

# The Write Line

~ January 2014 ~



East Crawford Recreation Area – "The Best Concrete In Kansas"

The official newsletter of the Salina Region SCCA

## Regional Executive Views

"Anything that can go wrong, will." One has to wonder if Murphy postulated his Laws specifically for gear-heads. The MG Midget that was supposed to be ready for the 2013 Solo season is still not ready. Worse yet, it looks like we will be well into the 2014 season before it will be ready to play.

A bit of history for those readers who may not know the *Sprite RT's* legacy. About 20 years ago, I found a rusty 1969 Austin-Healy Sprite MK IV melting down in the back lot of a Bellevue, Neb., dealership. They couldn't start it, but using jumper cables, and leaning out the SU's nearly six flats, I was able to take it for a short test drive. Far enough to determine that the gears all worked.

To make a long story shorter, I nursed it down the road for almost 295,000 miles. By pop-riveting patches over the worst rust holes, overhauling the 1275 lump, and massaging the suspension, the *RT* was even competitive in local region Solos. We had a lot of fun together, the *RT* and me. The *RT* even helped me win Connie's hand. Two years back, we had to euthanize the *Sprite RT*, terminal rust. Connie and I needed a replacement.

Friend Paul Herder discovered a 1963 MG Midget MK I project for sale in south Wichita. We went for a looky-loo, and the Midget followed me home. Cleverly applied fiberglass and Bondo had fooled me into thinking the Midget had little rust. A

thorough sandblasting uncovered substantial rust. Oh well, I thought, I have a little wire welder, I'll make a spit to put it in, and we'll have it fixed in no time. That was a year and a half ago. As I write this, the rust is gone, most of the replacement panels are welded in, but only one of the fender flares is complete. Exchanging the original 3½ x 13" wheels to 6 x 14" with modern radials, required turning the rectangular-ish rear wheel fender openings to round ones (like a Bugeye or a 1973/4 Midget). As I write this, I'm beginning to understand how this old saying works: "All projects will expand to use all available time."

Enough of my whining. We'll try to keep you up to date as the MG Midget project progresses. You don't suppose there is a corollary to Murphy's Law, to the effect: "Anything that can't go wrong, will."

2014 is underway. Salina Region's 2014 officers are installed. Our 2014 Solo schedule is set. These details are reported elsewhere in this issue of *The Write Line*.

One of the objectives we, as a club, need to focus on is bringing in new participants and members. It takes no genius to notice that the majority of Salina Region's active members could be described as geriatrics. I look forward to working, and playing, with you during the coming year.

Bill Preheim

Salina Region SCCA Regional Executive

1115 E. Laurel St.

Minneapolis, KS. 67467

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(316)772-3638, cell (voice only)

## ~ ~ Next Event ~ ~

### Salina Region Annual Banquet Feb. 8, 2014 ~ Martinelli's Little Italy

6 pm Social ~ 7 pm Dinner

*If you finished in a trophy-winning position at any Salina Region event during 2013, there's an award for you at the banquet! Everyone welcome, member or not.*

RSVP needed ~ See Pg. 5 in this newsletter for more details

#### Next Business Meeting

February 8, 2014

Martinelli's Little Italy,  
Salina

5:00 p.m.

(Before banquet social hour)

*Business meetings  
are open to all  
members and guests*



## Board Members ~ 2014

• **Regional Executive**  
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• **Assistant R.E.**  
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• **Secretary**  
**KEN KENNEDY**  
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• **Treasurer**  
**CONNIE PREHEIM**  
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• **Past R.E.**  
**BILL DAYTON**  
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• **Solo Chair**  
**DENNIS SMITH**  
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• **Member At Large**  
**Chief Registrar**  
**NANCY SMITH**  
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• **Member At Large**  
**Newsletter & Membership**  
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• **Member At Large**  
**Chief of Tech**  
**ARTT MANN**  
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• **Member At Large**  
**Equipment Manager**  
**ABNER PERNEY**  
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 abscars@yahoo.com

## Other Officials ~ 2014

**Webmaster**  
**DAVID KNUDSEN**  
 706-207-8336  
 impalanar@gmail.com

## Salina Region Schedule ~ 2014

All at East Crawford Recreation Area unless noted elsewhere

<u>Event</u>	<u>Chair</u>	<u>Safety</u>
March 29 - Test & Tune	Rocky Entriken	
March 30 - Solo	Rocky Entriken	
April 12-13 - Evolution Schools	Rocky Entriken	
April 12-13 - Twin Solos		
May 18 - Solo		
June 8 - Solo		
June 29 - Solo		
July 20 - Solo		
Aug. 3 - Solo		
Sept. 7 - Solo		
Oct. 5 - Solo: Octoberfast 25	Salina Region Board	
Oct 26 - Solo		
TBA - RE Cup Challenge event by Wichita Region		

