Jeremy Brady	9		Sean McCoy	19	BSP	Russell Blume•	12		Rodney Walters•	*†66	
DS	Chris Bergevine•	12		Jeffrey Hund	9		Ethan Branham•	16		Chase Gordon	12		Jim Hund•	†53	
	Natasha Bergevine•	12		Jim Hund•	7		Aaron Loggan	14	CSP	Edgar Gonzalez-Muniz	12		Chris Bergevine•	36	
	John Hensleigh	12		Abner Perney	7		Scott Hoover	12		Dmytro Gushva	12		James Green	†35	
	James Salter	12	HS	Abner Perney•	*51		Tami Goltz	10	DSP	Broc Ball•	12		Mark Bobbett	33	
	Ruth Hensleigh	9		Don Herrick•	36		Trenton Kent-Hardeman	9		Rob Dinwiddie•	12		Jessica Green	33	
	Austin Wyatt	9	STU	Joseph Sheridan	12		Rodney Walters•	9	ESP	Andrew O'Brien•	33		Daniel Rowland	33	
ES	Rocky Entriiken•	*56	STR	Jason Stockton	24		James Baughman	7		Rodney Walters•	12		Joey Green	27	
	Randy Puls•	*47	STX	Daniel Rowland	24		Kyle Huddleston	6	SSM	Dhruvil Shah•	*60		Artt Mann•	27	
	Bill Preheim•	*45		Heath Helmick	9	STO4	Tim Beach	*45	SM	Rodney Walters•	33		Marcia Haynes	21	
	Jim Gillett	6	STS	Monte Rans•	*62		Brian Tefft Jr•	36		George Gonzales	13		Jeff Hund	16	
	Henry Brillhart	5		Brian Tefft Jr•	32		Anil Kumar	13		Lewis Hudgings	9		† - has run 3 classes		
ESL	Susan Puls•	*54		Ron Williams•	12		Doug McGregor	12	SML	Amanda Reynolds	12		* NOTE: Divisional is not		
	Connie Preheim•	*45		Mike Herrick	9	CAM-T	Bob Lambert•	12	SMF	J.D. Baughman	12		counted as a "local" event		
	Sharon Brillhart	7		Joseph Drake	7	CAM-S	James Green	12	XP	Allen Dale	12				
FS	John LaRandeau•	25	STO8	Kate Flaherty	14		Jim Hund•	12	CP	Al Hermans	12				

August: The R.E. Challenge

Time for a road trip!

If it's August, it must be time for the fourth renewal of the R.E. Challenge, an annual showdown between autocrossers from Salina and Wichita Regions.

Aug. 7 is Salina's event at the East Crawford Rec. Area.

Aug. 21 is Wichita's event at Sunflower Aerodrome west of Yoder (see How To Get There, below).

The Regional Executives of our two regions – Salina's Monte Rans and Wichita's Broc Ball – have yet to get together to decide how it will be scored this year. Basically the highest-placing drivers from each region are ranked at each of the two events. Whichever comes out on top takes home the coveted Solo cup (no, not that prestigious award from SCCA's Solo Program, but an actual plastic Solo beer cup mounted on a trophy base). Wichita won it in 2013 and 2014, Salina took it in 2015. We want to keep it, they want to take it back.

What all that means, or course, is that we need the largest possible representation of Salina drivers at both events, ECRA and Yoder. Both count in the Salina Region Championship (also Wichita's championship).

All Salina Region members, whether region-of-record or associate, can score for our side (except those whose region-of-record is Wichita). So we need all who can to compete, and especially to make the trip to Yoder. Registration for both events can be accessed through motorsportreg.com.

How To Get There

From Salina go south on I-135, then K-61 (second McPherson exit) to Hutchinson. At the outskirts of Hutch take a sharp left at 17th Street onto Airport Road, which becomes Yoder Road. Go about six miles, then right on Red Rock Road through Yoder and about 2¼ miles to what looks like a country driveway on the left. That's the site entrance. It's gravel until you reach the end of the old runway. Please respect the 10 mph speed limit past the owners' home.

Utterly Obscure British Car Humour



Calling cards, British Car Style...



