

The Write Line

~ October 2018 ~



John LaRondeau, FS Mustang GT

The official newsletter of the Salina Region SCCA

Regional Executive Views

Greetings everyone. If your house is like my house I may have to trade my car in for a boat! However, the rain did not stop Wichita Region's first Tire Rack Street Survival school of which seven teen drivers have now learned skills on how to remain calm in a panic situation while driving our public roads.

It was very interesting to watch from the beginning of the day to the end on how the students improved. Hopefully this will not be the last school in the area because of the benefit to them. It was a lot of work planning and running the school, but I feel it was well worth the time and effort. Thanks to all of the volunteers and Susan and Randy Puls for their gallant efforts. If anyone is interested in volunteering in such a school your help would be very appreciated.

As you know the R.E. Challenge 18.2 was postponed because of inclement weather predictions so the results are not yet finalized as I write this but will be by the time you read this (*Pages 4-6. -Ed.*).

Our next event, Octoberfast 29, is on Oct. 21. For this one the course is always the same, sorta, based on a map drawn up by Dave Richards in 1990. It has been tweaked over the years based on course rules and the people building it but is still the same concept. Also, it

is free to all current Salina region members (including any who become members that day). What a deal, right?

Our season finale is Nov. 4 and, like last year, it will be a Mirror Khana. This, too, uses pretty much the same course as the original one in 1974 only this one drops cones in boxes painted on the concrete. No "sorta" about it, course changes over the years have been made only to accommodate rule changes and site changes. This will be the 40th time for this event!

There are no clocks. It's two cars at a time – head to head (but not wheel-to-wheel) – in a double-elimination format so your minimum number of runs is four. Everyone gets two practices which can be grudge matches with people of your choice, then competition of at least two runs, this is if you lose the first two pairings. If you win, you keep running. Typically, you're paired with similar cars or PAX numbers so the HS people will not be running against the A-Mods.

By the way, notice the Mirror Khana runs under a different (earlier!) time schedule. See below.

And with that, the season is over so come out now and get your "fix." It is a long time until March. In case you have not noticed the remaining events are all open for registration at MotorsportsReg.com, so there is no reason to delay.

See you on course,

—Monte Rans, RE, Salina Region

► Next Events ◀

Solo: Octoberfast 29 -- Oct. 21

Annual Member Appreciation Event ~ ALL SALINA REGION MEMBERS GET IN FREE

On-site registration opens 8:00, closes 9:30 ~ Course open to walk by 8:30

Novice Coursewalk 9:30 ~ Driver's meeting 10:00 ~ Cars on course by 10:30

MIRROR KHANA XL -- Nov. 4

(No, not extra-large – it's Number 40!!)

► ► ► NOTICE DIFFERENT TIME SCHEDULE!! ◀ ◀ ◀

On-site registration opens 7:30, closes 8:30 ~ Course open to walk by 7:30

Novice Coursewalk 8:30 ~ Driver's meeting 9:00 ~ Cars on course by 9:30

Two practice runs for everyone – Then double-elimination competition brackets

Next Business Meeting

October 29
After the Solo
Location TBA

*Business meetings
are open to all
members and guests*



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Salina Region Schedule ~ 2018

All at East Crawford Recreation Area unless noted otherwise

<u>Event</u>	<u>Chair</u>	<u>Safety</u>	<u>Youth</u>
Oct 21 – Solo: Octoberfast 29	Salina Region Board		
Nov 4 – Solo: Mirror Khana XL	Jim Hund		
Feb 16 – Salina Region Banquet, Country Inn and Suites, Salina (Catered by Tucson's)			

MiDiv



SPS/R&S MiDiv Solo Series - 2018

Apr 20-22	Topeka (Heartland Motorsports Park)
May 18-20	Oklahoma City (Remington Park)
June 1-3	Salina (East Crawford Rec. Area)
June 22-24	Neosho, Mo. (Crowder College)
Aug 3-5	Lincoln, Neb. (Lincoln Airpark)

SCCA 2019 Solo Nationals ~ Sep. 3-6 ~ Lincoln, Neb.

MEETING MINUTES

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

The September 23 meeting of Salina Region SCCA was called to order at 2:03 pm by RE Monte Rans at Evans Field, East Crawford Recreation Area. Board members also present were Michael Mace, Bill Preheim, Dennis Smith, Nancy Smith, Rocky Entriem, Artt Mann.

August 12 Minutes – Motion to approve, seconded, passed.

Treasurer's Report – Not available

Old Business –

Newsletter – First e-mailed edition sent (September issue). Recipients may opt to receive mailed version.

Awards Banquet – Dennis reported on available dates at Country Inn and Suites, to be catered by Tucson's. Board prefers Feb 16, 2019, date. Dennis to confirm with hotel and caterer.

New Business –

Novice Walks – Rocky would like to pass the task to someone new next season, emphasized its importance reaching out to new competitors. Seeking volunteers.

Lifetime members – Rocky reported on new SCCA policy extending region lifetime memberships to those holding such with the national club. Moved that Salina Region members (Region of Record or Associate) who are SCCA Lifetime Members automatically become Salina Region Lifetime Members. Seconded by Bill. Approved.

Staycation – Artt reported on Staycation event at Ft. Riley, noting some attendees showed interest in attending Salina Region events. Monte reported on possible exposure on Kansas State University campus.

Nominations – Monte stated need for nominees for 2019 Board.

Heats – Discussion on need to balance the heats. Action to do so likely to take place during the off-season.

Formula SAE – Rocky reported only one school with three drivers competed in FSAE class at Solo Nationals, no Kansas schools among them. Discussion on encouraging the K-State FSAE team to participate in local events and Nationals.

Octoberfast – Notice that this annual event (Oct. 21) is our member appreciation event and free to all Salina Region members, including those who join at the event.