*Two "Challenge" events will comprise the Wichita-Salina Challenge, each region's drivers scoring points for an overall RE's Cup championship. Dates TBA. Both the Salina and Wichita events count in the Salina Region championship.*

### MiDiv



### SPS/R&S MiDiv Solo Series - 2014

April 26-27 — Salina  
 June 21-22 — Neosho, Mo.  
 Aug. 16-17 — Lincoln, Neb

**SCCA 2014 Solo Nationals ~ Sep. 2-5 ~ Lincoln. Neb.**

## MEETING MINUTES

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

**January 11, 2014**

Salina Region SCCA January 11, 2014, meeting was called to order by R.E. Bill Dayton, at 4:27 p.m., at Montana Mike's Restaurant, McPherson. Board members present were Rocky Entriken, Artt Mann, Connie and Bill Preheim, Monte Rans, Dennis and Nancy Smith. Guests – Sandy Entriken, Raelynn Heilig, Dale and Trace Horton, Ken and Jean Kennedy, David Knudsen, Christine Rans. Nancy reported on the election results as follows from the 17 ballots received:

Regional Executive:	Bill Preheim
Asst. Regional Executive:	Monte Rans
Secretary:	Ken Kennedy

Bill D. reported on other Board of Directors positions. He automatically becomes Past R.E. Connie Preheim was approved to continue as Treasurer; Dennis Smith volunteered and was appointed as Solo Chair. All three are automatic board members.

Non-board positions were approved as follows: Artt Mann was appointed Tech Chief, Rocky Entriken will continue to do Memberships and the Newsletter, Abner Perney previously e-mailed that he will continue as Equipment Manager (Trailer Wrangler), and Nancy Smith will continue as Chief Registrar. All four also were appointed as Board Members-at-Large.

David Knudsen will continue as Webmaster. Ken Kennedy offered to be back-up for delivering the trailer on and off site when Abner is unavailable.

At this point Bill Dayton handed the meeting over to Bill Preheim.

The minutes were presented and approved. The treasurer's report was presented. Discussion held regarding SCCA charges for which a check was written as opposed to them normally debiting our account. Rocky presented Connie with Associate Membership dues. The treasurer's report was approved.

**Old Business** – Trailer Insurance – Dennis reported that the trailer is now in his shop in Concordia and has been unloaded and an inventory can now be done. He did mention that the following items are missing from the trailer – Generator, gas can, radios and chargers and the front padlock (NOTE: Abner later reported he has the items, except maybe the padlock). **Trailer Repairs** – Dennis has removed the remainder of the roof and walk-through door material. Bill P. and Dennis will check on prices for metal vs. fiberglass roof material. Bill D. moved, and it was seconded and approved, to authorize Dennis and Bill P. to spend up to \$2000 for trailer

(Continued to Page 3)

# MEETING MINUTES

**(Continued)** repairs. Event Chair Handout – Discussion held. Dennis suggested putting this information on the website, if possible. Bill P. will e-mail a copy to all board members. Artt suggested adding a starting time to begin setting up course. A starting time of no later than 7 a.m. was agreed upon. Online registration for 2014 – David reported that he spoke to a representative of MotorsportReg.com. Their recommendation was either to accept payments online or not, rather than having both options. They want to set it up rather than allowing us to do it. They need a W-9 and direct deposit form completed, which David will forward to Connie. David suggests we leave off the online payment option until he has time to get into it. Discussion held. Rocky moved, and it was seconded and approved, to authorize David to set up MotorsportReg.com for use for online pre-registration in time for our first event. FRS Radios Donation – Discussion held. Dennis will charge them to see if they work before we proceed to offer them as a donation.

