

The Write Line

~ December 2016 ~

**SALINA
REGION**
SPORTS CAR CLUB OF AMERICA



S. Claus, HS Triumph TR3

The official newsletter of the Salina Region SCCA

Regional Executive Views REVIEWS

The snow is falling so I guess winter is finally here. I hope you all have your Christmas lists made for all the new car parts you need for the updates on your cars. Even though it's cold outside it is only about four months until the season starts again, at least for some.

It was approximately this time of year when I decided to upgrade the Phrog to fuel injection thinking I would be completed in time for the upcoming season. I really underestimated the work that needed to be completed before the car was ready for competition again. Twelve months after the start the car came alive, healthier than ever and a lot friendlier to drive.

Some of our projects seem to take way longer to complete than expected. I know of some currently underway that have been exactly that for some time now. Here's hoping you have the time to complete them so we can see your creations next season.

For next season we have already applied for a normal type MiDiv Solo Series Championship event, not the Mirror Khana format we did last season. This Divisional event will require all hands on deck to show the neighboring regions how good we can be. Our schedule is being created to provide similar events for 2017 that we enjoyed this past season. We can use some

new blood chairing events and creating new and challenging courses.

It would be appreciated and convenient if all the event chairs and safety stewards are filled for all events prior to the season starting. This way you can have a design for your course prior to the day of your event. I encourage each and every one of you to become more involved with the operations of the club. Remember, this is your club and it takes everyone's help to make it function.

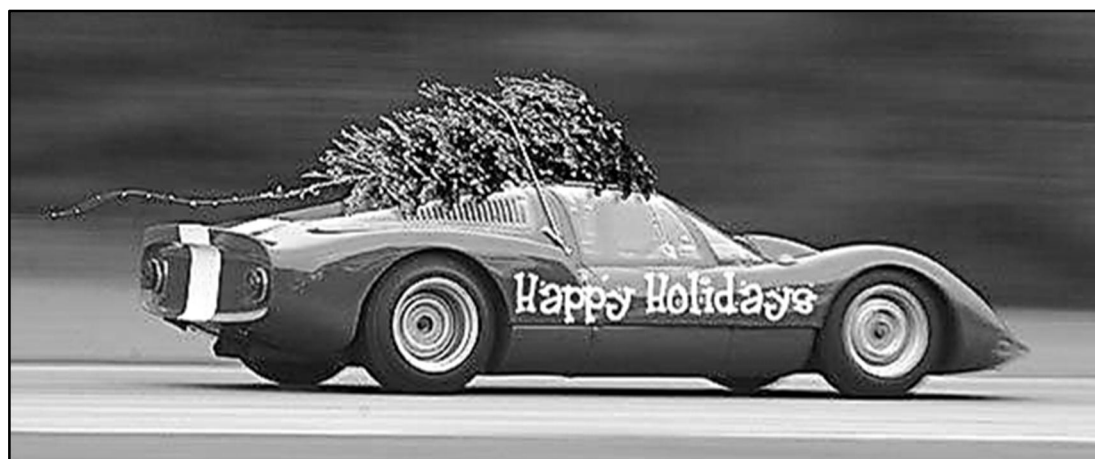
The last thing we did this year was the board got together for lunch and reorganized the trailer. All extra equipment was eliminated and cones sorted. So now there is a place for everything and everything has its place. We marked where all things go so reloading the trailer after each event it should be very easy.

We'll have another board meeting Jan. 8, also with lunch at Gutierrez, where our new officers will be installed. Be sure to vote. Your ballot is enclosed in this issue of *The Write Line*.

Our awards banquet will be held on Feb. 18 so please plan to attend, especially if you were a class winner. We always have a great dinner and a good time. For those that cannot attend and receive awards they will be sent to you by mail or given at the first event you attend.

Merry Christmas everyone and Happy New Year. See you on course,

—Monte Rans, RE, Salina Region SCCA



Next Business Meeting

Sunday, Jan. 8
11:30 a.m.

Gutierrez Restaurant
640 Westport Blvd.