PAX Points

This is a ranking of PAX scores from Salina Region events. All Salina Region events are included, including the Yoder event in the R.E. Challenge, but not Mirror Khana (no times to index) or Nationals. Top PAX at each event gets 100 points, next gets 99, then 98, 97, etc. Best seven of 10 events count (three throw-outs). You do not have to stay in the same class all year. All drivers will be scored but only Salina Region members (as of Sept. 30) will be eligible for any awards that may be made. Top 25 drivers will be listed in the newsletter with complete points sent to the website

Monte	Rans	STS	484
Brian	Tefft Jr	STS/STO4	460
Rocky	Enriken	ES	442
Rodney	Walters	STO6/ESP/CAM-C/SM	435
Fred	Johnson	SS-R	409
Radlee	Bien	FM	408
Abner	Perney	HS	403
Bill	Preheim	ES	383
Randy	Puls	ES	372
Christopher	Hund	GS	369
Jim	Hund	GS/FS	339
Tim	Beach	STO4	332
Victor	Goltz	STO6	322
Dhruvil	Shah	SSM	317
Connie	Preheim	ESL	316
Susan	Puls	ESL	313
Don	Herrick	HS	274
Ken	Kennedy	AS	266
Chris	Bergevine	EM/DS	259
Suzanne	Scott-Holmes	BSL	257
Andrew	O'Brien	ESP	256
Artt	Mann	FM/KM	221
Larry	Brady	AS	193
Johnny	Huang	AS	192
James	Green	BS/CAM-C	188

SCCA Solo Nationals registration is open!

TOPEKA, Kan. – Registration for the 2016 SCCA Tire Rack Solo Nationals, presented by Garmin VIRB, is open at www.scca.com, click on **PROGRAMS/AUTOCROSS/SOLO NATIONALS**.

The Solo Nationals happen during Labor Day week, preceded by the ProSolo finale Sept. 3-4. The Nationals competition is Sept. 6-7 for the first group of classes, Sept. 8-9 for the second group, with a Solo Trials event Sept. 10.

Registration for this year's event will be \$175 per entrant, with the event capped at 1,350 participants. Keeping in mind that the 2015 Tire Rack Solo Nationals welcomed more than 1,225 contestants, interested parties should not dally when it comes to reserving a spot at this well-attended competition. Aug. 10 is when late fees will begin to be assessed for those registering for the event. Howard Duncan, SCCA Senior Director of Solo and Rally, said the late registration price is \$300 per entry.

"This will be the 44th running of the Tire Rack Solo Nationals," Duncan said. "This year's theme will be 'Cone Encounters.' What does this sci-fi theme entail? You'll just have to register for the Tire Rack Solo Nationals and come have fun with us at Lincoln Airpark in Lincoln, Neb., to find out."

The paddock reservation process opens July 20 to the general membership. People must be registered for the Tire Rack Solo Nationals to earn a paddock spot. Event and paddock registration will close Aug. 24.

Last but not least, the run/work order will be published Aug. 17, and Aug. 29 is the last day to receive a partial refund for cancellation. More information, including the entrant list, can be found at the Tire Rack Solo Nationals webpage.



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 is the last installment of reasons people make the trek to Lincoln, Neb. —Ed.

Bob Tunnell (Colorado Region) – Initially my motivation was primarily to see where I stacked up against the nation's best drivers and car builders -- to prove to myself and others that I was one of the nation's best at both. I soon reached a performance plateau and became frustrated. Fortunately Roger



"The Famous" Johnson and BFG's Herb Johnson who may actually be twin brothers of different mothers, pulled me aside and shared their "secret" for success: "Concentrate on having fun at events and success will follow." It worked like a charm. Constantly setting new goals has kept the sport fresh over the years with new competitive challenges ahead of us at all times. It has also introduced us to a broad cross-section of competitors that helps us make new friends every year. Over the last five years we've cut back our racing program by about 75% and have replaced race weekends with time for family and friends in Afghanistan and all across America. But we still put the Solo Nationals dates on the calendar first and schedule our year around it. Our goals for Nationals this year? Be sure to have FUN, reconnect with old friends, and still maintain a high level of competitiveness.

Tara Johns (Tennessee Region) – Nationals is the one place that I get to truly use my competitive nature in a very healthy way. I look forward to it every year and think about it for months on end before it is even time to go. We have a strong, competitive group that travels from our region and I enjoy traveling with them as well as cheering them on when they take their runs. I go to Nationals because of the level of competition that is there, it is the best of the best from all over the country. You don't get to see how you truly stack up until you run at Nationals. The people that we have met over the years that we see each year at Nationals makes it worth the trip. The amount of people who are willing to help if you break something or if you break down going to and from the event is amazing. Autocrossers are a different breed, a breed that I am proud to be a part of. Each time we pull onto the site for Nationals week, I immediately get butterflies in my stomach, ready to kick some butt and try my best to repeat the experience of winning again.



