

# The Write Line

~ February 2017 ~



Infamous Jim's Auto Art (infamousjim.wordpress.com)

The official newsletter of the Salina Region SCCA

## Regional Executive Views

With the completion of the banquet the 2016 season is officially over. Congratulations to all the award winners of the Salina Region, Midwest Division, and Solo Nationals.

We have two national-level award winners in the club, Rocky Enriken received the Dick Berger Perseverance award for his longtime association with SCCA and Mason Herrick received the McClintock-Berry Award presented to the Junior Kart Driver that achieved similar achievement as the Triad winners for solo classes.

Junior karts are in a provisional class and technically ineligible for the Triad Award, given to drivers who win two National Tour events plus Nationals in the same class (and the class must have at least three entrants). Not that easy, only eight nationwide this year including Mason.

Congratulations to both of our drivers and keep up the great driving guys. If you won an award and were not at the banquet your award will be presented to you at the first event or will be mailed to you as long as we have a current mailing address. For those who attended the banquet please thank Dennis and Nancy Smith for the evening, for those of you that missed it you missed a great meal and an opportunity to see a very nice car collection, especially if you are a Chevy fan.

The schedule has been approved and appears in this newsletter (see Page 2). We had one date to discuss and the conflict was resolved. It looks like between the surrounding regions Wichita, Kansas, and Kansas City and in Nebraska

and Oklahoma, you could about pick any weekend and go somewhere to compete (see Page 8). Hopefully I can shake my very persistent cold and feel good enough to do some updates on my car. The Salina season starts on March 25 as a test and tune then March 26 for the first solo.

There were a couple of pieces of information we learned at the Midwest Division Convention I would like to share. First, membership fees were increased by \$5.00. This includes Weekend Memberships. Also sanction/insurance fees are going up 50¢, but we increased our event entry fees a couple of years ago and decided it was not necessary to increase them again. However, the Weekend Membership bump means non-members' entry fees will increase by the \$5.00 so if you know anyone interested tell them they can save some money by becoming a full member sooner rather than later.

Second, there is a link "mm.scca.com" where anyone can complete their weekend membership online right on their cell phone or tablet prior to the event to help shorten the wait time in line at the event registration. The downside is SCCA charges the generic \$15 rate instead of the \$10 we charge. A Weekend Membership covers all activity on the weekend for which it is sold, so it only takes one, for example, for both days of our opening weekend or even all three days of our Evo School/Twin Solos weekend in April (See Page 7).

Lastly, I want to thank all the outgoing board members for the contributions they have provided the club and welcome the incoming members. The club cannot function without them. I will be introducing the new board at our first event so everyone can put a face to the names.

See you on course,

—Monte Rans, RE Salina Region

### ► Next Event ◀

**Test & Tune - March 25**  
**Solo Event - March 26**



**East Crawford Recreation Area**

**Pre-register (save \$5) – use link at [www.salinascca.com](http://www.salinascca.com)**

On-site Registration opens 8:30, closes 10:00 ~ Course open to walk by 9:00  
Novice coursewalk 10:00 ~ Driver's meeting 10:30 ~ Cars on course by 11:00

### Next

#### **Business Meeting**

Saturday, March 25  
After the Test & Tune

**Location TBA**

*Business meetings  
are open to all  
members and guests*



## Board Members ~ 2017

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## Salina Region Schedule ~ 2017

All at East Crawford Recreation Area unless noted elsewhere

<u>Event</u>	<u>Chair</u>	<u>Safety</u>
Mar. 25 – Test & Tune	Rocky Entriem	Monte Rans
Mar. 26 – Solo	Rocky Entriem	Monte Rans
Apr. 7-8-9 – Evolution Schools	Rocky Entriem	Artt Mann
Apr. 8-9 – Twin Solos	Radlee Bien	Artt Mann
May 21 – Solo	Rodney Walters	Bill Preheim
June 3-4 – Divisional Solo	Brian Tefft Jr	Susan Puls
July 9 – Solo	Artt Mann	Dennis Smith
July 30 – Solo (R.E. Challenge?)	Monte Rans	Randy Puls
TBA – Solo at Yoder (R.E. Challenge)	Wichita Region	—
Aug. 27 – Solo	Dan Rowland	Artt Mann
Sep. 10 – Solo	Dennis Smith	Monte Rans
Oct. 8 – Solo (Octoberfast 28)	Salina Rgn Board	Dennis Smith
Nov. 5 – Solo	Jim & Chris Hund	Bill Preheim