(Crawford Street Exit off I-135)

*Business meetings
are open to all
members and guests*



Board Members ~ 2016

• Regional Executive
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620-327-2711 / monter@embarqmail.com

• Assistant R.E.
Development Committee Chair
RADLEE BIEN, Manhattan
479-616-6195 / radleebien@gmail.com

• Secretary
SUZANNE SCOTT-HOLMES, Junction City
785-307-5274 / sue@notsue.com

• Treasurer
CONNIE PREHEIM, Minneapolis
785-392-2532 / cpreheim42@hotmail.com

• Past R.E.
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• Solo Chair
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785-243-6753 / smnck@att.net

• Member At Large
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• Member At Large
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• Member At Large
Chief of Tech
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• Member At Large
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• Member At Large
Asst. Equipment Manager
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• Member At Large
Webmaster
BRIAN TEFFT JR., Topeka
785-220-1835 / btefft13@gmail.com

• Member At Large
Social Media / Facebook
ARTT MANN, Manhattan
785-565-3155 / racermann@gmail.com

• Members At Large
NANCY SMITH, Concordia
785-243-5192 / mustang.nanny@yahoo.com
CLINT HOLMES, Junction City
(409) 363-9889 / txspartano07@notsue.com

Salina Region Schedule ~ 2016

All at East Crawford Recreation Area unless noted elsewhere

Event

Chair

Season complete – Watch this space for 2017 schedule



SPS/R&S MiDiv Solo Series - 2016

Apr 30-May 1 — Heartland Park Topeka

June 4-5 — Salina (Mirror Khana XXXVIII)

June 25-26 — Neosho, Mo.

July 30-31 — Lincoln, Neb.

SCCA 2017 Solo Nationals ~ Sep. 5-8 ~ Lincoln, Neb.

MEETING MINUTES

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

December 4, 2016

Meeting was convened at Gutierrez Restaurant, Salina, about 11:40 am. In attendance were 17 region members. Board Members absent were Suzanne Scott-Holmes, Art Mann, and Brian Tefft Jr. Abner Perney was selected as Acting Secretary.

Minutes of the Nov. 6th Meeting were presented and approved.

The treasurer's report was presented by Connie Preheim. The major expenses related to the new timing system and the final insurance and sanction fees for the final events of the year. The report was approved by unanimous vote.

Old Business -- 2017 Officers – We still have no candidate for Secretary, which is a necessary position in order to maintain a legal not-for-profit corporation. Rocky agreed to prepare a list of potential candidates from our membership rolls, and R.E. Monte Rans agreed to make calls to them to see if that would result in the volunteering of an appropriate candidate.

Annual Meeting and Awards Banquet -- Scheduled for Feb. 18, 2017, at "Stinger's Garage" on York Street in Salina beginning at 5:30 pm. Meal is to be catered. Alcoholic beverages will be BYOB. Further details will be finalized by the January Board Meeting.

Awards were discussed at length. Several present commented that plaques for "Year at a Glance" and for place awards are problematic. Appreciation for awards that are usable – jackets, gear bags, shirts – was nearly unanimous. Ken Kennedy moved that there be no Year at a Glance plaques and that a printed certificate be substituted, designed so that the recipient may add a photo, and frame the Certificate as desired. SECOND was made by Bill Preheim. After additional discussion, the motion passed with only one negative vote.

Old Timing Equipment – A set is being donated to Powercat Motorsports, the Kansas State University Formula SAE team.

New Business -- 2017 Schedule issues were outlined by Radlee basically highlighting the events we should avoid in our plans, including Aug. 5-6 when there will be a multi-discipline major event at Heartland Park Topeka, where participants may experience Solo, Rally, RallyCross, and Road Course Performance Driving in the one weekend. Our Evolution Performance School is set for April 7-8-9. A Midwest Division Solo Series event is proposed for June 4-5 by Salina Region in conventional Solo format (Not Mirror Khana, as was done in 2016). Those present agreed Radlee should make up a schedule from those key events, to be confirmed at our January meeting.

MiDiv Convention is Feb. 5 in Springfield, Mo. Dennis Smith moved that we again offer two entries to Salina Region solo events as silent auction items. Seconded by Ken Kennedy, passed unanimously. Bill Preheim moved that we pay hotel and registration costs for our R.E. to attend. Second by Susan Puls, passed unanimously.