Jan Rick (St. Louis Region) I came to Nationals in 1979 for the cars, for the glory, for the turns, for the pylons, for the trophies and the jackets. A lot of pylons have been hit, the cars changed, and a lot more pylons have been hit. The trophies are a bit dusty and the jackets are getting worn but the people I met are in my heart and filed dearly under friends. I go back to pick up a few more for my file every year.





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.

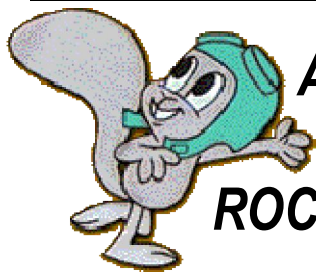
P.O. Box 19400

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.



ASSORTED NUTS FROM ROCKET J. SQUIRREL

—ROCKY ENTRIKEN

SCCA's Solo National Championships are just a three-hour drive away in Lincoln, Neb. When an event of that magnitude is so conveniently close, any Salina Region autocrosser who enjoys dodging pylons should make it a point to go. Sometime.

It doesn't matter how "good" you are. It only matters if you have fun doing it. Think about it. 1200+ people on the same slab of concrete for a week and at maximum 83 of them

(probably closer to 70) will go home as a National Champion. For all those drivers placing first there will be a lot of them placing 20th or 30th and a handful in 50th. So why do the other 1150 drivers go?

Fun. Camaraderie. Tomfoolery. They even give an award for that, the Roger E. Johnson Spirit of the Sport award, because it captures much of what the event is about. It is really not so much about winning (but that's nice too) as it is about what has been called the Solo Family Reunion.

This is July, The event isn't until September (Labor Day week). Registration just opened a couple of weeks ago and 800 drivers are signed up already. So plan on it now, block out your vacation time. You can go for the week, or just the two days your class runs.

Now me, I've been to all of 'em. I'm one of just seven SCCA members who are the 100%ers. We've done all 43 Nationals beginning in 1973. There are kids winning championships now who weren't even born when we went to that first one in Wentzville, Mo. Our Seven include multi-time champions, down to a guy who in 43 years never even claimed a single trophy finish (there's now an award for that too, the Dick Berger Perseverance Award).

Me, I've trophied twice. In 1974 and 1976. Yeah, it's been a while. But I'm way too invested to quit now. And I'd miss that week of hanging with friends I

get to see once a year, guys from San Francisco and New England, even my brother from Texas.

Which doesn't mean the average Salina Region autocrosser needs to be that manic about Nationals, but you owe it to yourself to make the pilgrimage at least once if only to be able to say you did it. And then if you want to do it again....

I've been around SCCA Club Racing almost as long as I've been around autocrossing. Always considered myself just a Regional racer, the second tier when we had a two-tiered system, but in 2011 I finally decided I wanted to be able to say I've raced at the National Championship Runoffs at least once.

So I did. I ran a season of National races, enough to qualify, and towed the Spitfire to Road America for the Runoffs. I was fully expecting to be Tail-End

Charlie and in qualifying I was exactly that – 20th out of 20. Didn't matter. I was in the race. But then it rained on race-day morning and I went out on my rain tires. Made my first pass in Turn 5 where my daughter Jean was watching, made my second pass in the Carousel doing it like



the Evolution School instructors had taught me (hug the inside), and finished 11th.

I was so stoked. If you'd seen me climbing the hill to the checkered flag you'd have thought I won the thing. I'm banging on the steering wheel, yelling into my helmet. I'd have won the Hard Charger award except the guy who started 12th made it to third.

And post-race two National Champions – one a longtime friend, one I barely knew – stopped to tell me I'd driven a good race. Wow!

My point being, that is the exhilaration doing a National Championship event can bring you. Don't have to win it. Just be there. Be a part of it. Enjoy the spectacle. Get another war story or two to tell your grandkids.

The Solo Community is exactly that. We all get along marvelously. Doctors and janitors, entrepreneurs and office grunts – on the grid or in the paddock we're all just autocrossers. Your car may have a six-figure sticker price, mine may be an old beater I've thrashed for years, but we both speak the same language. We are one.