### MiDiv



### SPS/R&S MiDiv Solo Series - 2017

Apr 22-23 — Heartland Park Topeka  
May 20-21 — Oklahoma City (Remington Park)  
June 3-4 — Salina (East Crawford Rec. Area)  
July 8-9 — Neosho, Mo. (Crowder College)  
Aug 12-13 — Lincoln, Neb. (Lincoln Airpark)

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

## MEETING MINUTES

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

**February 18, 2017**

Monte called meeting to order at 4:38PM at Stinger's Garage.

### Old Business:

Minutes presented -- Ken Kennedy. Bill, motion to approve minutes, Abner seconds. Passes unanimously.

Treasury report -- Ken Kennedy. Bill, motion to approve minutes, Radlee seconds. Passes unanimously.

Monte presented Waiver requirements.

Schedule -- Wichita, KC and Salina Test and Tune events overlap - Wichita not moving. Assumed we were moving date. March 25-26 is open for Salina Parks & Recreation. Bill, Motion to move T&T to March 25-26, Radlee seconds. Passed unanimously.

SCCA Solo Rules Update -- No more printed rulebook from SCCA. online only now; may be available through Amazon-published option. Monte keeps rules on flash drive.

Written guidelines on workers -- Susan will be working on a guideline handout.

Tech line -- Location at North end near stadium, tech inspectors will not be walking around to tech, annual tech will be offered, new helmet stickers will be offered as well.

Ft. Riley Update -- Artt has set up meeting to discuss sites.

### New business:

SA2000, M2000, & K98 helmets now expired and may not be used.

Minor waivers may be sent in to National office once a year so we do not have to keep them.

New SCCA website, mm.scca.com, where weekend memberships can be completed on mobile app (Note – it charges \$15, we charge \$10. –Ed.).

(Continued to Page 3)



# HELMETS!

Every five years the helmet standards change, and this is one of those years. Helmets manufactured to the new 2015 Snell standards are now readily available and will have a sticker like that above inside.

Shown above is the brown M (motorcycle) sticker. Also legal for SCCA Solo are the new SA2015 or K2015 sticker. If you want to go full bore road racing, only the SA2015 works.

You might see stickers like these on the back of a helmet. They are **NOT** Snell stickers. They're just telling you there should be a Snell sticker inside, but always look. And "DOT" means nothing to us (but there are some FIA standards which are acceptable; check the rulebook).

As of this year, for solo events (and others of a similar safety level like track days, PDXs, etc.) the 2015, 2010 and 2005 standards are acceptable. The 2000s (and K98) are no longer any good. Except maybe as a flowerpot. For SCCA road racing only the SA2010 and SA2015 are good.

## MEETING MINUTES

(Continued from Page 2)

Ken: Motion to raise weekend memberships from \$5 to \$10 to match recent increase in what SCCA charges the region, Jim seconds. Passes unanimously.

Numbers and classes -- tape allowed if legible, class letters should be smaller than numbers, tech will advise changes made.

Kansas auto racing museum in Chapman, invitation to have a meeting there.

Event Chair & Safety Steward recruitment being handled by Radlee.

Roger Morrison wants to use region equipment Mar 30-31 for taping of "My Classic Car" TV show. Rocky, motion to allow Abner to let Roger to use old set of timing equipment, Bill seconds. Passes unanimously.

For sale ads allowed in newsletter. Editor will modify to fit.

Official SCCA gear discussed. Sign up sheet can be distributed to buy in group.

Club needs to be sure everyone has emergency contacts indicated on their MotorsportsReg.com information.