Trailer Registration will remain in Saline County, Abner will coordinate with treasurer when he receives the renewal. Susan Puls stated that she would like to keep annual techs on file in trailer, and have each driver with an annual sign a statement that they will ask for a re-tech, if they make modifications to the car during the season, which may effect safety. Susan also precipitated a discussion of promotion of our events in SportsCar Magazine, the Salina Journal and other media.

Next board meeting 11:30 a.m. Jan. 8 at Gutierrez Restaurant.

The meeting Adjourned about 1:15 p.m. and most of the attendees went to Ken Kennedy's home to help dispose of obsolete equipment and reorganize the trailer. That task was completed about 4:00 pm. Several of the group then zoomed to Braum's for ice cream.

Submitted by Abner Perney, Acting Secretary.

NINE TIPS FOR COMPETING AT MAJOR SOLO EVENTS

From *Mazdamotorsports.com*

We turned to SCCA's 2015 Solo Rookie of the Year and National Champion Tamra Hunt for some words of wisdom about national events. She outlined nine steps you need to know to maximize your fun and learning.

So you've autocrossed locally or regionally and you're ready to take the next step: national level competition. National events are a great opportunity to have two days of going up against a variety of competitors, and really put your skills to the test. There are three types of national solo events: Championship Tours (two courses over both days), ProSolos (mirror image autocross courses where you go head to head – but not wheel to wheel – against other competitors), and Match Tours (a Championship Tour on Day 1 and an index shootout on Day 2, all on the same course). And of course, the biggest of them all, the National Championships in Lincoln, Neb. National events are a big step forward and require some specific preparation, both for yourself and your car.

(For purposes of this article, let's assume you are going to drive your own car and you don't intend to make any setup changes.)

Step 1: Sign up for an SCCA membership, if you don't already have one. The membership will open the door to national events as well as other benefits, such as discounts for hotels, rental cars, and more. If you are still relatively new to autocross or just want to brush up on your skills, I recommend taking a Starting Line School, which includes an SCCA membership and one free national event entry in the price.

Step 2: Create a calendar of the events you plan to go to. Dates are released early in the year and can be found on [SCCA.com](http://www.scca.com) and [Solomatters.com](http://www.solomatters.com). Registration for the events opens around six weeks prior. Some events that are very popular sell out quickly, so be prepared when registration opens.

Step 3: National events have contingency programs, which means that awards/prize money can be given out to the top competitors of each class. For example, in 2016 Mazda paid out cash awards to the 1st and 2nd place drivers in Mazda vehicles in every class that has at least four people in the class, with even larger payouts for the Finale and National Championship events. There also are other contingencies based on your tire manufacturer or other parts you may have installed on your car. You can view the list of contingency awards and also sign up for them here: <http://www.scca.com/pages/main-contingency>. You must register in advance for any applicable contingencies for each national event you intend to participate in, and submit a W-9 form to SCCA. If your number or class changes, be sure you update it.

Step 4: Most contingency programs require that you run their decals on your car in specified locations. For example, Mazda decals go on the front nose/hood and rear fender/quarter panels. In addition, there are certain required decals. For 2016, an SCCA decal is required to be displayed on each side and front of the vehicle, and a Tire Rack sticker on the top of the windshield.



Most decals are available on site in the tech area free of charge once you arrive to the event, but some you have to order in advance.

Tip: Do a good buff and wax before applying the stickers – they'll be easier to take off later (if you choose to).

Step 5: Pick a unique number for your national campaign. When choosing your number, I recommend browsing the prior year results for the class you intend to race in to see if the number was previously used to reduce your

chances of conflicting with someone else. Cars run in numeric order at national events. Choose a number between 1-99 and get SCCA-legal magnets (or vinyl) ordered. If there is a second driver, they must be the same number with a 1 in front of it; for example, #72 and #172. Your numbers and class letters must use the same typeface and same color with adequate contrast to the background color. Numbers must be a minimum of 8" high and class letters at least 4" high. See the SCCA Solo Rulebook at <http://www.scca.com/pages/solo-cars-and-rules> for more details.

Step 6: If the event is far away for you, book accommodations for the weekend. For example, you can book a hotel, or some sites allows camping. I recommend planning well in advance to make sure you get the best pricing and guarantee a reservation. There are SCCA discounts for several hotel chains.