Street Survival – Discussion of Wichita Region's event Oct. 6.

Associate Memberships – Rocky brought up that, beginning in 2019, Salina Region Associate Memberships will expire concurrent with regular SCCA National Memberships, instead of on Dec. 31. Members who expire this October-December will expire Dec. 31; current members expiring in 2019 will have their Region memberships extended to their National expiration date.

Motion to adjourn by Artt, several seconds, approved.

Submitted by Nancy Smith

Events Elsewhere - 2018

A calendar of AutoX and RallyX events by the Wichita, Kansas, Kansas City, Nebraska, NeOkla and Oklahoma Regions of SCCA. Go see how others do it!

ALWAYS CONFIRM THE EVENT BEFORE MAKING A LONG TRIP!

(* = Salina Region event on this date)

AUTOCROSS

Oct 21.....* Nebraska @ Lincoln Airpark, Lincoln, Neb.
Oct 28.....Wichita @ Sunflower Aerodrome, Yoder
Nov 4.....* Nebraska @ Lincoln Airpark, Lincoln, Neb.
.....NeOkla @ Fair Meadows, Tulsa State Fairgrounds
Nov 11.....Wichita @ Sunflower Aerodrome, Yoder

RALLYCROSS

Nov 3.....* Thunder Valley Sand Drags, Grain Valley, Mo.
Nov 18.....Nebraska at I-80 Speedway, Greenwood, Neb.
.....Wichita @ Howard, Ks.
Dec 1.....KC @ I-35 Speedway, Winston, Mo.

Go Racing!

Four 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. • Heartland Motorsports Park Topeka, Ks.
• Motorsports Park Hastings, Hastings, Neb. • Raceway Park o/t Midlands, Pacific Jct. Iowa

TRACK NIGHT IN AMERICA

Sep 20.....@ Heartland Motorsports Park, Topeka
Oct 18.....@ Heartland Motorsports Park, Topeka



WELCOME NEW MEMBERS!

- Wesley Burt, McPherson, is a First Gear member who ran an FS Mustang in his first event at the Yoder round of the R.E. Challenge.
- Ryan Redenbaugh, Alta Vista, is leading the points in C Street with a BMW Z3.
- Don Zurliene Jr., Colby, joined the club in August. We hope he'll soon be among several western Kansas members making the I-70 trek to our events.



SALINA REGION SOLO CHAMPIONSHIP • 2018

• SALINA REGION MEMBER

Points following R.E. Challenge 18.2

* HAS RUN THE MINIMUM 4 LOCAL EVENTS

SS-R	Larry Brady•	19
AS	Lance Cochran•	24
	Bill Dayton•	21
	Frank Finks•	11
BS	Jim Hund•	*63
	Randy Puls•	36
	Jim Gillett•	31
	Jason Stockton•	29
	Jeff Hrenchir•	9
	Michael Mace•	9
	Rob Dinwiddie•	7
BSL	Susan Puls•	*60
	Ann LaRandeau•	10
CS	Ryan Redenbaugh•	36
	Jeff Hrenchir•	12
DS	Bill Dayton•	12
ES	Rocky Entri•	*101
	Kale Morris•	*50
	Mason Smith•	*49
	Henry Brillhart•	*46
	Bill Preheim•	*35
	Jim Gillett•	*21

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, and run at least four local events. As of Oct. 1 all non-member points are stripped. Associate Memberships received Oct. 1 or later are good for the following year.

Colton Maxwell•	9	GSL	Nancy Smith•	*72	Clint Holmes•	13
Marcia Haynes•	6	HS	Don Herrick•	*70	Michael Mace•	9
Sharon Brillhart•	*96	STU	Monte Rans•	24	STO6 Brian Hardeman•	24
Connie Preheim•	*37	STR	Mark Hill•	36	Clint Holmes•	12
Julianne Green•	9		Michael Mace•	*67	STO4 Tyler Naden•	12
John LaRandeau•	*85		Tyler Naden•	*54	CAM-C Dennis Smith•	12
Matthew Polzin•	*67		Mike Naden•	7	CAM-CL Nancy Smith•	12
Johnny Huang•	49	STX	Doug Hitchcock•	8	CAM-S James Green•	16
Jeffrey Hund•	25	STS	Monte Rans•	*96	CAM-T Ken Kennedy•	*100
Wesley Burt•	12		Mike Herrick•	*56	Jeremy Spink•	*76
Don Knop•	11		Conner Herrick•	7	Robert Clapp•	45
Ann LaRandeau•	*84		Abner Perney•	7	Bob Lambert•	31
Kyle Edwards•	*96		Russell Secrest•	7	ASP Ryan Pemberton•	12
Dennis Smith•	*61	STP	Zach Smith•	48	Bill Pemberton	6
Abner Perney•	32	STO8	Abner Perney•	31	FSP Bill Preheim•	24

FSPL	Connie Preheim•	24
SM	Andrew O'Brien•	12
SMF	J.D. Baughman•	*69
	Joe Silva•	17
XP	Brian Tefft Jr•	45
CP	Rodney Walters•	*48
EP	Zack Kimble•	12
AM	Artt Mann•	45
	Daniel Rowland•	12
FSAE	Daniel Rowland•	10
KM	Chad Stoughton•	48
JA	Mason Herrick•	58
	Connor Herrick•	40
Wild	Abner Perney•	†*70
	Cling Holmes•	25
	Bill Dayton•	24
	Daniel Rowland•	22
	Jeff Hrenchir•	21

† has run three classes

* NOTE: Divisional is not counted as a "local" event

R.E. Challenge 18.1

How many ways can you draw a slalom? Well, a straight line, longer straight line, outset, even more outset making them big sweepers, then after a turnaround how about a diagonal line, a bowtie, then a long tight one to the finish. All that took 50+ seconds.