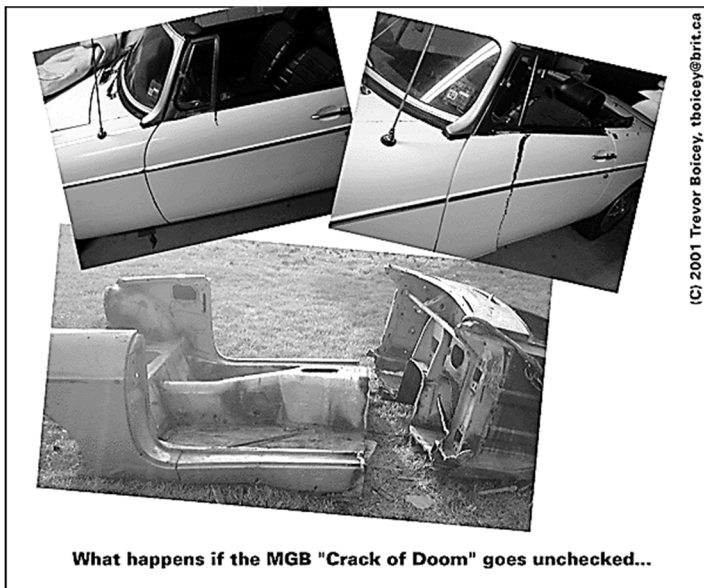
Ken Kennedy will move trailer for April 7-9 events.

Next meeting on March 25, location TBA.

Meeting Adjourned at 5:31pm

Submitted: Christopher Hund, Secretary

## Utterly Obscure British Car Humour



What happens if the MGB "Crack of Doom" goes unchecked...

## STUPIDITY

- Even duct tape can't fix stupid ... but it can muffle the sound.
- *If you think racing cars is a stupid hobby, please tell me more about golf.*
- When you are dead, you don't know that you are dead. It is difficult only for others. It is the same when you are stupid.
- *Racing cars is stupid. Only problem is, not racing them is unthinkable.*
- Stupid people are like glow sticks. You want to snap them and shake the crap out of them until the light comes on.

## FOR SALE

### Solotime magnetic 4" class letters

I have several no-longer-needed class letters originally bought from Solotime (Solo Performance Specialties) for which I'd like to find a good home. They are the "Block" font, yellow on strong magnetic material

They originally sold for \$2.50 and I'll sell them for \$1 each OBO. Available are:

- S – one
- T – two
- O – two
- 4 – two
- C – three
- R – two



I also have some in the same font and size, originally white which I have covered in matching yellow tape. These I'll sell for \$1 the pair. I have two each of:

X P R

Contact me – Rocky Entriken ([rocky@spitfire4.com](mailto:rocky@spitfire4.com))

*Do you have items for sale or trade? They can be listed in The Write Line. Send information to the editor. No cost. SCCA Members only. No commercial advertising.*



# March is Members Month

## SCCA Slashes Prices on Track Night in America Driven by Tire Rack

SCCA members and non-members both can benefit from special deal in March

**Topeka, Kan. (Feb. 21, 2017)** -- As if there aren't enough perks to being a Sports Car Club of America member, the team at *Track Night in America Driven by Tire Rack* have added another benefit with creation of SCCA Members Month, made possible with help from Tire Rack and Mazda.

SCCA Members who register in March for one of nearly 20 Track Night events planned around the U.S. during April can do so for just \$50. That's \$100 off the normal entry for Track Night in America and includes a full hour of on-track fun at some amazing circuits around the country, including Heartland Park Topeka, which has six nights scheduled, including Thursday, April 20 (*See Events Elsewhere, Page 6*).

Not a member of the SCCA? Not a problem. For only \$100, non-members signing up in March for April dates get an entry to Track Night in America and a one-year SCCA membership. Heyward Wagner, SCCA's Director of Experiential Programs, said that's a savings of more than \$120 and includes a subscription to SportsCar magazine, eligibility for all SCCA participation licenses, a car decal, insurance benefits, and discounts on club merchandise and other products and services.

Because of this discount, April Track Night events will likely sell out quickly after the March 1 opening of registration. An April schedule of events with specific dates for venues can be viewed at <https://www.tracknightinamerica.com/events>.