Step 7: Remember to pack everything you need. Don't forget items such as an air compressor, air gauge, water sprayer, basic tool kit, torque wrench, jack, jackstands, engine oil for your car (and paper towels to check with), your racing numbers, glass cleaner, and some detailing spray and a rag (for any contingency stickers you plan to put on your car at the event). Give your car a once over, checking bolts, fluids, wheel bearings, brakes, etc. Also don't forget to pack your personal items, such as snacks, lots of water, sunglasses, sunscreen, hat, lip balm, driving shoes, course working shoes, driving gloves, clothes appropriate for the forecast, rain gear (because if you forget it, you know it will rain!), and an SCCA-legal helmet. Put a list together ahead of time, thinking of any items you usually bring to local events, and think about any other items you should bring considering this event is a national event and potentially further away.

Step 8: Now that you've successfully registered for your first national event, keep an eye out for the Event Specific Supplemental Regulations. You'll find these on [SCCA.com](http://www.scca.com) on the page of the event. These will list the schedule, run order, and work order. Some events have a test and tune course (practice course), driving school, or practice starts (for ProSolos) on Fridays if you want some extra seat time at the site. Tech inspection and event check-in usually open mid afternoon, and the course is usually open for walking in the evening. I highly recommend arriving on Friday, if your schedule permits, to settle in and get ready for competition. If absolutely necessary, they do allow for late check-in on Saturday morning.

Step 9: Settle in, meet people, and get ready to race! At a National event you'll find all levels of drivers, a variety of cars, and a high level of excitement. Think of it like a vacation where you get to do some racing; how much better can it get than that?

Salina Region banquet scheduled for Feb. 18

If you seen an asterisk by your points total in the list below, that means you have an award coming at our annual banquet, which this year will be at “Stinger’s Garage” in north Salina. We’ll have a chance to view the collection of a local aficionado as well as enjoy a delicious catered dinner and the camaraderie of fellow motorheads.

There also will be a number of other awards to be presented. The “Year at a Glance” certificates, suitable for framing, listing every trophy finish you earned in the past season, will also be given out.

Mark your calendar now. More information will be coming in the next *Write Line*, after which banquet reservations will open on motorsportsreg.com.



SALINA REGION SOLO CHAMPIONSHIP • 2016

• SALINA REGION MEMBER

Final Points following The Last Cone Hunter

* HAS RUN THE MINIMUM 4 LOCAL EVENTS

SS-R Fred Johnson*	*93
SS Ken Kennedy*	12
Jim Gillett	9
AS Clay Johnson*	*71
Ken Kennedy*	*50
Larry Brady*	50
Johnny Huang*	41
BS Jim Hund*	45
Clint Holmes*	36
James Green	12
Clay Johnson*	7
BSL Suzanne Scott-Holmes*	49
DS Natasha Bergevine*	24
Bill Dayton*	24
Chris Bergevine*	12
ES Bill Preheim*	*85
Randy Puls*	*82
Rocky Entriken*	*77
Jim Gillett	*25
Henry Brillhart*	*19
Dennis Smith*	16
Lance Cochran*	8
ESL Susan Puls*	*84
Connie Preheim*	*75
Sharon Brillhart*	*52
Nancy Smith*	12
FS John LaRondeau*	*63

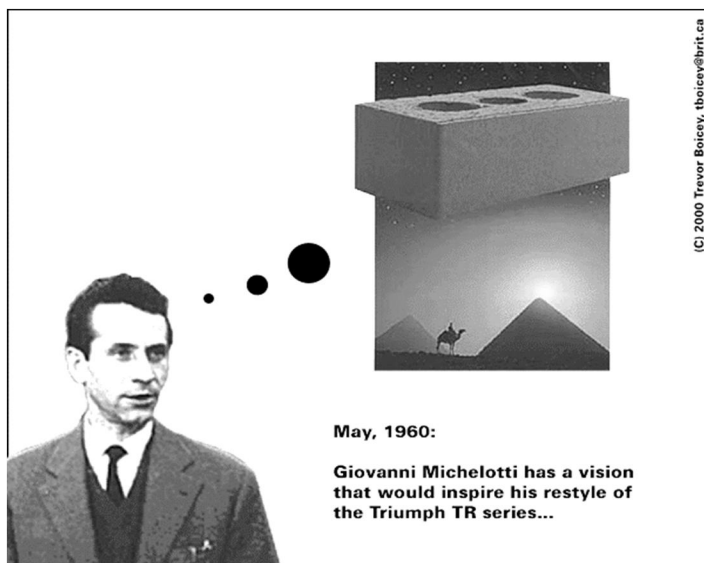
For most of the season all competitors are listed. However, only Salina Region members are eligible for championship awards and must be members before Oct. 1. As of Oct. 1 all non-member points are stripped. Associate Memberships are for the calendar year. Associate Memberships received Oct. 1 or later are good for the following year.