Everybody got in six runs under blue skies dotted with scattered cumulus.

This was Round One of the annual Salina vs. Wichita R.E. Challenge. We had 18 region-member drivers to challenge 13 of theirs (several of them also Salina members, but on this day they score for their region-of-record if a member of both). At the end of the day, taking the average of the PAX times, Wichita leads 42.3 to 48.9 going to round two at Yoder.

Wichita snagged three of the four fast-time awards. Overall FTD was Chad Stoughton's whispering-wonder electric kart, winning K Mod at 43.272. FS winner Jacob Lynn (50.281) took Top PAX at 40.074.

The fight for Fast Fender was actually the closest contest of the day. Only three full-bodied cars under 50 sec. and covered by a 0.014 sec spread. The gold pylon was won by Salina's Michael Mace, STR winner in a Honda S2000 at 49.985. Next two were Wichita's Ryan Plourde, STS Miata, at 49.996, and Tyler Potter, SS Camaro, at 49.999.

ESL winner Sharon Brillhart scored for Wichita as Fast Lady at 53.438, another close duel. Salina drivers were next, Ann LaRondeau, FSL, finishing at 54.0, and Nancy Smith, CAM-CL, at 54.1.

The closest class battles were in the two largest classes at four cars each. Robert Clapp took a CAM-T duel of Camaros by 0.964 sec over Jeremy Spink. Mason Smith was 1.008 sec ahead of Rocky Entriken in the all-Miata E Street class.

R.E. Challenge 18.2

This round was destined to run in the rain. Originally scheduled for Oct. 7, it was postponed because of a forecasted major rainstorm, but the weathermen at the time said Oct. 14 would be sunny. Wrong. A week later the jetstream veered deeply south to Texas bringing rain again and also cold temps in the 30s with a stiff norther blowing. There was snow a few counties north and west, fortunately not in Yoder.

Despite the forecast, Round Two of the R.E. Challenge had six Salina Region drivers make the trip to face 15 of theirs. When all was done, Salina won the battle 44.1 to 44.6, but Wichita wins the war 87.093 to 93.184 – and the coveted Solo (brand) beer cup goes back south.

Salina had three of the top four on the PAX chart including Top PAX going to Monte Rans in his HS Mini. Rocky Entriken was 3rd PAX winning a 3-car E Street class. But on the Wichita side, Bruce Unruh ruled the largest class of the day, four cars in B Street, for the second-best PAX time.

Closest class of the day was ESL, Sharon Brillhart going up in a Miata battle with Brillhart winning by just 0.041 of a second. The ladies overall was also the best battle of the day, Susan Puls BSL win just 0.010 quicker than Brillhart – just half a tenth covering all three distaff drivers.

One other close class was an all-Salina affair, Jeremy Spink outrunning Ken Kennedy in CAM-Traditional by just 0.284 sec.

The course was also a collection of slaloms, including a 1-2-3-2-1 diamond, a no-box Chicago box, gated lane changes, a bowtie (fast line

~~~ RE Challenge 18.1 • PAX Rankings ~~~

	Class	Total	Factor	Pax
Jacob Lynn	W FS	50.281	0.797	40.074
Chad Stoughton	W KM	43.272	0.928	40.156
Kyle Edwards	S GS	51.154	0.786	40.207
Ryan Plourde	W STS	49.996	0.810	40.496
Guy Roberts	W AS	50.012	0.814	40.709
Tyler Potter	W SS	49.999	0.817	40.849
Mason Smith	S ES	52.089	0.787	40.994
Monte Rans	S HS	52.626	0.781	41.100
Michael Mace	S STR	49.985	0.823	41.137
John LaRondeau	S FS	51.934	0.797	41.391
Blake Toews	W STS	51.188	0.810	41.462
Rocky Entriken	S ES	53.106	0.787	41.794
Sharon Brillhart	W ESL	53.438	0.787	42.055
Tyler Naden	S STR	51.325	0.823	42.240
Dennis Smith	S CAMC	52.075	0.816	42.493
J.D. Baughman	S SMF	50.717	0.839	42.551
Henry Brillhart	W ES	54.239	0.787	42.686
Timothy Thompson	W BS	53.009	0.808	42.831
Ann LaRondeau	S FSL	54.083	0.797	43.104
Robert Clapp	W CAMT	53.461	0.807	43.143
Bill Preheim	S FSP	52.930	0.819	43.349
Steve Swartz	W ES	55.380	0.787	43.584
Matthew Polzin	S FS	54.687	0.797	43.585
Jeremy Spink	S CAMT	54.425	0.807	43.921
John Mace	— STO8	55.332	0.798	44.154
Nancy Smith	S CAMCL	54.147	0.816	44.184
Bill Dayton	S AS	54.505	0.814	44.367
Jim Gillett	W BS	54.999	0.808	44.439
Eric Phillips	— STO6	56.048	0.795	44.558
Ken Kennedy	S CAMT	55.934	0.807	45.138
Bob Lambert	S CAMT	56.430	0.807	45.539
Russell Secrest	S STS	57.405	0.810	46.498
Nicholas Haslam	W STX	59.245	0.813	48.166
Connie Preheim	S FSPL	62.144	0.819	50.895
Artt Mann	S AM	57.267	1.000	57.267

	Wichita	Salina
Total	550.650	881.754
Divisor	div / 13	div / 18
Average	42.358	48.986

was through a puddle), and a decreasing-rate run to the finish gate.