**New Business – Purchases and Supplies** – Dennis reported that with the possibility of a divisional at Ft. Riley, we may need to purchase 6-8 boxes of new cones. Artt moved, and it was seconded and approved, to approve the purchase of eight boxes of new cones. Dennis reported he had purchased four bags of chalk dust last year and it looks like we have enough to start the season and beyond. Purchasing additional helmets was discussed. We currently have nine, after one not being returned at a 2013 event. An inventory to determine the number of helmets in each size will be done and reported at the February meeting, which allows adequate time to place and receive an order. Conventions – Bill P. reported he won't be attending and he suggested Rocky be designated to represent us at the MiDiv Convention Feb. 1-2 with voting proxy. Ken made a motion to pay the convention registration fee for Rocky to attend as Salina Region's representative and it was seconded and approved. Rocky asked Bill P. to send Keith Pfautz (MiDiv Executive Committee chair) an e-mail stating he has voting proxy for the convention. 5:32 p.m. – temporary adjournment, reconvening at 5:45 p.m. Banquet – Bill P. reported the banquet is scheduled for Feb. 8 at Martinelli's Little Italy Restaurant in Salina with Martinelli's charging a minimum \$500 charge. Rocky moved, and it was seconded and approved, that we charge \$15 for adults, \$7.50 for children 12 and under. Payment is to be mailed with the RSVP to Bill Preheim by Feb. 5. MiDiv at Ft. Riley – Bill D. reported he is proposing, at the insistence of Ft. Riley's MWR office (Morale, Welfare & Recreation), that non-member pre-registered soldiers entering in the STO classes (a non-divisional class) pay \$45, which includes weekend membership fees, and does not include the cost of attending the banquet. A motion was made, seconded and approved to accept the proposal. Ft. Riley Contract and Future Events – Bill D. reported that MWR is proposing a contract be signed. Discussion held. MWR has requested discounts for the soldiers which would cause us to raise the price for others \$5-10. Once the fuel reimbursement ticket is received for trailer towing to the October Ft. Riley event, the club will have lost money on that event. Discussion held. Artt suggested sponsors, however Bill D. stated Ft. Riley has a problem with sponsorship. Discussion held with no action taken and tabled for future discussion. Bill D. noticed breakup of the surface in an area at the East Crawford site and asked if anyone had approached the city regarding repairs. 6:16 p.m. temporary adjournment, reconvening at 6:47 p.m. Rocky reported that the club debit cards expire in February and recommended the treasurer check with the bank about replacement and the number of cards needed, etc. 2014 Event Schedule – Rocky presented a schedule proposal for 2014. A motion was made, seconded and approved to accept it as proposed. R.E. Challenge – Bill P. will be attending the Wichita awards banquet and wants to propose 2014 R.E. Challenge dates and suggest we have two Challenge events each. Nancy asked about the business card and magnet schedules which we haven't done the last few years. Sandy indicated she still has the business card paper. Nancy mentioned the free business cards from SCCA which have a pre-printed design on the front with the back being blank. Nancy will check with the national office to see if it's possible to order full uncut pages instead and with the possibility of using the back side to print our schedule and cut them ourselves.

Next meeting to be held prior to the annual awards banquet at 5 p.m. at Martinelli's Little Italy, 158 S. Santa Fe, Salina.

Meeting adjourned at 7:02 p.m.

Submitted by: Nancy Smith, Secretary No More ☺

## ***Be a champion! Go for a MiDiv Championship!***

A three-event Midwest Division Solo Series has been scheduled for 2014, and it starts right here in Salina Region with the first-ever solo championship conducted at Fort Riley's Marshall Field on April 26-27.

After that is two more events, June 21-22 at Crowder College in Neosho, Mo., and Aug. 16-17 at the Lincoln Airpark, Lincoln, Neb. Both are an easy day-trip drive from Salina.

To qualify for the championship, a driver must do at least two of the Divisional events, but can score all three (if four events are held, best three count).

Each is a two-day event, on two courses, with the best time from each day added for total time. Dinner is provided Saturday evening.

Competing in a Divisional Championship is a fantastic autocross experience, a great way to expand your competition horizons.

## ***The Salina Region Solo Championship ~ 2014***

1. Points will be scored at all of Salina Region's Regional Solo events (including Ft. Riley and Yoder). Points also will be scored at the SCCA Solo Nationals in Lincoln, Neb. [Sep. 2-5] (*NOTE: for 2014 that is 13 local events plus the Nationals, total 14 events.*)

2. Points will be scored for every driver at each Salina Region event on the basis of: 12-9-7-6-5-4-3-2-1 for the top nine drivers. Any driver placing 10th or lower will also receive one point.

3. Points will be compiled at year-end only for Salina Region members. Drivers eligible for the Salina Region Solo Championships must be Salina Region members (Region of Record or Associate) by the end of September. Weekend Membership does **NOT** satisfy this requirement.

4. To encourage participation in the Salina Divisional and the SCCA Solo Nationals, those events will score regular points as in Item 2 above, plus competitors will score up to 10 points for every car they beat. For example, if you place 15th at Nationals (1 point) in a 28-car class, you can score a total of 11; if you place 4th (6 points) in a 5-car class, you can score a total of 7 points.

5. Of the possible 14 events that can be scored in 2014, the best 10 will be counted. A driver must score points in a minimum of four local Salina Region events. (*NOTE: the throw-out total is calculated by taking the Nationals plus two Regional events. In years when we conduct a Divisional, that also is included in the throw-out total.*)

6. One car makes a class.

7. A driver may compete only once for points at any event. Second-entry runs (fun runs) will not count for points and will not take positions away.

