

The Write Line

The official newsletter of the Salina Region, SCCA



Regional Executive Views **REVS**

Greetings everyone!

We had the largest ballot return ever and you all still voted me in for another term! We will try to have some fun this season, if the tree limbs get removed from our site by March. Maybe I will be allowed to design another course that isn't as challenging as the last one I did.

I purchased an F150 SVT Lightning pickup. I have always wanted one, but couldn't justify purchasing one. I finally just decided "what the heck!" and did it. It's a 1994, and white (my favorite vehicle color), which I found in Kansas City. Our neighbor was going to K.C. the following weekend, so I figured it would work out great to just ride along with and not have to drive two vehicles on the return trip. We left Concordia on December 22nd at 7am. It started raining when we went through the tollbooth west of K.C. We found the address, looked over the truck, started it, popped the hood, got out and walked around to the front of the truck. Nancy couldn't get the door opened and, you guessed it, it was locked! Of course, both sets of keys were on the key ring, in the ignition, with the truck running! An after-market alarm system automatically locks the doors for some reason when the truck is started! AAA was called-no answer! Of course, it was freezing rain by now. I slid a coat hanger into the vent window and was finally able to push the hanger onto the window button and roll it down! What a relief! The back tires looked low so we tried to find a gas station with air. Three stations later and \$1 worth of change wasted, we gave up and got onto I-70 around 11:30am., now with sleet and snow coming down heavily and on under-inflated tires. We kept thinking we might find a place for air along the way, however the weather just kept getting worse and ice formed on the windshield, making it hard for the wipers to keep up. At both tollbooths we were told I-70 was closed west of Topeka. I was afraid to pull off the highway anywhere--sport tires, no weight in the back and two-wheel drive. However, we **had** to pull off at Topeka and we decided to take Hwy 24 west, at 10 to 20 m.p.h. along with a long line of other people who didn't have any better sense. It was so bad at times I couldn't see where the edge of the road was. At one point, we sat still for 15-20 minutes. Once we started moving we saw the reason for the delay. There were 7 cars/SUV's, one in the ditch and the rest off the side of the road. It took us 5 hours to get to Manhattan from Kansas City! The rest of the trip home we had good weather and roads.

After Christmas, I took the '95 GT to get the body repaired from my kids damaging it. Hopefully by the first autocross it will be wrinkle free. Then I need to find tires, too, but that's the price we have to pay to play with our cars!

Until next month have fun playing cars!

Dennis Smith, R. E.

Change is Coming...

The Board of Directors of the Sports Car Club of America, headquartered in Topeka, KS, has declared that beginning January 1, 2008 all competitors in SCCA events must be a member of SCCA.

There are several different types of membership available, some offering big discounts on the regular membership rate for young adults/students and current military servicemen and women.

For our guests that have been competing in solos without being members, a new Weekend Membership program has been developed.

Salina Region will have Weekend Memberships available at all events and will be included in entry fees. These are good only for the weekend issued. They can be used for a \$15.00 discount off of full membership dues within 60 days and up to two can be redeemed for a total discount of \$30.00.

Due to increasing insurance and sanction costs, Salina Region entry fees will also change. Entry fees for all competitors registering at the event will be \$30.00. A \$5.00 discount is available to members who pre-register via the website.

Pre-registration will be limited to members only.

Looking Ahead...

February 6

Business Meeting, 7pm

Jim's Country Style Chicken, Salina

February 23

Salina Region Annual Awards Banquet
Martinelli's

158 South Santa Fe, Salina

6:30pm Social – 7pm Dinner and Awards

March 29

Solo Tune-Up

East Crawford Recreation Area, Salina

March 30

FSAE Challenge & Solo

East Crawford Recreation Area, Salina

Current Information Phone

785-452-9711



The Write Line is the newsletter of the Salina Region of the Sports Car Club of America, Inc. Address correspondence to 2731 Scott Avenue, Salina, KS 67401. Opinions expressed herein are strictly those of the individual authors and do not express official policy of the Salina Region or of SCCA, Inc. Permission to reprint material from The Write Line is hereby granted to all SCCA affiliated regional and national publications, provided that credit is given the author and The Write Line.