~~~ RE Challenge 18.2 • PAX Rankings ~~~

	Class	Total	Factor	Pax
Monte Rans	S HS	51.843	0.781	40.489
Bruce Unruh	W BS	50.734	0.808	40.993
Rocky Entriken	S ES	52.956	0.787	41.676
Kyle Edwards	S GS	53.094	0.786	41.731
Henry Brillhart	W ES	54.082	0.787	42.562
Timothy Thompson	W BS	52.931	0.808	42.768
Ryan Plourde	W STS	53.171	0.810	43.068
Jeremy Spink	S CAMT	53.687	0.807	43.325
Ken Kennedy	S CAMT	53.971	0.807	43.554
James Myers	W CS	55.140	0.805	44.387
Blake Toews	W STS	54.980	0.810	44.533
Steve Swartz	W ES	56.947	0.787	44.817
Randy Puls	W BS	55.486	0.808	44.832
Sharon Brillhart	W ESL	57.411	0.787	45.182
Theresa Walton	W ESL	57.452	0.787	45.214
Rodney Christie	W STS	55.904	0.810	45.282
Adam Blunck	W SM	53.268	0.853	45.437
Susan Puls	W BSL	57.401	0.808	46.38
Jeff Garrelts	W STX	58.297	0.813	47.395
James Gillett	W BS	58.889	0.808	47.582
Wesley Burt	S FS	68.272	0.797	54.412

	Wichita	Salina
Total	670.432	265.187
Divisor	div / 15	div / 6
Average	44.695	44.198

GRAND TOTALS: 87.053 93.184

R.E. Challenge 18.1

Salina Region SCCA ~ September 23, 2018 ~ East Crawford Recreation Area, Salina

Class	Driver	Car	Make	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Best	
SS	• Tyler Potter	W 98	Camaro ZL1 1LE	54.702	52.255	50.197+2	49.817+2	50.094	49.999	49.999	
AS	• Guy Roberts	W 94	Dodge Viper RT/10	52.678	51.410	51.132+1	51.211	50.243	50.012	50.012	
AS	• Bill Dayton	S 6	Saturn Sky	54.558+3	55.892+1	55.181+1	55.396	54.681	54.505	54.505	
BS	• Timothy Thompson	W 63	Ford Focus RS	58.366	54.611	54.452	54.451	53.654	53.009	53.009	
BS	• Jim Gillett	W 51	Corvette FRC	57.164	55.738	55.153+1	55.965	55.647	54.999	54.999	
ES	• Mason Smith	S 16	Mazda Miata	53.200	52.089	52.071+1	51.049+3	50.911+1	52.921	52.089	
ES	• Rocky Entriiken	S 4	Mazda Miata	53.807	53.700	53.810	53.442	53.106	54.187+1	53.106	
ES	• Henry Brillhart	W 48	Mazda Miata	56.061+1	54.239	54.785	55.963	55.138	55.162	54.239	
ES	• Steve Swartz	W 17	Mazda Miata	56.715	56.517	55.917+1	55.380	55.621	69.542	55.380	
ESL	• Sharon Brillhart	W 28	Mazda Miata	54.821	55.487	54.938	53.438	53.658	53.638	53.438	FL
FS	• Jacob Lynn	W 77	Mustang GT	49.441+3	48.940+3	51.986+1	50.694	50.281	D.N.F.	50.281	PAX
FS	• John LaRondeau	S 92	Mustang GT	52.942	53.266	52.878	51.934	52.452	52.131	51.934	
FS	• Matthew Polzin	S 41	Mustang GT Fastback	58.021+1	55.539	54.774	54.687	54.748	54.928	54.687	
FSL	• Ann LaRondeau	S 92	Mustang GT	56.507	56.084	55.235	54.492	54.212	54.083	54.083	
GS	• Kyle Edwards	S 88	Ford Focus ST	52.253	50.816+1	52.239+1	51.154	51.786	51.988	51.154	
HS	• Monte Rans	S 52	Mini Cooper	54.664+2	53.089	52.899	52.626	52.688	51.529+1	52.626	
STR	• Michael Mace	S 86	Honda S2000	52.918+1	52.614+1	51.891	52.475+1	51.641	49.985	49.985	FFTD
STR	• Tyler Naden	S 67	Mazda Miata	54.404	52.601	52.068	51.614	51.325	51.658	51.325	
STX	• Nicholas Haslam	W 72	Nissan Sentra	58.394+2	57.585+3	D.N.F.	57.579+3	57.245+1	58.404+2	59.245	
STS	• Ryan Plourde	W 74	Mazda Miata	51.903+1	50.148+1	50.354	50.383	50.985	49.996	49.996	
STS	• Blake Toews	W 76	Mazda Miata	51.830+1	51.864	51.467	51.161+1	51.188	50.829+1	51.188	
STS	• Russell Secrest	S 42	Mazda Miata	57.405	55.592+1	57.894+1	67.042+1	60.958+1	D.N.S.	57.405	
STO8	• John Mace	— 5	Mercedes-Benz SLK32	58.245+1	56.635+1	56.152	55.332	54.109+1	D.N.F.	55.332	
STO6	• Eric Phillips	— 11	Volkswagen GTI	60.351	59.387	57.787+1	58.845	56.048	55.976+1	56.048	
CAMC	• Dennis Smith	S 6	Mustang Cobra	54.743+1	52.795+1	52.104	53.299	52.908	52.075	52.075	
CAMCL	• Nancy Smith	S 9	Mustang Cobra	58.888+1	57.294	55.083	54.147	54.220	54.165+1	54.147	
CAMT	• Robert Clapp	W 81	Camaro Z-28	55.890+1	53.650	54.363	53.461	54.151	54.285	53.461	
CAMT	• Jeremy Spink	S 38	Camaro	D.N.F.	56.436	55.708	54.994	54.425	D.N.F.	54.425	
CAMT	• Ken Kennedy	S 80	Camaro	58.444	56.555	56.604	55.949	55.934	57.054	55.934	
CAMT	• Bob Lambert	S 11	Plymouth GTX	57.237	56.430	58.925+1	56.631	56.889	56.657+1	56.430	
FSP	• Bill Preheim	S 1	MG Midget	55.359	54.127	54.282	54.130	53.089	52.930	52.930	
FSPL	• Connie Preheim	S 11	MG Midget	65.115+2	64.482	63.658	63.105	63.125	62.144	62.144	
SMF	• J.D. Baughman	S 89	Chevrolet Cobalt LS	58.392+1	52.220+1	50.717	50.960+1	51.060+1	50.451+1	50.717	
AM	• Artt Mann	S 72	Dwarfmann Dwarf Mod	58.164+1	57.903+1	58.801+1	56.826+2	57.267	D.N.F.	57.267	
KM	• Chad Stoughton	W 1	CRG PIERacing E-Kart	46.240	45.120	44.606	43.272	43.472	50.168+1	43.272	FTD