8. A driver competing in more than one class during the year will score points in each class separately.

9. Drivers competing in three or more classes through the year will be considered for the "Wild Car-d" awards. Wild Car-d award winners cannot be an award winner in any other class.

10. Ties for awards will be broken first by going to the driver who scores the most wins; second to the driver who beats the other the most in head-to-head competition. If still tied, it will stand and duplicate awards will be given.

# Introducing - Classic American Muscle (CAM)

By Raleigh and Velma Boreen  
SCCA Regional Development Managers  
(From SoloMatters)

Muscle cars have always been a passion of mine. Why did I join SCCA? It was because of the Trans-Am Series and especially the year 1970. In 1970, all of the manufacturers had entries in the Trans-Am circuit. Ford with their Mustangs, GM with its Camaros and Firebirds, Chrysler with its Barracudas and Challengers and even American Motors with the Javelin. If you were a car enthusiast in the late '60s and early '70s, you were aware of muscle cars. Today you cannot pick up any car magazine that does not talk about autocrossing and how to enhance the suspension on the car of your choice. It makes perfect sense that SCCA find a spot for these cars to compete and have fun.

The new muscle car class for SCCA Solo is a culmination of



more than two years of research in trying to find a way to get a new crowd of soloists to run our events and to join SCCA. Muscle cars dominate car

shows, concourse events and impromptu cars-and-coffee activities. Why not give these enthusiasts with muscle cars a place to play? After two years of going to events hosted by The Good Guys, Hot Rod Magazine, Monster Mopar and other organizations, it is obvious that people with muscle cars want to try autocrossing. For 2014, the SCCA Solo Events Board has decided upon a class for muscle cars in SCCA. The new class – called “CAM” – stands for Classic American Muscle.

The new class will allow all American-built cars that are front engine, rear wheel drive a place to compete. All of the cars in the new CAM class will run on 200 treadwear street tires. This fits in with the idea that all of the cars are street legal. All of the cars will need to be street legal, insured and licensed. All of the cars will need to have interiors. The engine and drivetrain are unrestricted. The class will give people a place to run if they have a 1955 Chevrolet, a 2010 Chevrolet Camaro, a 2013 Dodge Challenger, a 1970 Ford Mustang or any other American built car. We even could see cars from the 1940s and early 1950s. The class will be a Regional only class in



2014. It will be in the Solo Rulebook and we are asking that all Regions around the country offer the class and encourage people to participate in it.

This should be an exciting opportunity for our clubs to acquire

new members. Many fathers in their 40s, 50s and 60s are into muscle cars and in many cases, so are their sons and daughters. What a great way to introduce them to the SCCA!

## CLASSIC AMERICAN MUSCLE OVERVIEW

Rationale: The purpose of CAM is to attract automobile enthusiasts who are currently interested in and/or participating in the Goodguys autocross events or other similar events for “classic” vehicles (e.g.,



Street Machine, Muscle Car, Hot Rod, Truck, Street Car, Late Model, etc.) built in North America by manufacturers based in the US (e.g., “The Big Three” – GM,

Ford and Chrysler, and AMC too). These avid enthusiasts would largely be a new and different group of folks to join with us as SCCA members and participants.

However, many of these types of cars may not have a favorable classification at their local SCCA Solo events. By having a simple, single set of rules used across the country, these new autocross enthusiasts would be able to participate in multiple Regional Solo events with a more consistent experience. Additionally, this gives SCCA and the Solo Events Board an opportunity to see the viability of this type of participation at all levels of Solo events.

## SPECS FOR ELIGIBLE VEHICLES

Must be considered a “street legal” (lights, wipers, etc.), US domestic automobile of front-engine/RWD configuration or a pickup truck. Must be licensed and insured.

Must pass the mandatory safety inspection (tech) and be in compliance with Section 3, Vehicles, of the 2014 SCCA National Solo Rules. Must weigh at least 3000 pounds. All body panels must be present in the original standard locations and may be modified or replaced. Exception: High-Boys (1954 and earlier), Roadsters (1954 and earlier), and Trucks (1940 and earlier) are not required to have fenders or hood sides.



All glass must be present, may be replaced by Lexan. Interior must be finished and have minimum seating for two adults. Fuel tank/cell must be separated from the driver/passenger compartment by a metal panel/bulkhead. The fuel tank/cell must not vent into the driver/passenger compartment.

Any metallic wheels are allowed. Non-metallic wheels must be certified from an appropriate, recognized standards organization (e.g., SAE, SFI, FIA, TUV, etc.). Only DOT-approved tires with a UTQG Treadwear Grade of 200 or higher are permitted.