Officers – 2008

Regional Exec.

Dennis Smith

785-243-4148

smnck@kansas.net

Assistant R.E.

Jared Adamson

785-825-7704

team_catastrophe@yahoo.com

Secretary

Nancy Smith

785-243-4148

smnck@kansas.net

Past R.E.

Steve Pistora

785-227-8805

sccapistora@sbcglobal.net

Treasurer

Teresa Pistora

785-227-8805

sccapistora@sbcglobal.net

Solo Chair

Jared Adamson

785-825-7704

team_catastrophe@yahoo.com

Newsletter & Membership

Sandy Entriken

785-827-5143

sandy@spitfire4.com

Webmaster

Barry Stockinger

620-755-1711

techpriest@ourlair.com

Salina Region 2008 Schedule

Feb 6	Business Meeting, 7pm, Jim's Chicken
Feb 23	Awards Banquet
Mar 29 & 30	FSAE Challenge/Solo
Apr 19 & 20	Evolution School/Solo
May 18	Solo
June 8	Solo
June 29	Solo
July 20	Solo
Aug 10	Solo
Sept 7	Solo
Sept 28	Solo
Oct 19	Solo
Nov 9	Solo

k All events at the East Crawford Recreation Area, Salina, KS 1

MiDiv Solo Championship

April 19-20	Kansas City Region	Arrowhead
May 25-26	St. Louis Region	Gateway
June 21-22	Wichita Region	TBA
August 2-3	Kansas Region	Heartland Park

Business Meeting 01-02-08

The meeting was called to order by R.E., Dennis Smith, at 7:21pm. (There was no December meeting.) Present were Jared Adamson, Rocky & Sandy Entriken, Steve & Teresa Pistora, Dennis & Nancy Smith & Barry Stockinger. The November minutes were presented and approved. Treasurer's report was discussed, due to questions Teresa had regarding SCCA debits and credits to the account that are made without any explanation. The transactions were due to membership dues. (Note/suggestion-some sort of memo, receipt or a monthly statement explaining these transactions from SCCA would be helpful.) The treasurer's report was approved.

Old Business: Beginning with our 2008 events the following registration rates were proposed: \$25.00 for all members who pre-register for events & \$30.00 for all non-members and members who register on site for the events. Motion to approve these proposed rates was approved. Barry reported that he has reserved the front room at Martinelli's. Discussion was held regarding the lack of privacy in the front room. The noise level could be a hindrance for presenting awards. Barry will hold the room at Martinelli's while he checks into other locations and dates in February. Discussion was held regarding price, drink tickets, etc. No further information was available for the Youth Street Survival school we discussed at the last meeting.

New Business: Rocky reported on Evolution School. He has sent in the contract and he reported on the rates. Nancy reported on the election results. Nineteen ballots were received. The results are:

R.E.	Dennis Smith	18 votes
	Jared Adamson	1 vote
Assistant R. E.	Jared Adamson	15 votes
	Barry Stockinger	1 vote
		3 blanks
Secretary	Nancy Smith	19 votes

Meeting adjourned at 8:15pm.