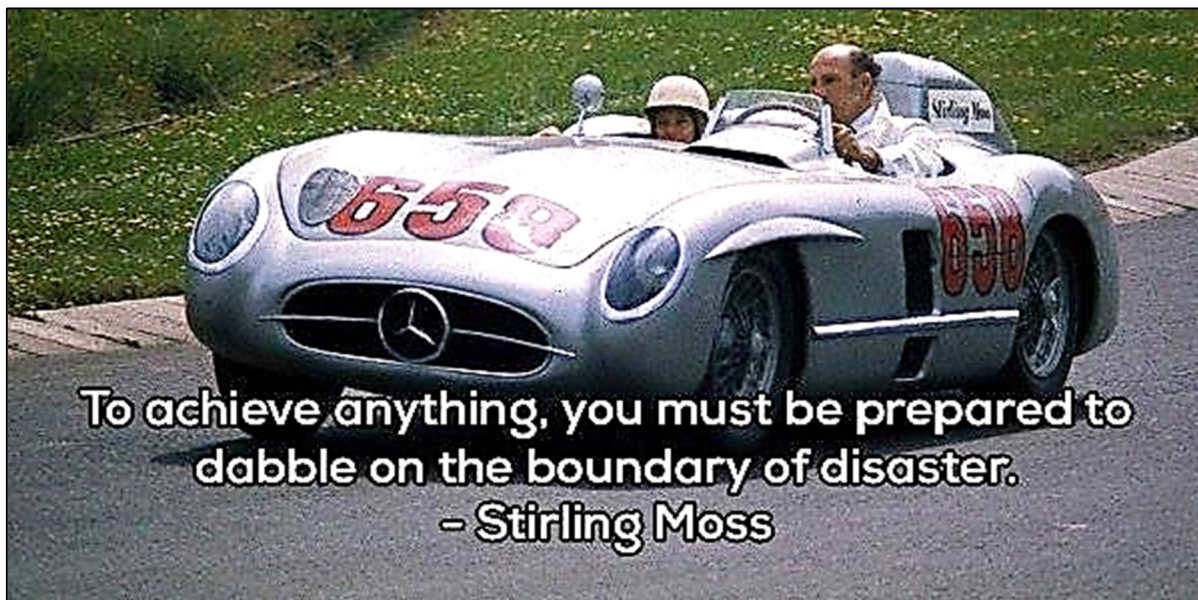
• = Trophy

FTD = Fast Time of Day

FFTD = Fast Fender

FL = Fast Lady

PAX = Top PAX time



To achieve anything, you must be prepared to
dabble on the boundary of disaster.
- Stirling Moss

R.E. Challenge 18.2

Wichita Region SCCA ~ October 14, 2018 ~ Sunflower Aerodrome, Yoder

Class	Driver	No.	Car	Make	Run 1	Run 2	Run 3	Run 4	Best	
BS	Bruce Unruh	W 1	Mercedes-Benz	GLA45	53.222+1	50.734	51.338	51.612	50.734	FTD
BS	Timothy Thompson	W 63	Ford Focus	RS	54.286	53.555	52.965	52.931	52.931	
BS	Randy Puls	W 77	Corvette		59.437+1	55.551	55.486	66.731+1	55.486	
BS	James Gillett	W 51	Corvette	FRC	58.889	59.331	60.054	70.723+1	58.889	
BSL	Susan Puls	W 77	Corvette		59.650	60.951	58.321	57.401	57.401	FL
CS	James Myers	W 8	Mazda	MX5	58.243	57.103	56.426+1	55.140	55.140	
ES	Rocky Entriiken	S 4	Mazda	Miata	53.748+1	54.283	52.956	53.358	52.956	
ES	Henry Brillhart	W 48	Mazda	Miata	57.126+1	D.N.F.	55.241	54.082	54.082	
ES	Steve Swartz	W 17	Mazda	Miata	60.192	59.354	58.430	56.947	56.947	
ESL	Sharon Brillhart	W 28	Mazda	Miata	59.683	75.465+2	58.922	57.411	57.411	
ESL	Theresa Walton	W 66	Mazda	Miata	62.933	60.617	59.437	57.452	57.452	
FS	Wesley Burt	S 15	Ford	Mustang	80.420	74.929	69.807	68.272	68.272	
GS	Kyle Edwards	S 88	Ford Focus	ST	56.792	56.164	54.533	53.094	53.094	
HS	Monte Rans	S 52	Mini	Cooper	51.883	65.742+2	51.853	51.843	51.843	PAX
STX	Jeff Garrelts	W 34	Acura	Integra	63.792	61.278	59.657	58.297	58.297	
STS	Ryan Plourde	W 74	Mazda	Miata	54.851	52.885+1	53.171	52.343+1	53.171	
STS	Blake Toews	W 76	Mazda	Miata	55.916	54.917+1	67.365	54.980	54.980	
STS	Rodney Christie	W 71	Mazda	Miata	64.351	57.321	55.904	55.554+1	55.904	
CAM-T	Jeremy Spink	S 38	Camaro		55.325+2	54.308	53.687	59.390	53.687	
CAM-T	Ken Kennedy	S 80	Camaro		60.127	57.762	55.405	53.971	53.971	
SM	Adam Blunck	W 57	Subaru	Impreza WRX	53.576	52.451+2	D.N.F.	53.268	53.268	

• = Trophy

FTD = Fast Time of Day

FL = Fast Lady

PAX = Top PAX time

Autocross Around the World – *What they call “autocross” in other countries ain’t even close!*

American Autocross: American autocross events are typically held on flat, paved surfaces such as parking lots or airport tarmacs, and usually have a new course for each event, marked by traffic cones. Autocross is one of the most accessible and affordable forms of motorsport. Events are open to novices because autocross events use rubber traffic cones to define the course, and are typically run on paved surfaces with few obstructions, so hazards and barriers to entry are low.