Matt Edmonds, vice president of Tire Rack, is excited



about his company's role in inviting SCCA members to Track Night events.

"Track Night has done a remarkable job welcoming new participants to motorsports and it's great to be part of an opportunity now for existing SCCA members to come have fun at an event," Edmonds said. "Members will certainly be excited after their experience, and we hope they help spread the word to potential new members about fun to be had with cars at Track Night in America Driven by Tire Rack."

David Cook, Manager of Mazda Motorsports Business Development, believes SCCA has revolutionized the track day experience through Track Night in America.

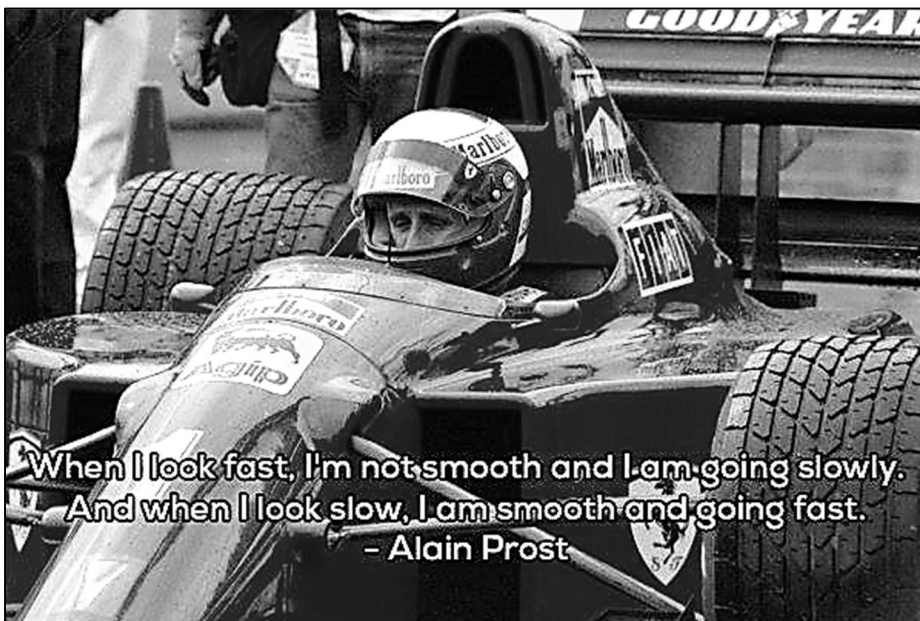
"Like any sport, first-timers in motorsport should receive coaching or training to get the most out of the experience," he said. "SCCA provides the experience to ensure Track Night drivers learn and have fun."

Track Night in America is a non-competitive, no-stress, entertaining, easy and inexpensive way for nearly anyone who loves cars or motorsports to get on a real race course in their own vehicle during weeknights. All that is required

is that participants be at least 18 years old with a valid driver's license and have an approved helmet (Snell 2005 or later) and a street car in good working condition.

No previous on-track experience or SCCA membership is required to join in the fun. Drivers participate in the Advanced, Intermediate or Koni Novice experience group so on-track activities remain fun for all. Everyone gets three 20-minute sessions on course, as well as feedback from SCCA driver coaches on site. Admission is free for people who just want to stop by and watch the fun, and leisurely circuit parade laps are provided for all Track Night in America guests.

More information and a FAQ page is at [www.TrackNightInAmerica.com](http://www.TrackNightInAmerica.com).



# Salina Region 2017 Banquet



**Abner Perney** was named Driver of the Year. He won the championship in H Street driving six different cars (Ford Focus electric, Buick Reatta, Hyundai Elantra, Mini Cooper, Fiat 2000 Spyder, and four events in a hybrid Chevrolet Volt).

**Randy Puls** was saluted as the Most Improved driver with four wins in the hotly competitive E Street class.



Rookie of the Year: **J.D. Baughman**, SMF champion — Worker of the Year, **Brian Tefft Jr.**, webmaster and master of our new timing system — Newcomer of the Year: **Clay Johnson**, AS Champion.