Electrical components and wiring, brake system and components, suspension and steering components, and engine, drive train, and associated components (internal and external) are all unrestricted.



## Salina Region Annual Banquet

Saturday, Feb. 8, 2014

Social 6 pm • Dinner 7 pm

• Awards • Camaraderie • Tall Tales •

\$15 per person • \$7<sup>50</sup> age 12 & under

Cash bar

RSVP below • Send payment by Feb. 5



*RSVP*  
Salina Region Annual Banquet

Send to: Bill Preheim  
1115 E. Laurel St.  
Minneapolis, Ks. 67467

For information: [cpreheim42@hotmail.com](mailto:cpreheim42@hotmail.com)  
316-772-3638

Name \_\_\_\_\_

How many Adults (\$15 ea.) \_\_\_\_\_ 12 & under (7<sup>50</sup> ea.) \_\_\_\_\_

Please respond before Feb. 5



# The Finish First...

## In course design, first you should create the finish

So you're the course designer for an upcoming Solo event. At some point the site utilization plan has been finalized and you know where the pits, grid, boundaries, viewing areas, and maybe even the course area entry and exit will be. Finally, you can get to work on the actual course itself. What should you figure out first? Where to put the fast stuff? Where that diabolical C-box derivative you've concocted will fit in? How close to the stage line to put the timing start lights?

Nope. The finish should be done first. Too often the finish design is left to the last, after the rest of the course has been laid out. Doing this can lead to – among other things – insufficient runout distance, car-upsetting final maneuvers too close to the timing lights, and/or overuse of exit lane cones. The designer may have become so fond of the course route and planned content that he/she is reluctant to give up some of it toward the end of the course in order to allow space for a safe finish.

That's putting the cart before the horse; safety is always first, and the sanctity of what course design guru Roger Johnson calls "Your Glorious Creation" is **always** a secondary consideration.

You have to design your finishes for all kinds of potential unpleasant scenarios; wet and/or dirty surface, fast approach, powerful heavy car, bald (or slick) tires, insanely late braking, no ABS, driver with more aggression than skill, brake system problems. Laying out the finish first allows you to decide important features like where it will aim (think of it as a loaded bazooka; where do you want it pointed?), and how long it needs to be (typical 60-zero braking distances of normal street cars are well over 100 feet, and while not all finish lines are crossed at 60 mph or more, almost no drivers hit the brakes immediately upon crossing that line). If your site dimensions or features constrain the length of your finish for some reason, you'll need to allow for that in designing your course's final maneuver(s) so that finishing speeds are reduced.

When I look at a designer's draft map, the most obvious sign that they did the course first and the finish last is an exit lane of something like 60-90 feet in length with tons of cones on both sides and a cone wall at the end, with something nobody wants to hit – or someplace very unsafe to go – shortly beyond it. That's not a calculated element, it's an afterthought. What should have happened is that the exit lane, finish line, and finish approach should have been designed first, and the rest of the course then made to flow into that sequence.

In the case of a course for something like a Divisional or Tour that will be used forwards and backwards, doing the finish job right should mean designing **two** finishes. Why? It's generally easier to change a finish that works into a start that works, than to do the inverse. A start doesn't typically require the kind of length, careful timing equipment placement, or other safety margins that a finish does. If enough room is allowed – and enough care is taken – to create a successful finish, it's reasonable to think that the component should be safe and sane, with minimal revision, to use backwards as a start. You might have to add a bend to keep a relatively straight exit lane from becoming a drag-race start, and you'll probably (though not

necessarily) have to move the timing lights. But if you thought about both uses of both ends when you laid them out, the switchover should be pretty easy and you should get to the Saturday night party before all the food and beverages are gone.

So what's a good after-the-line length for a finish? I'm happiest if I can get at least 200 feet, more at a big event like a Divisional, Tour or the Nationals (where the crazies really come out and nobody wants to brake early). That's not a hard-and-fast number by any means, just an order-of-magnitude guideline. It's entirely possible to have a safe finish-and-exit that's 150 feet long, or an unsafe one that's 250 feet long. But it's at least a place to start.

Once the rest of the course is filled in, I may extend the exit if there is room and it turns out the last course elements allow greater-than-average speeds. If I don't have room to do that, I'll revise or move or delete some of those last elements. Shortening the course up a second or two is better than putting cars, drivers, workers, and property in jeopardy.

**45 mph = 66 feet per second, so two seconds is 132 feet at a typical average Stock class speed. At 60 mph (88 fps) it's 176 feet.**

You can make that finish a lot safer by giving up a very small amount of course length in terms of time.