While speeds are generally no greater than those encountered in legal highway driving, the combination of concentration and precision maneuvering gives drivers an experience similar to that of a full road course race.

Competitors range from casual participants driving their commuter vehicles, to dedicated competitors driving purpose-built cars with special tires. There are classes accommodating varying degrees of car modification, as well as classes specifically for women and children.

The SCCA National Championship, held on Labor Day weekend and the following week, is considered the largest amateur motorsport event in the world.

British Autocross: In the United Kingdom, autocrosses are typically held on a grass or stubble surface. In fact, the attraction is the challenge of driving quickly on difficult surfaces. Cars compete individually against the clock, although more than one car may start at the same time if the circuit is long enough and wide enough. Because the course is usually bumpy and there is a risk of contact with other cars, most competitors use specially prepared cars (which vary from very inexpensive to specially engineered racers) brought on trailers. Events are usually held on a region-wide basis, with the RACMSA (Royal Automobile Club Motor Sports Association) overseeing rules and regulations.

Some people choose to start singularly, particularly if they compete in a rally car. The sport is relatively low risk as there is or should be nothing to hit. However, many do double car starts and some competitors choose to do 3- and 4-car starts whilst still competing against the clock.

The British autocross began in the early 1950s when clubs organized timed runs around courses set on farmers' fields. Presently, many local clubs which host events across the UK.

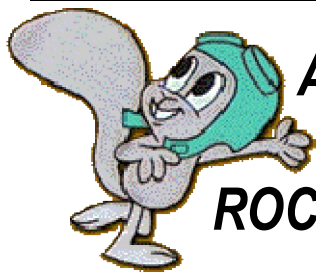


European Autocross:

In Europe Autocross is car racing on a race track with unsealed surface (dirt, gravel or soil). Cars compete against the clock, and start at the same time. The first autocross event staged in continental Europe was 1968 in Austria. In 1976 the FIA (Federation

Internationale de l'Automobile) created standardized autocross rules and started a European Autocross cup for specialized cross cars. In 1979 a cup for touring cars was added. In 1981 both categories were promoted to be a European Championship for Autocross Drivers.

Australian autocross: This is a motorsport sanctioned by the Confederation of Australian Motor Sport, which defines it as a speed event held on a dirt course less than two kilometers long. Eligible vehicles range from standard road-going cars through purpose-built buggies to full race- and rally-prepared machines. Drivers may begin competing at the age of 14 and must hold a recognized racing license, which is usually obtainable on the day through the hosting club. —From Wikipedia



ASSORTED NUTS FROM ROCKET J. SQUIRREL

—ROCKY ENTRIKEN

“The Art of Racing in the Rain,” a 2008 best-seller by Garth Stein, has less to do with actual racing – in the rain or otherwise, although its main character does happen to be a race driver – than its use of racing in the rain as a metaphor for life and dealing with all its attendant difficulties.

But those of us who do road racing, including such related activities as autocross, know that racing in the rain is a literal part of the game. I like racing in the rain, and one reason I do is the belief that disliking something – whether the weather, a course design, an opponent or whatever – is just beating yourself before you ever begin the contest.

And like any competitive endeavor, doing it successfully is extremely satisfying. Maybe that’s why some of my fondest memories from a lifetime of motorsport have happened in the wet.

It took me four years to get my first autocross victory and it happened in a downpour. An event at Holiday Square in Topeka – look at that tiny lot today and you could hardly imagine an autocross there, but that was a typical site in the late ’60s. Holiday Square is built on a hillside and there was this downhill run to a 90° turn and everyone was sliding past it. So I turned in early and slid to where I was perfectly lined up for the gate.

I recall a Divisional Solo in Oskaloosa, Iowa, and the deluge arrived just as my heat began. After first runs only two of us had managed not to DNF in the blinding rain and I was one of them.

When I took my Spitfire road racing I completed my required schools on dry tracks, but my next event was a school-race combo at Hutchinson and it rained. So I decided to do a school session just to get a feel for the wet in the upper gears – and I was on slicks too since I didn’t have rain tires then (or wheels to mount them on). The main discovery: When you hit that big puddle the splash doesn’t fly away from the car, it lands in your lap! But also, even on slicks in standing water, you could manage as long as you simply respected what the car/tires had to give you and didn’t push them beyond their ability.

I ran a race at Hallett (near Tulsa) in 2010, on my way to my second MidAm Championship in the H Production

class – by then I had extra wheels, mounted with Hoosier Dirtstockers, which are a damn fine (and inexpensive) pavement rain tire. It was dry on grid but we could see the rain coming so I went to grid on the rain rubber. The rain began on the pace lap and was a full downpour as the green flew. Halfway through the race the rain intensified dramatically, but I learned that driving through it at 60-90 mph you can’t really tell the difference. Post-race I got out of the car soaked from the waist up, but legs and feet were dry. Funny. And I just could not convince some kid in the tower who would not believe I had a blast out there.