Just Idling Around

—ABNER PERNEY

April and May was my maximum Idling Around period for this year, as we took a trip to Colorado as usual, a first time in 40 years trip to NEW YORK CITY! And a 4021-mile drive to California! All this in a total of about 5 weeks. It was a mind boggle or two.

The Colorado run was a quick one to help paint the kids' extra house to help get it on the market. Saw nothing special automotive wise.

The New York trip was by bus to KC and Aeroplane to La Guardia. It was with a group of about 40 folks, all friends of Nathan Tysen, a young Salina lad who has become a professional lyricist in the Big City, with composer Chris Miller, a longtime collaborator. Their musical adaptation of the teen-focused novel "Tuck Everlasting" was opening on Broadway. It is an interesting musical, worth seeing if you can.

On Friday of that four-day adventure we walked the High-Line, a landscaped pedestrian way on an abandoned elevated rail line. We then learned to navigate by subway. After lunch we took a bus through Chinatown to the Staten Island Ferry and made that round trip in time to subway back to the hotel, then taxi to dinner in SoHo.

Down there the most impressive sight was a 1960 Cadillac Coupe Deville in nicely restored condition parked on the street. That and the Big Gay Ice Cream Shop!

Many of the taxis are hybrids – Prius V wagons and Camry Hybrid, plus a few Ford Fusions. The taxis we rode were hybrids, but neither was driven for mileage. The basic foot to the floor, hard on the brakes traffic autocross was the drivers' style. Still, most time in the car seemed to be waiting for lights and traffic to move.

Interesting cars on the streets included a Lamborghini and a new Corvette, but it seems a silly place to enter with a fast car. It is the only place I've seen a new Fiat Ram Promaster City passenger van in actual use! 'Tis a quirky little unit that is obviously going to remain a rarity in the USA. It is much the same size and character as the Nissan NV200 NYC taxi. I have yet to see a civilian passenger version of that little Japanese van in use in the USA.

The drive to California was a study in contrasts. We used my wife Kathryn's big Toyota Venza. The weird spring wet weather stayed with us from Bennett, Colo., just east of Denver, to about 80 miles southwest of Lake Tahoe. We had a shower, or showers with light sleet or snow every day! The miles and miles of desert and innumerable mountains were spectacular as always.

We stayed on I-70 all the way from Salina, Ks., to Salina, Utah – 885 miles – for the first time in many years, the last time was so last century, I could not remember it. This was the first time we actually stayed in Salina, Utah. It is a small town, but with a couple chain motels, chain fast foods, and a few local eateries. I had forgotten that it is really mountainous for the 20 or so miles to the east, and that Green River, Utah, to Salina, Utah, is 105 miles of I-70 with no services. Check your fuel before leaving either of those towns! The speed limit is 80 out there, so the fuel tends to disappear at a quicker than normal rate. Also cell service is spotty.

We traveled several more long voids of service, but they were expected on the great two-lane highways of the West. I visited just two automobile museums. The first is a small collection combined with airplanes and military vehicles located at the Paso Robles Not International Airport. Estrella

Warbirds Museum and the Woodland Auto Display would be the correct name. This was an enjoyable collection with the world's best Crosley Pickup, among other cars!

In Los Angeles the recently renovated Petersen Collection is not to be missed. It's outrageous on the outside, and elegant, but oddly arranged on the inside. Best added attraction is that you can park there all day for cheap or free, if you are lucky enough to share the elevator with the correct staff person who gives you a free parking pass, just in thanks for your travel and museum comments! It is on Wilshire Boulevard in easy walking distance to several other museums, the La Brea Tar Pits, and an assortment of restaurants. It has several cars once owned by Steve McQueen and by other celebrities.

Back at Salina, my quest to "win" another Regional Championship driving rather inappropriate cars is going quite well. H Street contains all the old classic sports cars, like Fiat 2000 – which I have, but it won't run – and the Triumph TR-4, which does run and drive, but I haven't yet been desperate enough to put it back on the course.