In all cases it's important to look at what's past the end of the exit, where that finish car is going to slide when the driver comes in too fast. Open space? Paddock? Grid? Sanikans (yikes!)? Concessions? Curbing? Buildings? Another part of the course? If that exit lane can be aimed somewhere comparatively harmless, it's a good idea to do so. If not, it needs to not only be plenty long (with extra distance after the coned exit lane ends), but the last elements need to rein in the speeds.

Like the rule book (2.2.A) says "the fastest portions of the course shall be those most remote from spectators and property." In most cases the finish and start will be in the same general area (to facilitate grid access), and that's not likely to be "remote."

Maybe you should have a dense lane of cones after the lights to "make them be careful and slow down" for safety? Simple problem with this: they won't. This feature may be effective on a few newer drivers, but experienced competitors know that cones are just hunks of flexible plastic, and those drivers will take whatever chances they think they have to in order to finish as fast as they think they can. If they miscalculate and take out a wall of cones at the finish, workers will be scrambling to get them all back up when the next car comes through, likely as not in a similar out-of-shape attitude. That too is a safety issue.

Keep the exit lane obvious but simple and easy to maintain. In summary, the finish can be the most trouble-prone area of the course, just because of where it frequently is located and how people usually drive it. Safe finishes are a critical component of safe courses, and our odds of making them that way are much greater if we think about them first, not last.

—Karen Babb

*From Solo Matters, The Official Newsletter of the SCCA Tire Rack Solo Series*

PS -- A reply from John Carriere of JACircuits: Karen notes not having "car-upsetting final maneuvers too close to the timing lights." Please note the JACircuits timer photohead and reflector work very robustly at 75-foot range. I've walked many finishes where they are only 35 feet apart. Please take advantage of the 75 feet you can use!!

*(Karen Babb of Northwest Region has designed numerous courses for the Solo Nationals and other major events.)*

## Events Elsewhere - 2014



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

(Tentative)

**Mar 22-23** Wichita @ Sunflower Aerodrome, Yoder

**Apr 6** ..... Wichita @ Sunflower Aerodrome, Yoder

**May 4** ..... Wichita @ Sunflower Aerodrome, Yoder

**June 1** ..... Wichita @ Sunflower Aerodrome, Yoder

**June 15** ... Wichita @ Sunflower Aerodrome, Yoder

**July 6** ..... Wichita @ Sunflower Aerodrome, Yoder

**July 27** .... Wichita @ Sunflower Aerodrome, Yoder

**Aug 10** .... Wichita @ Sunflower Aerodrome, Yoder

**Aug 24** .... Wichita @ Sunflower Aerodrome, Yoder

.....Blacktop Nationals in Wichita

**Sep 21** ..... Wichita @ Sunflower Aerodrome, Yoder

**Oct 12** ..... Wichita @ Sunflower Aerodrome, Yoder

**Nov 2** ..... Wichita @ Sunflower Aerodrome, Yoder

**Nov 16** ..... Wichita @ Sunflower Aerodrome, Yoder

### RALLYCROSS

**Oct 4-5** ....SCCA RallyX Nat'l's @ I-80 Spwy, Greenwood, Neb

## 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?

• Heartland Park Topeka, Topeka, Ks. • Hallett Motor Racing Circuit, Hallett, Okla.  
• Mid-America Motorplex, Pacific Jct., Iowa • Motorsports Park Hastings, Hastings, Neb.