Russell Blume*	23	Joe Silva*	11	Nancy Smith	12
Laney Blume*	18	Sonja Hitchcock*	9	STO4 Brian Tefft Jr.*	*48
Jim Hund*	12	STXL Sonja Hitchcock*	4	Nancy Smith*	9
Don Knop*	11	STS Monte Rans*	*91	CAM-T Bob Lambert*	*48
Brian Meyer*	11	Mike Herrick	41	CAM-S James Green*	49
FSL Ann LaRondeau*	*62	Ron Williams*	39	Jim Hund*	12
Laney Blume*	17	Brian Tefft Jr.*	32	CAM-SL Jessica Green*	48
Kellie Knop*	8	Robert Clapp*	18	CAM-C Dennis Smith*	24
GS Christopher Hund*	*82	David Avar*	11	James Green*	12
Jeffrey Hund*	9	STO8 Jeffrey Hund*	40	Rodney Walters*	12
Jim Hund*	7	Dan Wilber*	16	CAM-CL Nancy Smith*	24
Abner Perney*	7	Jim Hund*	10	ASP Frank Finks*	18
HS Abner Perney*	*84	STO8L Nancy Smith*	12	Ryan Pemberton*	14
Don Herrick*	*72	STO6 Brian Hardeman*	*63	BSP Russell Blume*	12
Steve Swartz*	21	Suzanne Scott-Holmes*	21	DSP Rob Dinwiddie*	*50
Christopher Hund*	6	Ethan Branham*	20	Broc Ball*	24
Jeffrey Hund*	5	Christopher Hund*	9	ESP Andrew O'Brien*	*45
STU Mark Hill*	11	Rodney Walters*	9	Rodney Walters*	12
STX Daniel Rowland*	*45	J.D. Baughman*	7	SSM Dhruvil Shah*	*96
Charles Wilson*	35	Jim Hund*	7	SM Rodney Walters*	33
Douglas Hitchcock*	29	STO6L Suzanne Scott-Holmes*	12	SMF J.D. Baughman*	*60

XP Brian Tefft Jr.*	36
Dhruvil Shah*	9
CP Rodney Walters*	*48
Dennis Smith*	7
EM Chris Bergevine*	*60
FM Radlee Bien*	*97
Artt Mann*	*36
Brian Hagen	9
FSAE Daniel Rowland*	9
KM Clint Holmes*	21
Brian Hagen*	12
Kevin Hagen*	12
Jim Hund*	12
Steve Swartz*	12
Artt Mann*	9
JA Conner Herrick*	*55
JB Mason Herrick*	*69
Wild Jim Hund*	*†91
Suzanne Scott-Holmes*	*†82
James Green*	*†73
Nancy Smith*	*†69
Jeffrey Hund*	*†54
Dennis Smith*	*†47
† - has run 3 classes	

* NOTE: Divisional is not counted as a “local” event

Utterly Obscure British Car Humour



May, 1960:

Giovanni Michelotti has a vision that would inspire his restyle of the Triumph TR series...

A comparison of the Mazda Miata to British roadsters of the '60s and 70s: "It's pretty much like driving your Triumph except I don't have to work on mine."

My GPS says "Estimated Time of Arrival." I see "Time to Beat" and the game is on!

—103.7 CHUCK-FM

Warning: Going to sleep on Sunday will cause Monday. Please note that staying awake all night does not prevent Monday. There is no cure. —Anon

AUTOCROSS CONE KNITTING PATTERN

By Jojo Corrales-Kean
New England Region

In response to popular demand by the autocross community (yes, really), here is the knitting pattern I use to knit mini cones.