In 2011 I decided I had to race SCCA’s National Championship Runoffs, just once, so I could say I’d been there, done that. It’s a week-long affair, that year at the vaunted 4-mile Road America circuit in Wisconsin. Four days of qualifying, three days of races, and my HP class was the first group out on Monday morning. In the wet. I went with no expectations beyond having fun. The next three days were on a dry track and, as expected, I qualified dead last out of 20 cars but at least I beat the 115% cutoff.

My race wasn’t until Sunday, first group out again, and on a wet track again. And I was on my Dirtstockers again. My first time into the Carousel I caught a driver who’d qualified 11 sec faster than me (on slicks). He was taking the classic “racer”

line, a high entry to clip an apex on the far end of the big 180. I took the “autocrosser” line like I was taught in the Evolution Schools: hug the inside. And then, let’s see if I can squeeze the gas a little more, and the car stuck. He went back by me through Kettle Bottoms, but next

lap I knew what my Spitfire could do and I did it earlier. Next lap I got him in Turn 8, then in Turn 5, and by the fifth lap I was far enough ahead from the corners he couldn’t catch me down the long frontstraight. I finished 11th, and was even up to 10th briefly.

This year at the Solo Nationals I didn’t get to play in the wet. My heats both Thursday and Friday were dry. But those who began the event Tuesday morning got plenty of wet, including the youngsters in both Junior Kart classes.

Some of the puddles were nearly up to the hubs on the tiny karts, but the Herrick boys were unfazed. After two runs Connor Herrick was in the lead with an 88-sec run. The flood had receded some for final runs but it was still more regatta than autocross for final runs.

Mason Herrick set FTD at 72.0 sec (and did FTD again next day to win his fourth Nationals). Connor took the fourth place trophy.

Postscript: Last Sunday I was among three Salina drivers in the top five on raw time, top four in PAX – in the rain.





Membership Application

Dear Prospective SCCA Member:

To apply for a membership in the Sports Car Club of America, the world's largest motorsport enthusiast organization, please complete the form below and return, with payment, to SCCA Membership Department, P.O. Box 299, Topeka, KS 66601-0299.

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.

☐ Club Racing ☐ Time Trials/PDX ☐ Rally ☐ Rallycross ☐ Solo ☐ Vintage ☐ Pro Racing

Membership Dues

(*Includes Region dues)

<input type="checkbox"/> First Gear	\$50.00	<input type="checkbox"/> Individual	\$85.00	<input type="checkbox"/> Family	\$105.00
<input type="checkbox"/> 2 Year First Gear	\$90.00	<input type="checkbox"/> 2 Year Individual	\$150.00	<input type="checkbox"/> 2 Year Family	\$185.00
<input type="checkbox"/> 3 Year First Gear	\$125.00	<input type="checkbox"/> 3 Year Individual	\$215.00	<input type="checkbox"/> 3 Year Family	\$265.00

* First Gear applies to members 24 years old and younger

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 want to belong to **Salina (110)** Region (if no region is selected. The default region will be assigned by address). 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

☐ **Auto-Renew with Credit Card** (Credit Card listed below will automatically be charged National and Regional dues prior to membership expiration date.)

Visa, MasterCard or Discover (only) Acct # _____ Exp. _____ CVV# _____

Applications submitted by fax must be accompanied by Visa, MasterCard or Discover account number for payment.

Dues include payment for subscription to SportsCar (\$24 value). Dues are not deductible as charitable contributions

01/17

Military Discount

If you are in active United States Military service, you qualify for a \$35 rebate making your total dues just \$50 (\$70 for family). After joining SCCA and receiving your membership card, then mail, fax or email SCCA Member Services requesting the military rebate. Contact information for Member Services is:

Military Rebate
SCCA Inc.
6620 SE Dwight St.
Topeka, Ks. 66619

Fax: 785-232-7213
Email: militaryrebate@scca.com

* Military deployed to hazardous duty areas are eligible to have SCCA dues waived by contacting SCCA.

Just Idling Around

—Abner Perney

Math Hurts. I looked at the points results for the year and did some math. My scheme to win STO8 by jumping class is highly improbable, even if I win all the remaining events. On the other hand, qualifying for second is highly probable, and that fits my history of running close.

Enough about me, for the moment. September is still the accepted model year changeover for cars. Some 2019s are already here, as in Ford and Dodge trucks. Ford is not going to offer 2019 Focus, C-Max and Fiesta cars in the US. There will continue to be Fusions and Mustangs and presumably Lincolns. And there is supposed to be a new Focus SUV thingy introduced soon.

In the immediate past, I have still not seen a Buick Regal Tour X wagon in real life, though it was introduced a year ago and just reviewed again in Popular Mechanics. The number one 2019 I'm interested in, at the risk of being a dull everyman, is the Ford Ranger Pickup. I fear that it is still too big and too high off the ground to serve as a proper replacement for the great compact pickups of the past.

My station wagon and hatchback historic preference makes the Volvo V40 wagon my most eagerly anticipated 2019 car. The V50 we enjoyed for several years is still one of my all-time favorites, and the new one promises more power and better fuel economy, but the styling looks much less sleek in the early photos.

The 2019 model year preview in Car and Driver is nearly devoid of cars, especially in the less-than-median price range. The sportiest is the revised Hyundai Veloster Turbo R-Spec, which at only \$24,000 ranks right up there in performance with the VW GTi and Civic Si, for fewer dollars. It wasn't mentioned whether the new model retains the three door configuration or goes to the conventional 4.

There are a number of new and improved battery electric and plug-in hybrids for the model year. Most are in the higher price ranges. The New Honda Insight looks to be the biggest bang for the buck in a four door sedan hybrid. Offering much better style, accommodations and handling than the number one Prius.