**April 5-6** .....Double Majors @ Hallett

**July 5-6** .....Double Mid-Am @ Mid-America

**July 26-27** .....Double Mid-Am @ Hastings

**Aug. 30-31** .....Double Majors @ Heartland Park Topeka

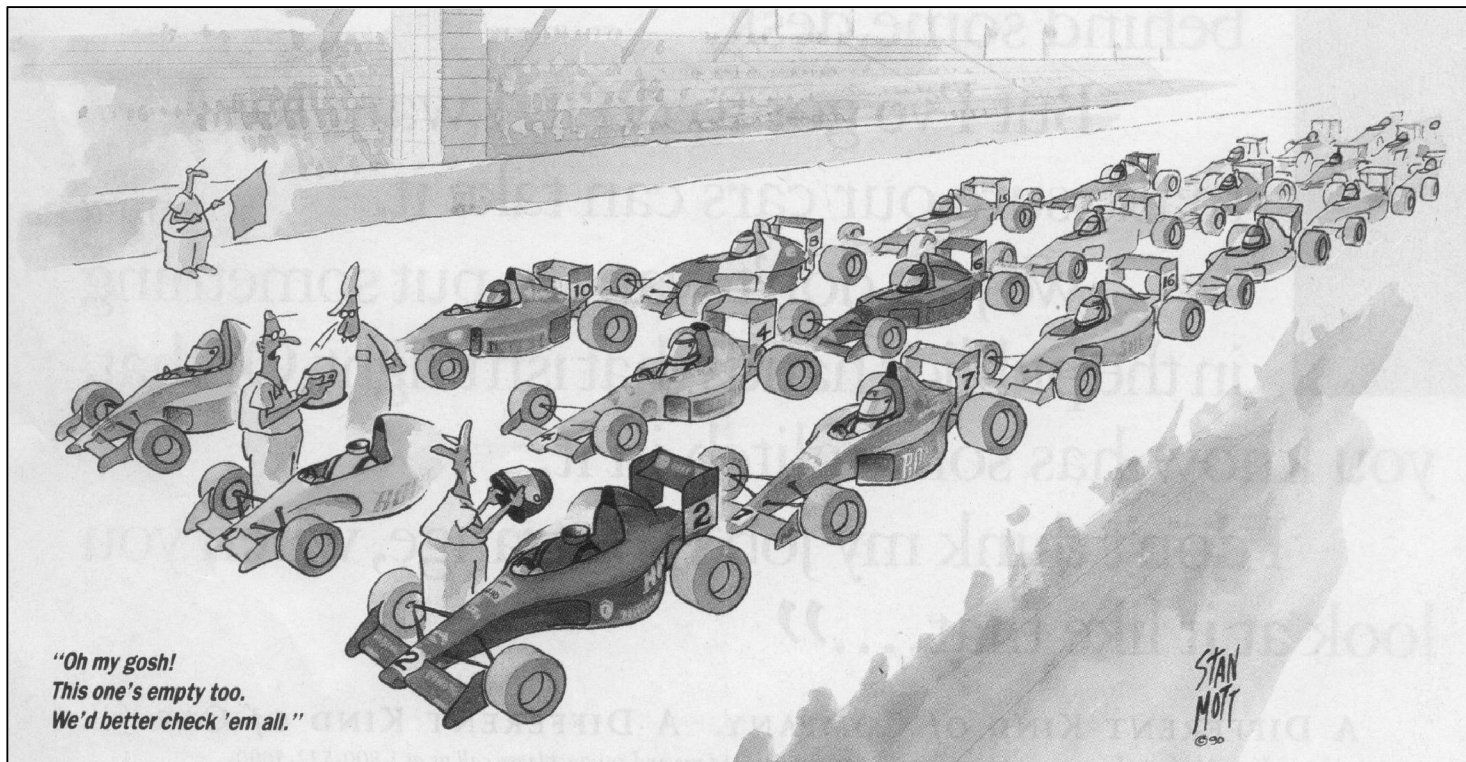
## Sign of the times

(Found in a forum somewhere)

I went to my local (parts store) today. Behind the counter a clerk perhaps 28, asked what he could get for me. "Where do you have your timing lights?" I asked. He calmly went to the computer and asked "What year and model?"

I should have known better. I was there a couple of months ago. At that time I asked for rod bearings for a small block Chevy. It was a different clerk similarly aged. He asked, "What year and model?" I said "1972 chevelle 350." He responds, "Front bearings?"

"No, all of them," I reply. "Both sides?" he queries. Then I get this a-ha moment when I seriously believed we are doing an Abbott and Costello "who's on first." So I tell him, "I don't think you understand -- engine rod bearings, standard size." So he looks at me and says, "What's that?"



"Oh my gosh!  
This one's empty too.  
We'd better check 'em all."

STAN  
MOTT  
© 90

From an old issue of Road & Track



## 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)

☐ Individual \$80.00

☐ New Club Racing Volunteer \$30.00

☐ Family \$100.00

(not an SCCA member in past 18 months, ask for details)

☐ First Gear \$45.00 (Age 24 and under)

☐ Military \$45/\$65 (after 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 \$ \_\_\_\_\_

# Salina

~~I will become a member in the region I reside in or place me in \_\_\_\_\_ 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)

12/08

### 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

Fax: (785) 232-7213

SCCA Inc.

Email: [militaryrebate@scca.com](mailto:militaryrebate@scca.com)

P.O. Box 19400

Topeka, KS 66619-0400



# Just Idling Around

I participated in Salina's Christmas Holiday Parade of Lights, providing the truck, trailer and generator for the Presbyterian Churches' floats, just a couple weeks after the last autocross held in these parts jointly by Wichita and Salina. By the time this is in the hands or on the mystical viewing screens of the loyal readers, the various winter holidays will be history. So I hope you had a joyful one or more.