For those of you wondering what inspired this post, someone offered to/threatened to/wished he could write an article titled, "How to get past the Nationals

Hangover: A guide to knitting." My brother pointed out that I could actually write it, only I wanted to title it "How Street Mommafied spends the off season when not working or chasing after a toddler or cutting hair for G-fab boys or cooking or cleaning the house or fixing a car or making G-fab hoodies to match the color scheme of a certain ESP car."

Skill level: Rookie**Tools you need**

- Size 5 or 6 dpns (4)
- Orange yarn, worsted weight
- Fiberfill
- Welder (just kidding)

CONE

- Cast on any number of stitches that is a multiple of 3. I suggest trying 18 to see what size it is, and then adjust as necessary for the next one. Leave a long tail for attaching cone to base.
- Divide among 3 dpns.
- Join for working in the round. K 2 rows. K2tog at the beginning of each needle for 1 row. Repeat from * to * until there are 2 stitches left on each needle. Cut yarn, and use a tapestry needle to pull end through 6 remaining stitches, and tie a knot to secure. You can either tuck this in, or make a loop if you want to hang the cone.

BASE

- For the base, you may need to experiment to see how many stitches you need. When I start with 18 stitches for the cone, I use 12 stitches for the base.
- Cast on 12 (or whatever you need) stitches. Knit in garter stitch (K every row) until you have a square. For me, I will need 20 rows if I start with 12 stitches.

- Bind off, and weave in ends.

ASSEMBLE

- Stuff the cone with fiberfill. Use the long tail to attach the cone to the base. Take care that you keep the cone centered on the base.
- You're done!

* * *

SOME AUTOCROSS LESSONS LEARNED

Much like a test and tune, I've been looking for ways to

STREET MOMMAFIED

change and tweak my autocross experience for the better. Here are a few things that have worked out well for me.

1. Pack early, pack organized – For our last away event, one of the challenges was getting to the site early enough for one or two coursewalks.

One thing that always delays us is getting the baby ready to go. Now, when packing, I roll each of MJ's outfits (onesie, shirt, shorts, and socks) and secure with an elastic band. For his meals, I separate food for each day into plastic bags so we can grab and go. When I pack for solo trips (by myself, not "solo" as in autocross), I tell myself, "If I don't got it, I can buy it" but when I pack for the baby, I bring extra of everything. I'm probably going to

keep doing that though, because he wore almost all of his clothes, ate almost all of the food, and also wore almost everything he ate.

2. Walk alone – I often complain that my driving doesn't improve, but then I don't change anything. So, I decided to pick 1-2 things to change at every event. In an earlier post, I mentioned that I end up socializing or tending to baby instead of analyzing the course. For the last event, I walked at least once with Team Panda, and then walked once by myself. Okay, technically, MJ was strapped to my back, but he seemed pretty focused on the course as he didn't say much.

3. Not everything is gospel – So I'm told "You should be full throttle here, and stay in it until there." I told them later, "I really tried to get to full throttle at that spot you pointed out, but I just couldn't. But I did try to get there earlier and earlier on each run." And then my guys confessed, "We just told you to be at full throttle earlier so you'd actually get there when you are supposed to."

More tips next time.



Membership Application

Dear Prospective SCCA Member:

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

PLEASE PRINT OR TYPE

Name _____ Birthdate _____

Address _____ Telephone _____

City _____ State _____ Zip _____

E-mail _____

Spouse Name _____ Birthdate _____

Child's Name _____ Birthdate _____

Child's Name _____ Birthdate _____

Primary Interest:

Please indicate the area of SCCA in which you plan to participate, or interests you the most.
(please check only one box)

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

Membership Dues:

(Includes Salina Region dues -- \$15 for individual members, family members including spouse are free with payment of National dues)

	1 year	2 years	3 years		1 year	2 years	3 years	
<input type="checkbox"/> Individual	\$80	\$140	\$200	<input type="checkbox"/> First Gear	\$45	\$75	\$95	(Age 24 and under)
<input type="checkbox"/> Family	\$100	\$180	\$245	<input type="checkbox"/> Military	Same as individual or family			
(includes children under age 21)				(Then apply for a rebate, see below)				

Amount Due

Membership Amount \$ _____

Weekend Membership #1 _____ -\$15.00

Weekend Membership #2 _____ -\$15.00

Referred by SCCA Member _____ # _____ -\$15.00

First / Last Name & Member Number REQUIRED

TOTAL DUE \$ _____

~~I will become a member in the region I reside in or place me in the **Salina** region.~~
By accepting membership in the SCCA and any SCCA Region I agree to conduct myself according to the highest standards of behavior and sportsmanship in a manner that shall not be prejudicial to the reputation of the Club or fellow members.