Minutes submitted by Nancy Smith, Secretary

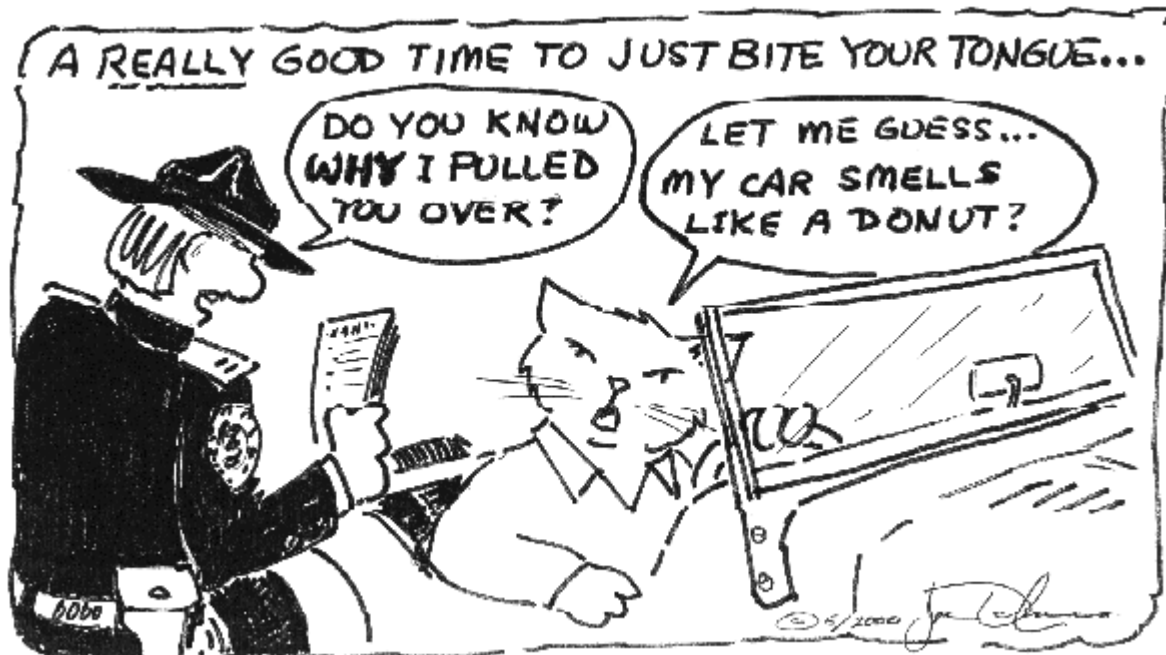
Deadline for submissions for the February issue of *The Write Line* is February 8, 2008. Send your contributions to 2731 Scott Avenue, Salina, KS 67401, or to sandy@spitfire4.com.

KANSAS according to Jeff Foxworthy

- If you're proud that your region makes the national news at least 96 times each year because it's the hottest or the coldest spot in the nation, you might live in Kansas.
- If your dad's suntan stops at a line curving around the middle of his forehead, you might live in Kansas.
- If you have worn shorts and a parka at the same time, you might live in Kansas.
- If your town has an equal number of bars and churches, you might live in Kansas.
- If you have had a lengthy telephone conversation with someone who dialed a wrong number, you might live in Kansas.
- You know you are a true Kansan when "vacation" means going east or west on I-70 for the weekend.
- If you measure distance in hours, you might live in Kansas.
- If you know several people who have hit a deer more than once, you might live in Kansas.
- If a brat is something you eat, you might live in Kansas.
- If you often switch from "heat" to "A/C" in the same day and back again, you might live in Kansas.
- If you can drive 65 mph through 2 feet of snow during a raging blizzard, without flinching, you might live in Kansas [see RE's column this month. Ed].
- If you see people wearing camouflage at social events (including weddings), you might live in Kansas.
- If you install security lights on your house and garage and leave both unlocked, you might live in Kansas.
- If you carry jumper cables in your car and your girlfriend knows how to use them, you might live in Kansas.
- If you design your kid's Halloween costume to fit over a snowsuit, you might live in Kansas.
- If driving is better in the winter because the potholes are filled with snow, you might live in Kansas.
- If you know all 4 seasons: almost winter, winter, still winter, and road construction, you might live in Kansas.
- If your idea of creative landscaping is a statue of a deer next to your blue spruce, you might live in Kansas.
- If you were unaware that there is a legal drinking age, you might live in Kansas.
- If Going Down South means Oklahoma, you might live in Kansas.
- If your neighbor throws a party to celebrate his new pole shed, you might live in Kansas.
- If your idea of going out to eat is a tailgate party every Friday, you might live in Kansas.
- If you have more miles on your snow blower than your car; you might live in Goodland, Kansas.
- If you find 0 degrees to be "a little chilly", you might live in Kansas.
- If you actually understand these jokes, and you forward them to all your Kansas friends, you might live in Kansas.