Instead, I'm trying to exercise some of the most fuel efficient cars on the market. And the just obscure. There are so many classes, and so few participants, you can easily "win" a Regional Championship just by picking a class with no one else in it, and then participating regularly. As of this writing, I have run a 1988 Buick Reatta, a 2013 Ford Focus Electric (twice), a 2015 Hyundai Elantra and a Chevrolet Volt, all in HS. I have had only one opponent, Don Herrick, driving a 2015 Ford Fiesta ST, and he has beaten me soundly in all three times he has appeared. But here's my excuse, while my car choices thus far have no credentials as solo cars, and rock hard tires – all over 400 treadwear ratings – his car is a factory special, set up as a great handling car, and equipped with 140 treadwear ultra performance summer tires (not technically legal, but there I go whining again).

Anyway, I have two unopposed "wins" and three second places. I have learned that the Focus is a fine handling hatchback, but even with the traction and stability controls off, it is not as fast as it feels from the inside. It would have been interesting to have run the Hyundai against the Focus. I suspect that the Focus might have won. I base this on comparison of relative times of my best runs against G Street Champ, also largely unopposed, but fast, Christopher Hund.

At our July 10 event I drove the Volt, starting with a full charge, against Don Herrick in the ST Fiesta. With OEM Goodyear Assurance 580 treadwear, all season M&S, rated tires I was a whopping 6.266 Seconds behind. Looking at the ratio to Chris Hund I was at 1.064 times his time which is for all practical estimation the same as the Focus and Elantra! So, if I were serious, I would get a Fiat 500 Abarth and vote for the proposal to drop it to HS next year, but complete this year to be first in HS and second to Chris Hund in GS. But since I'm not, there are only 4 events left, I have Both the old Fiat 2000 and my 2002 Mini Cooper, and who knows what else could turn up?

But did I comment on the GS Fiat 500 Abarth adventure in Mirror Khana? A coffee shop acquaintance overheard me talking about autocross and jumped in saying she always wanted to try it and had just bought one with that possibility in mind. She let me drive it in the Mirror Khana. Again with no familiarity with the car, I could feel right off that it had relatively the right stuff right off the Fiat showroom, including 220 treadwear summer performance tires. It went well as I actually had the first match against Jan Gerber, who I already pegged as the probable winner. I managed to beat him by about a car length, except for the four cones I hit. In my

• Continued to Page 11 •

• IDLING – Continued from Page 10 •

second round I was up against ES ace Randy Puls, who I beat by closer to 3 lengths but again committed excessive conecide. Well, I was driving like I stole it and even pseudo crime doesn't pay. But the 500 Abarth is a fun little beast to drive, and definitively the fastest autocrosser I have driven this year. Thanks Tissa Salter for the drive!

In the realm of economy cars, I have lots of experience in conventional internal combustion cars that achieve their economy by virtue of light weight and small engines, electric cars, and hybrids, both the electric motor assist type and the electric with Range Extender - Generator types, and plug-in hybrids too. My overall conclusions of 2015 and earlier cars are that Prius is still the best electric assist hybrid, with the other Toyota and Lexus plus Honda and Ford hybrids right up there. The biggest bang for the buck in electric cars is the Nissan Leaf but the Focus handles and looks better. The best Range Extender for the money is the Volt.

I really like the Volt's four bucket seats and hatchback design, even though many consider that its biggest negative, because it is small. The best conventional gas car is open to lots of choices and lots of debate. There are many I'd still like to try. I'm suspecting that the Mazda 3 is probably the most fuel efficient conventional car with great handling, comfort and style, but I haven't driven a recent one. When gas again starts heading toward \$4 a gallon, a Volt or the mechanically similar Cadillac ELR, if the interior space will work for you, will be the car of choice; delivering about 40 miles on cheap electricity and then 30 to 40 mpg on the generator. More if you get a 2016 or newer.

In my recent drives in the American west I have observed on the road a relatively large number of Teslas, including two of the funky new X type, a few BMW i3's in California, and none of the more exotic hybrids. But many hybrids are pretty much anonymous, with little or no styling differences from the same car with conventional power. The fueleconomy.gov website has some very interesting search options which let you see lists of cars by powertrain type, for 2015-17 there were 103 hybrids, 32 plug-in hybrids, 45 Electrics. There is a bit of redundancy here, because of the 3-year spread, but there are still a lot more of these cars than you expect.

The beauty of the plug-in hybrids is that you get a fully functional electric car and a fully functional gas hybrid in the same car. The big plus for the patient and big downside for the first owner is that they depreciate like rocks, or maybe more precisely Yugos. This past winter I bought a Prius plug-in hybrid for less than any other Prius of the same year and similar miles and condition, in that whole month of wholesale auctions in KC. It was an excellent car and I resold it for under \$15,000.