Applicant's Name (Signature Required) _____

Date (Required) _____

Payment Method: ☐ Check ☐ Credit Card ☐ Money Order

Visa/MasterCard (only) Acct# _____ Exp. _____

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

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

2/10

Military Discount

If you are in active United States Military service, you qualify for a \$35 rebate making your total dues just \$45 (\$65 for family). After joining the SCCA and receiving your membership card, then mail, fax, or email a copy of your active duty orders or military identification card to:

Military Rebate

SCCA Inc.

P.O. Box 19400

Topeka, KS 66619-0400

Fax: (785) 232-7213

Email: militaryrebate@scca.com

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

Just Idling Around

—Abner Perney

I've been looking at the magazines and a few actual new cars, since it is the Season! I am most intrigued with the small and innovative cars, as always. Hybrids and plug-in hybrids seem to be the big thing now and probably the next few years. A plug-in hybrid means that you are getting a fully functional electric car and a fully functional gasoline car at the same time! Of course they generally cost more, but strangely enough, not so much, once they are used cars a couple years old. Plus, apparently due to ignorance or confusion, plug-ins seem to be no more money used than the same car as just a hybrid. Sometimes less!

The most intriguing new hybrids to me are the 5-door hatchbacks which will soon include the Toyota C-HR (Cleverly named to be confused with the non-hybrid Honda HRV and CRV), the Kia Niro Hybrid, The Prius Prime, and the Mini Countryman. The Chrysler Pacifica is supposed to be out in a plug-in hybrid version which will offer up to 8-passenger seating and be the most fuel efficient van ever. It promises to be perfect for the Great American Family Road Trip.

But for the moneyed folks, the top new hybrid looks to be the Acura NSX; right up there in the nice Middle American house price range, but much more stylish and fast! See the December/January Road and Track for their performance car of the year testing of that swoopy super car. Three motors, assisting a 3.5 liter V-6, resulting in all-wheel-drive and 500 horsepower makes it a real sports car that still achieves 21-22mpg. [Two drivers ran a 2017 NSX in exhibition runs with the 28-car Super Stock class at the Solo Nationals, would have been 16th and 19th out of 32 if running for real. —Ed.]

For 2017, I need to get my unintentional collection of cars down to a more manageable, more intentional, size. To that end I have for sale: 1980 Fiat 2000 Spider, 2007 ZapTruck, 1968 Ford Country Squire 8-passenger wagon with 428 ground pounding cubic inch engine, and the 2001 Mazda Protégé MP3, race prepared, which is needing a new engine, and a few updates for current safety rules. Call me 785-822-8570.

In current car trading inventory, I was pleasantly surprised by both the Chevy Trax and Buick Encore small SUVs. These tall 5-door vehicles feature really upright seating, as high as the ever popular Subaru Outback, and a surprisingly large interior. The 1.4 liter turbo with six-speed automatic is fast enough, the handling is also unexpectedly reassuring, and it returns an easy 26-30 mpg on regular gas. They are available either front- or all-wheel-drive. Every older sane person seeking comfortable sensible transportation that's easy to get in and out of, should have one instead of a big SUV!

As always my personal car desires for the next year are in a constant state of flux. I do want to commit to both autocross and rallycross for 2017. I don't think I want to go after a class with six different and relatively unsuitable cars as I did this year, which was fun and successful. I am considering having two different cars.

While I drove a nice looking Volt in the two rallycrosses I did this year, I learned that fairly ratty looking slightly high off the ground cars are acceptable, and fun. On the other hand, it is possible to be reasonably competitive with one car and two or three sets of wheels and tires for both types of events.