Solo Chair Dennis Smith and Regional Executive Monte Rans hoist the **R.E. Challenge Cup**, won by Salina Region over Wichita Region for a second consecutive year.

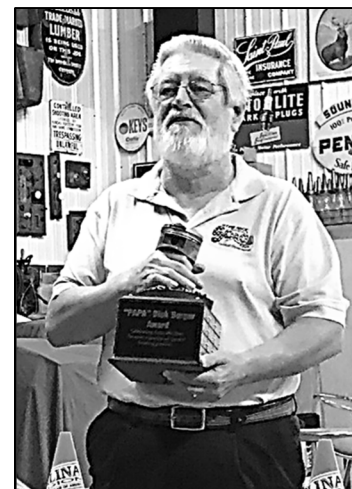


**Mason Herrick**, JB champion of the Solo Nationals, MiDiv Solo Series, Salina Region and Wichita Region, received the McClintock-Berry award, equivalent to the national Solo Triad award for Junior Karts.

## National and Divisional Awards



**Randy Puls and Susan Puls** won the ES and ESL championships in the SPS /R&S Racing Midwest Division Solo Series.



**Rocky Entriken**, one of seven 100 Percenters who have competed in all 44 Solo Nationals, was presented the Dick Berger Perseverance Award at the 2017 National Championships.

# The Salina Region Solo Championship ~ 2017

1. Points will be scored at all of Salina Region's Regional Solo events (also referred to as "local" events, including the R.E. Challenge at Yoder). Points also will be scored at the MiDiv Solo Series Divisional in Salina June 3-4 and at the SCCA Solo Nationals in Lincoln, Neb. Sep. 5-8 (*NOTE: for 2016 that is 11 local events, plus a Divisional event and the Nationals, total 13 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 a Divisional Championship event conducted by Salina Region (if held) and the SCCA Solo Nationals, those events will score regular points as in Item 2 above, plus competitors will score a bonus of up to 10 points for every car they beat. For example, a driver placing 15th at Nationals (1 point) in a 28-car class will score a total of 11 points; a driver placing 4th (6 points) in a 5-car class will score a total of 7 points.

5. Of the possible 13 events that can be scored in 2017, the best 9 will be counted. A driver must score points in a minimum of four local Salina Region events, which includes the R.E. Challenge event at Yoder, but does not include the Divisional at Salina because it is a bonus event. (*NOTE: the throw-out total is calculated by taking the Nationals, our Divisional when held, plus two Regional events.*)

6. One car makes a class. Cars must be legal for the class entered.

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. Points scored in Wild Car-d will be those scored in the regular class. 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.

11. Should a driver qualify for championship awards in two or more classes, one award will be given representing the highest placing with all qualified-for classes listed thereon.