Volts hold their value a little better, but still can be had under 45,000 miles for half the price of a new one. Ford offers both hybrid and plug-in hybrid (Energi) C-Max and Fusion models. Again the plug-in versions used sell for the same as the plain hybrids, even though they are several thousand more when new. But none are up to middle of the pack HS autocross cars.

Let us turn to dream land. There are three plug-in hybrids that reportedly are high performance sports cars. The BMW i8, the Porsche 918 Spyder, and the McLaren P1 (All 375 sold out in 2014). Of these the BMW is the lowest price at about \$140,000 new and with a few somewhat lower now on the used market. The Porsche is around \$800,000, and the McLaren in the unobtainium range. We won't see them at a Salina solo event anytime soon.

The world keeps on turning. I will be 70 years old on Aug. 5, and chair for the Aug. 7 R.E. Challenge solo. Be there and see what wackiness I can devise for a course and what marginal car I drive.

Happy Trails, Abner

Mike West to run for Area 6 Director

With encouragement and support from Midwest members across the division, I filed a nominating petition for the SCCA Board of Directors, Area 6 seat. It is an honor and privilege to seek this office on your behalf.

- I pledge to represent every Midwest Division member and region. Every member counts and will be heard.
- I will not hold an elected or appointed office in my home region (Mid-South). To do otherwise represents a conflict of interest.
- I pledge to represent you in a cooperative, positive, and practical manner.
- I pledge to be candid when problems and issues are presented and work to find practical solutions that will benefit our club at the regional, divisional, and national levels
- I pledge to regularly communicate with you sharing good news and maybe, occasionally, not so good news.
- I pledge that asking for your advice and counsel will be routine.
- I pledge to support practices that further the successes of our strong Solo and growing Rally Cross programs.
- I pledge to work with our regional leaders on ways and means to strengthen the regional club racing and rally programs.
- I pledge to treat every member, regional officer, national official, and our staff with the courtesy and dignity they most richly deserve.

I am a longtime member and have been privileged to serve our fellow club members in several regional, divisional, and national positions. Each was a fulfilling opportunity to give back to the club that I enjoy. I also have been honored with Divisional and National awards. My SCCA Résumé follows below if you wish to learn more of my background.

Additionally, I spent a career in middle and upper management positions and developed skills that I am confident will help me in successfully representing you and fulfilling the duties of this position.

I seek your support and look forward to representing you on our national Board of Directors. Thank you for taking the time to read this announcement and for your vote in the upcoming election. Respectfully,

—Michael (Mike) West, Member, Mid-South Region, Midwest Division (Area 6), Sports Car Club of America

RÉSUMÉ

Member since 1974

Awards and Recognitions

England-Stipe Award (2007) – Presented annually to the member of the Mid-West Division, Sports Car Club of America who has made the most outstanding long term contribution to the club and the sport.

David Morrell Memorial Award (2006) – Presented to an active National Steward who has exhibited outstanding performance, dedication to the sport, and the highest principles.

National Positions

Court of Appeals 2005-07; 2010-12; 2015-16 (Chairman – 2007, '10, '11, '12, '15, '16)

Member (2013-16), General Competition Rules (GCR) Advisory Committee to the Club Racing Board

Member (2013-14), National Stewards Training Committee
Operating Steward (2009), SCCA Runoffs, Road America

Divisional Positions, Midwest Division

Executive Steward, 2002-03; Deputy Executive Steward, 1999-01; Training Coordinator for Stewards, 1999-01

Regional Positions, Mid-South Region

Club Racing Events Chair, 1991-92; 2015-16; Secretary, 2013; Board of Directors, 1992-94; 1999-01; Regional Executive, 1991; Chief of Flagging & Communications, Club Racing, 1989-90; Assistant Regional Executive & Solo Chair, 1977

Other

Club Racing Competition License, 1992-94; 1998-08; 2013-16
Flagging and Communications License, 1977-82; 1988-93

Steward License, 1993-2016

Track Night in America Event Dir., Memphis Int'l Raceway 2015-16

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 regions' 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.salinasc.ca.org, www.scca.com, or call Salina Region membership chair Rocky Entriken at 785-827-5143 or e-mail rocky@spitfire4.com.



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The Write Line
 Newsletter of the Salina Region
 Sports Car Club of America
 2731 Scott Avenue
 Salina, KS 67401