My fastest autocross runs this season, though cone-killing, were achieved in a friend's G Street Fiat 500 Abarth. Rumor has it that they will be H Street cars in 2017, which I think will put them up there with a fighting chance against the class dominating Fiesta STs of this year. In rallycross, I feel that Front Stock is the class where I have the best chance of being not last, because most of my 33 years of autocross has been in front drive cars. So one plausible strategy would be to get a Fiat Abarth, and a second set of wheels and tires and use it for both series.

Trouble is there a zillion potential scenarios. One would be to get an engine in the Protégé and return it to autocross or set it up as Prepared rallycross. Another would be to sell everything and buy a decent late model dual purpose car like say the 2015 and newer 3-cylinder turbo Mini Cooper. But again there are hundreds of potential choices out there. Another one that intrigues me because of the low price, good looking 5-door hatchback body and standard heated seats — those would have been nice this 26-degree and dropping with light snow Dec. 7 morning — is the Hyundai Elantra GT. Those are allegedly even available with stickshift!

But turning back to the simple front drive rallycross alternatives Here's a 5-car wish list:

1. Honda Civic Si with limited slip differential.
2. Ford Focus pre 2011 with stickshift because I rallycrossed one before, and I already have a second set of wheels.
3. A nice pre-1996 front drive Subaru, because they made them. Few folks remember. Subies are probably the most common rallycross cars (but not the front drive, great conversation starter) and if one can be found in decent shape it should be cheap and reliable.
4. Pontiac G6 GT for old time Amurican nostalgia
5. VW Golf, because I could also participate in the German Car Club of Kansas events with it. Most Golfs shown are lowered and made to look competition-like but aren't. A Golf sitting up full height proud on four Firestone Winterforcep snow tires with some gravel dings and abrasions would be noticed.

And now for the Christmas, New Years, Win a Lottery Wish List:

- BMW i8, still wildest looking plug-in hybrid sports car.
- Chrysler Pacifica plug-in hybrid for the grandkids and road trips.
- Chevy Bolt as best all around battery electric for the money.
- Hyundai Ionic plug-in hybrid, just to see how it stacks up to the

Volt and Prius plug-ins and because it is the only popularly priced hybrid with a 6-speed dual clutch transmission.

- Ford Fusion Sport because I haven't had an American Stealth Sedan for years and this should be one with Subaru STi-like performance and "Gee I didn't notice that!" looks.

Merry Christmas, Happy Holidays and Happy New Years Trails to you and yours.

—Abner ... Looking forward to my 34th year as Salina Region's most experienced novice!



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" memberships. Salina Region's Associate Members are eligible for all our championships and benefits.

The final option is to simply pay local region dues, in which case you are merely a newsletter subscriber, and not eligible for Regional awards, Divisional points or to compete in major SCCA events.

If you live in Manhattan, Ft. Riley or Junction City and have enjoyed competing in or attending our events, we'd love to have you become a member of our happy little club. If you should choose to join SCCA in our Region, be sure to use the membership form found in a Write Line or be sure to indicate "SALINA REGION" in the space above the signature. Geographically, Riley and Geary counties are in territory of our Kansas Region neighbors and SCCA will put you there if not told otherwise. Of course, once an SCCA member, you're welcome at any region's events. You'll find a listing of our neighboring regions' events in the "Events Elsewhere" calendar inside.



Associate memberships are due now for the year 2017...

- Associate memberships are for the calendar year provided your National membership is active. Join now, and your membership begins immediately and runs through 2017. Dues are \$15.00 for single memberships or for family memberships (which includes spouse).
- Subscriptions are available for non-SCCA members also at \$15.00 per calendar year. Please send a check payable to the Salina Region SCCA, c/o The Write Line, 2731 Scott Avenue, Salina, KS 67401.
- A code in the corner of your mailing label indicates status. A code like 09-17 indicates a Region-of-Record member expiring at the end of that month. **A code such as A17 or FA17 indicates an Associate Member expiring at the end of that year.** A month indicates someone not a member of Salina Region who ran with us at a recent event or asked for a newsletter. Other codes refer to complimentary copies being sent this year.

You must be a member to enter SCCA events. There are several different types of membership available, including Regular, Family, First Gear (under 25) and Military, plus short-term Weekend Memberships (we charge \$5). Find more information at www.salinascga.org, www.scca.com, or call Salina Region membership chair Rocky Entriken at 785-827-5143 or e-mail rocky@spitfire4.com.



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