The ADVENTURES of RAYMOND the CAT

By Joe DeLuca



ANNOUNCING:

The Salina Region Evolution Schools for 2008

Salina Region will put on its annual **Evolution Performance Driving Schools** around the weekend of April 19-20. Possible is any of the schools offered by Evolution depending on demand. Schools could happen on the preceding Friday (April 18) or the following Monday or even Tuesday (April 21-22). It depends entirely on what classes the students want and if enough apply to fill them. Many of the instructors are SCCA national champions.

What's possible

- **Phase 1** – This is the basics, Autocross 101. Lines, apexes and how to find them, common autocross maneuvers. Lots of seat time. Evolution does require a Phase 1 before moving on to more advanced schools.
- **Phase 2** – This is the next step, Autocross 102. You begin to learn techniques that translate to quicker times on course. You really should do this next before taking other courses.
- **Challenge** – This one polishes the lessons learned in P1 and P2 with different exercises on a new course. The challenge is, at the end of the day, your instructor takes a couple of runs in your car; can you beat him?
- **Extreme** – An intense 2-day course with data-logging support so you can really see how you are improving.
- **Phase 3** – Also known as the course analysis school. You spend a lot of time learning how to walk the course to find the fastest ways through, with exercises that prove how one approach is superior to another.
- **Teen** – A special course for young drivers using autocross techniques and awareness to make them more skilled and safer street and highway drivers.

Class costs

The school is sanctioned by SCCA which means all attendant costs apply. SCCA has again raised sanction/insurance fees and also has now mandated that all autocross participants be SCCA members. To that end SCCA now offers a low-cost "Weekend Membership." For the Evolution students this membership will be covered by Salina Region SCCA -- anyone not already an SCCA member will be given a Weekend Membership which will cover all aspects of the weekend (including the separate Salina Region solo events also taking place on Saturday and Sunday).

Phase 1, Phase 2, Phase 3 and Challenge will be \$250 each.

The Extreme School will be \$450.

The Teen School will be \$150.

There will be a Phase 1 and a Phase 2 for sure. Whether the other schools are held depends on if enough apply to fill the class.

A typical day

Most Evolution schools strive for a 6:1 student/instructor ratio. The Challenge and Extreme prefers a 5:1 ratio. This usually

means maximum class sizes of 12 students if we use two instructors, or 18 if we bring in three. Or, we have even done two schools side by side with four instructors.

You do the schools in your own car. The day starts with registration and tech, just like a basic autocross, except it begins sharp at 8 a.m. and runs to about 3 or 4 in the afternoon with a lunch break. Students go out 2 or 3 at a time, 1:1 with their instructors. When your session is not on course you will either be working the course or getting ready for your next time out.

During the lunch break (lunch provided) and at the end of the day debrief sessions go over what everyone has learned.

A probable schedule (subject to change):

Friday, April 18 - Teen School

Saturday, April 19 - Phase 1

Sunday, April 20 - Phase 2

Monday, April 21 - Phase 3, Challenge

Mon-Tue, April 21-22 - Extreme

There will also be an autocross Saturday and Sunday. This is a separate event, entry is not included in the school entry fee.

How to enter

On a plain 8.5x11" sheet of paper write the following information:

- Name
- Mailing address
- Telephones (home, work, cell)
- e-mail address
- Car make, model and color
- Car's SCCA class if known
- What Evolution school(s) you want to take

Mail to me at:

Rocky Entriiken

2731 Scott

Salina, Ks. 67401

Enclose payment for at least half the school price (\$125, except \$225 for the Extreme School, \$75 for the Teen School).

Entry and first-half payment must be sent before **February 15**. If entering after Feb. 15 full payment must accompany entry. Final payment must be received by **March 25**.

For any school that is not filled by March 15, applicants will be given the option of entering a different school, or will receive a full refund of any fees paid. After March 15, because we must commit to how many instructors will be here, any person canceling will receive only a partial refund after expenses are determined, unless a later applicant fills the space.

Questions? Call or e-mail me at 785-827-5143 or rocky@spitfire4.com. Or see the website evoschool.com

Just Idling Around

In Salina in mid December we observed the first annual Rapid Climate Change Chainsaw and Snow Shovel Festival. First, the ice storm pulled a million tons of tree limbs down. 8500 buildings were without electricity - including all of the "Hill" for a week. A friend bought a brand new Huskvarna chainsaw and I used it to clean up her yard. Followed up with son Dylan's, which was the worst - initially it looked like about 5 feet deep in limbs all across the yard.