Due to my sparse participation and the blowup of my Mazda autocross car, in 2013, I'm only third in the Regional ST04 points class after a couple seasons of finishing first. I had fun in the last outing in Adam's nearly stock WRX, and finished pretty well (3rd of 6) against all those young guys in their tricked out STO6 WRXs.

So what will I try for a Happy New Year? I could just get a different engine in the Mazda Protégé. That would probably be the least expensive way to go. But, I think since I've been there and done that for several years, I'd really

prefer to go back to a basically stock daily

driver/autocrosser. I think I'd really like to try a 2011 or newer 6-cylinder Mustang. Or, since it was just previewed, go completely bananas, and try to acquire the first 50th Anniversary Mustang delivered in this area with the 2.3 liter Ecoboost turbo 4-cylinder. For old time sakes, it should be White with Red interior and discreet red pinstriping. I think, since such a move should be considered my last brand new car, I'd go easy on myself and opt for the automatic transmission, and I must have heated seats.

Today's high was only 20°. I must say of all the new frivolous stuff offered in cars in the last 20 years, heated seats are the best. Kathrynne says I can buy any car I want, but if she's going to ride in it in the winter it must have heated seats! They are worth the extra. I agree.

In the wacky world of Abner's Autos, Kansas' largest non-profit used car dealer, I just acquired a

2014 Subaru Outback for a longtime friend and customer. He said he didn't care about heated seats, but I said almost all Subies have them, so you will probably get them – and you'll like it. He does! In that same wacky realm I've finally been able to drive a Ford C-Max, and two late-model popular pickups, Ford's F150 and Toyota's Tacoma.

Electrical gremlins have sneaked into my practically perfect, thus far, 2007 Volvo V50. Jan. 3, at my sisters' house we walked out into the Colorado cold, hopped in, turned the key and got absolutely nothing. No click, no lights of any kind, no electrical anything. Upon opening the hood, and uncovering the battery, I touched the negative ground post with a wrench and there was a crackly orange spark. I said "That's not a normal behavior, try the key now." Everything came to life and away we went. What was that? Capacitor

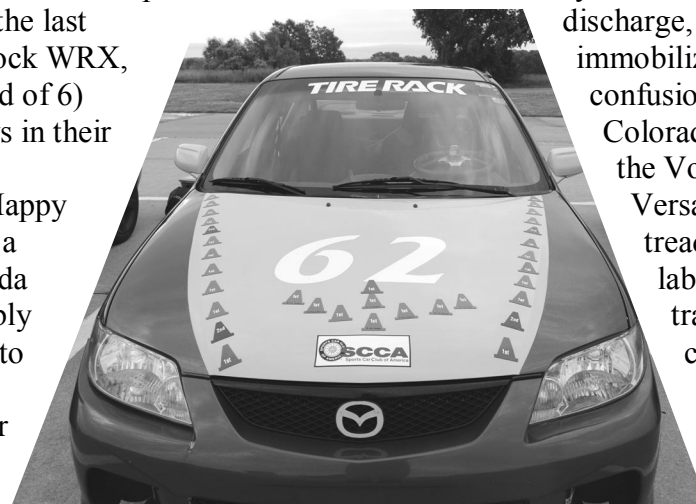
discharge, relating to alarm/engine immobilizer? Random static computer confusion? Now, Jan. 5, I'm still in Colorado, but sent our kids home in the Volvo because their Nissan Versa has rock hard 80,000 mile tread life tires that have an M+S label, but are in actuality totally tractionless when faced with common snow and ice. Then at a potty stop somewhere near Colby, they called me to ask if there are jumper cables in

the Volvo. There are. But they tightened a battery

cable, and were off. Hmmm?

Seems like we are in for a real old fashioned winter this year. Probably ought to spend some serious time in the 40° moderately heated warehouse and get some projects started. There's the sometimes operable Fiat 2000 Spyder, The Race Mazda and electrically challenged ZAP truck. They all need to go by April, so that I can have a Happy New Year.

Here's hoping you have one too. —Abner



**Still for sale – needs a little engine work**



## 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.

## Associate memberships are due now for the year 2014.

Associate memberships are for the calendar year provided your National membership is active. Join now, and your membership begins immediately and runs through 2014. Dues are \$15.00 for single memberships or 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 10-14) indicates a Region-of-Record member expiring at the end of that month. A code such as A14 or FA14 indicates an Associate Member expiring at the end of that year. A Month indicates a non-member who ran with us at that event or asked for a newsletter. Other codes refer to complimentary copies 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). For more information go to [www.scca.com](http://www.scca.com), [www.salinasscca.org](http://www.salinasscca.org) or call Rocky at 785-827-5143 or e-mail [rocky@spitfire4.com](mailto:rocky@spitfire4.com).**



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