Most intriguing is the appearance of 48 volt mild hybrids, in a number of vehicles, coupled with 2-liter 4-cylinder turbo engines. Jeep is offering one such drivetrain for the Wrangler JL, with 270 horsepower and choice of 6-speed manual or 8-speed automatic! There is a V-6 version standard in the 2019 Ram pickups with a V-8 option also offered.

On the RallyCross front, I have sold my Civic Hybrid and now have pulled out my Buick Reatta, as my improbable contender. I acquired this 1988 sporty coupe about three years ago and have had no one interested in purchasing it. I got to thinking that it is front drive with a 3800 GM engine and 4-speed automatic transmission that can be held in low gear, where it is good for about 40 miles per hour. In second it starts in first and automatically goes back and forth between first and second. It ought to work in RallyCross situations.

I tried it at the Sep. 15 Kansas Region event and the Sep. 16 Nebraska Region event. Results were good enough for me. At Carbondale I was perfectly middling, scoring third of five in Stock Front, and 11th of 22 entrants in all classes. At I-80 Speedway, I barely squeaked into first in class and was 16th of the coincidentally same total entry of 22. This with balding old brand X all-weather tires.

I have entered the Reatta, surely the SCCA's only RallyCross example, in the RX Nationals in October at the National Balloon Meet's acreage in Indianola, Iowa. This year I am showing my serious side by buying a pair – count 'em, 2 – snow tires for the front, and proceeding to try to remember to keep the throttle always open, left foot brake when absolutely necessary, and steer like a maniac! This year there are 14 entrants in the Stock Front Class, up from 10 last year. I'll be striving to be NOT LAST!

The week after Labor Day we successfully did a 600-mile tour of North Park (Walden), Steam-boat Springs, and Middle Park (Kremmling and Hot Sulfur Springs) in Colorado in our 1988 Chrysler LeBaron convertible. About 200 miles was with the top down and about 70 miles was dirt roads.

It is already Fall Color Time out there! Last month I reviewed the maintenance history and discovered that the tires were installed in 2000 and that the timing belt and other drive belts were even older. So I popped for the pricey preventative maintenance. All went well for our 51st wedding anniversary tour.

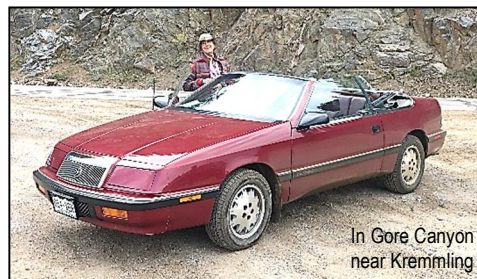
Kathryne had ordered this car in the summer of '87, prior to the introduction, and we received it Oct. 10, 1987. It is a family heirloom, still mostly original except for the vinyl convertible top which has been replaced once. The leather interior is still in remarkably good shape. Only the air conditioning and the mechanical odometer have failed and not been repaired.

Driving the 2.2 turbo is much weaker than a newer car, but it did still pull Trail Ridge Road and several other passes – including Rabbit Ears, which I mention just for the name. The really *huge* driving difference though is the 3-speed automatic transmission. Now the minimum seems to be 6 speeds going up to 10, or just going “infinite” with a continuously variable unit. The three speeds seem sufficient even for holding speed back while coasting down mountains, but the jumps between gears are enormous compared to a car of this decade. The electronic trip meter still works and showed 26.4 mpg for the trip, some of which cost me \$3.85⁹ for 91 octane.

We returned from Colorado Saturday Night before the Sep. 9 Solo Salina. I managed to deliver the trailer, with fully charged radios, at 7 a.m. Monte laid out an interesting course, with a start that was pretty tight for big cars, but was fun after the first slalom. I did manage to squeeze out the win in STO8, in my quest to be at least second for the season!

Looking forward to an exciting October and November fast fun finish to this year's SCCA season.

—Abner



In Gore Canyon
near Kremmling

SCCA Membership notes:

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 RoR 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 and participating in their programs. These are "Associate" memberships. Salina Region's Associate Members are fully-vested members eligible for all our championships, voting rights, region offices and other member benefits. Associate membership only means region-of-record is elsewhere.

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 \$10, the minimum amount). More information is available at www.salinasc.ca.org, www.scca.com, or call Salina Region membership chair Rocky Entriaken at 785-827-5143 or e-mail rocky@spitfire4.com.

E-mail or U.S. Mail?

If you received the e-mail version but would prefer to continue receiving *The Write Line* by mail, just send a message to the editor (rocky@spitfire4.com, or 2731 Scott, Salina Ks. 67401) and we'll keep you on the snail-mail list. Likewise, if we sent you the mailed version but the e-mail copy would better meet your preferences, just say so.

Associate memberships • • •

• As of October 2018, Associate Memberships in Salina Region will expire concurrent with National and Region-of-Record memberships. All Associate memberships paid direct to Salina Region for Calendar Year 2018 will expire Dec. 31, 2018, or on their National expiration date prior to October 1, 2019 (if renewed). Associates are fully-vested members of Salina Region.

• There are two ways to become an Associate Member of Salina Region:

1. You can contact SCCA Membership (call 1-800-770-2055) and ask to be included as a member in Salina Region, as well as any other additional regions you may desire. The Region's local dues will be paid at that time and added to your renewal fees. **This is the preferred method.**

2. You can send dues direct to Salina Region. Send a check payable to the Salina Region SCCA, c/o The Write Line, 2731 Scott Avenue, Salina, KS 67401.

• Dues are \$15.00 both for single memberships and for family memberships (which includes spouse). If you are a First Gear member with Region of Record in another region, Associate Member dues to Salina Region are \$10.

• Subscriptions to *The Write Line* are available for non-SCCA members at \$15.00 per calendar year. Subscribers may choose to receive issues as a PDF document by e-mail, or a paper copy via U.S. Mail.



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