The little Husky is a great machine - model 142, Lightweight, smooth, log ripping, tree trimming fun. Friend Stan brought over his much larger older Husky 6.1, which has so much power it will tear down trees whether the chain has ever been sharpened or not; and he initially scoffed at the - expletive deleted - little 142, but later in the day, he tried it and I couldn't get it away from him until it finally ran out of fuel!

Two days after the ice we got 7 inches of snow, which is still lingering. Regardless of the evil conditions, I did drive the ZAP. Turns out it doesn't like snow and cold. Went well the first 10 miles. Great traction. Strangely enough even with only one front wheel it handles much more neutrally than a typical front drive car. Never plows, just a little power oversteer or braking oversteer. So, I figured if I got on a big parking lot I could probably get it to make a nice big arcing three wheel drift! It did at the Church parking lot, then I motored over to 118 East Republic, working on repainting the interior, because I have a contract to sell it. When I left there for the end of the day, the reverse relay wouldn't snap. Pushed it back to the curb and motored forward around the sidewalk to the neighbor's driveway and then toward the Warehouse, but after stopping at Crawford, it wouldn't move at all, though it's gauge still showed what would usually be an adequate supply of electrons. The guy behind me was gonna help push it out of the way, but the few seconds of rest helped and it did kick into gear and I eased on to the warehouse. After a night plugged into Westar Energy in the toasty 40 degree warehouse, and judiciously not driving through deep snow, sideways, etc. it was fine for about 14 miles of normal idling around the next day.

So, overall, I think the ZAP shows that battery electric vehicles can be viable in the very near future as 'City cars'. Also that 3 wheels are the way to go to beat the high costs of Federal Crash certification. I suppose the traditional car manufacturers will soon lobby to put an end to that, especially if such really cool 3 wheelers as the Aptera - see Popular Mechanics - make it to market.

The Christmas excursion to Colorado involved the rental of a U-Haul trailer. Now there's an example of a still high quality mostly all - American product. They manufacture their own trailers to a very high quality standard and then rent them out forever. I've never seen a used U-haul cargo trailer in private hands. They do sell their trucks at the wholesale auctions, but I've never seen the trailers offered. The current trailer design is all modular components, all bolted together, so that apparently if one is damaged, they just disassemble, replace the damaged parts, bolt it back and go again. Nearly everything is galvanized, stainless, or aluminum. Another intriguing bit of patented engineering design.

As advertised, it was easy to tow, no hassle, and cost less than having goods delivered from "the valley" to Estes Park. Didn't even make a significant dent in the gas mileage.

This trip was at the peak season for travel by SUV and big 4X4 pickup. I was really out of synch with my one wheel drive (OK, nominally 2) Ranger pickup. But, I had no problem getting around, even though this has been an above average Christmas - New Year Snowfall kind of year. I couldn't make it up sister Annie's driveway one time, but other than that, no problem. All my sister's cars are all wheel drive - Honda CRV and a couple Subi's equipped with Graspic Snow Tires - they are freakin' unstoppable!

Did not see any unusual cars on the road this trip, but did note that the new Impreza is the favorite 2008 vehicle on Colorado roads.

Two SCCA items caught my interest early this year. First, I second Greg Laws position published in North American Pylon, that stock class ought to be stock, so you just drive up to the event and run. I've done that many times, it's not competitive, under present rules, but can be fun.

Second, I'm intrigued by the RallyCross program. Rear drive classes are undersubscribed. I've tried it years ago with a Volvo 740 and broke an alternator bolt...High maintenance, a junky old car would be best. Strangely enough, Bill of the German Car Club of Central Kansas, just offered me an old 318i BMW for practically nothing. Should I take it and buy some knobby tires? Or wait, didn't those have an annoying tendency to turn over at a Solo Nationals years ago?

Winter, how many days to the first event?

Happy New Years Trails.



--Abner Perney