## Salina Region's Award Winners Through The Years

Year	Regional Exec	Driver OTY	Rookie OTY	Newcomer OTY	Most Improved	Worker OTY	Racer OTY
2016	Monte Rans	Abner Perney	J.D. Baughman	Clay Johnson	Randy Puls	Brian Tefft Jr	—
ALSO: National awards: Dick Berger Perseverance Award – Rocky Entriiken; McClintock-Berry Award – Mason Herrick							
2015	Bill Preheim	Monte Rans	James Hund	Daniel Rowland	Rodney Walters	—	—
2014	Bill Preheim	Bill Preheim	Haylee Terrill	Radlee Bien	Srdjan Ortiz	Janner Ortiz	—
2013	Bill Dayton	Mason Herrick	Tim Beach	David Knudsen	—	Artt Mann	—
2012	Bill Dayton	Eric Cunningham	Christopher Mauro	Randy & Karen Eickhoff	Fred Johnson	Bill & Connie Preheim	—
2011	Bill Dayton	Mark Hill	Connie Preheim/Gordon Hanisch	—	Wichita State FSAE	—	Rocky Entriiken
2010	Dennis Smith	Bill Dayton	Caitlyn Entriiken	—	—	—	—
2009	Dennis Smith	Ann LaRandeau	Dave Matula	—	—	Bill Dayton	—
2008	Dennis Smith	unknown	—	—	—	—	—
2007	Dennis Smith	Abner Perney	Mark Pemberton	—	Nancy Smith\	Bill Dayton	—
2006	Steve Pistora	Bob Lambert	Dan Bergman	Mark Hill	Alan Reed	Barry Stockinger	Teresa Pistora
2005	Steve Pistora	Joe Silva	Anthony Dail	Mark Braun	Bill Preheim	—	—
2004	Steve Pistora	Steve Pistora	Mark Laucks	Chris Lawrie	Kelly Banks	—	Bill Pemberton
2003	Abner Perney	Joe Silva	Jeff Hrenchir	John LaRandeau	Bill Wong	—	Bill Pemberton
2002	Abner Perney	Ann Commerford/Dave Richards	Frank Sendelbach	Mark Charbonneau	Dennis Smith	—	—
2001	Dave Richards	Dave Richards	Steve Pistora	—	—	Sandy Entriiken	Rocky Entriiken
2000	Dave Richards	Rocky Entriiken	James Andrew	—	—	—	—
1999	Dave Richards	Bill Dayton	—	—	Ty Martin	Rocky Entriiken	Jarold Boettcher
1998	Dave Richards	none	Bill Dayton	—	—	Dave Richards	Tom Smith
ALSO: Race Workers - Gary & Linda Spurgeon, Carolee Miner, Don Merriman, Rocky & Sandy Entriiken							
1997	Dave Richards	unknown	—	—	—	—	—
1996	Dave Richards	Rob Pickrell	Gary Latham	—	—	Jo Richards	Gary Cook
ALSO: Race Worker - Carolee Miner							
1995	Dave Richards	Rob Pickrell	Renee Stout-Montoya	—	—	Dave Richards	Rocky Entriiken
1994	Rocky Entriiken	Barb Pickrell/Dave Richards	Mike Neustrom	—	—	—	—
ALSO: Race Workers - Rocky & Sandy Entriiken, Carolee Miner, Don Merriman							
1993	Jo Richards	Jim French	—	—	—	Dave Richards/Rocky Entriiken	—
ALSO: Race Worker - Carolee Miner							
1992	Jo Richards	Dave Richards/Rob Pickrell	—	—	—	Abner Perney	Gary Cook
ALSO: Race Worker - Carolee Miner; Novice Race Worker – Roger Coberly							
1991	Carolee Miner	Jo Richards	Adam Perney	—	—	Don Merriman	—
ALSO: Race Worker - Carolee Miner							
1990	Steve Snyder	Bill Pemberton	Jason Adamson	—	—	Rob Pickrell	—
1989	Abner Perney (Salina Chapter President)	—	—	—	—	—	—
1988	Bill Pemberton (Salina Chapter President)	—	—	—	—	—	—

# Salina Region's annual Evolution Schools open for signup

They say if you really want to take your driving to the next level, the best bang for the buck is to modify the driver.

Before you shell out those cubic dollars on new wheels and tires, trick suspension mods or sexy shocks, invest in the driver. Go to school.

Signup is open now for Salina Region's annual trio of Evolution Schools. They'll send us top-notch instructors, many of them past National Champions, to teach the mysteries of high-performance driving.

If you're new to the game, this is where you learn the secret handshake of solo. If you're experienced, this is where you break those bad habits. You use your own car. You want to be sure the brakes are in great shape, but don't waste those new tires. Actually, using ordinary tires is recommended because they'll magnify errors and actually make it easier to see their effects and how to fix them.

**Phase 1** is the beginner school, the basics. Even if you're an old hand if you've never done an Evo School before, you start here. You'll learn race-proven skills and perhaps be reintroduced to lessons you last heard about in high school driver's ed, but now you find out the "why."

**Phase 2** is the advanced school which "takes the driver

## EVOLUTION PERFORMANCE DRIVING SCHOOL

Friday, April 7 – Phase 1  
Saturday, April 8 – Phase 2  
Sunday, April 9 – Challenge School

Easiest way to sign up:  
go to [www.motorsportsreg.com](http://www.motorsportsreg.com)  
Type "Evolution" in the search box

into new areas of mental race preparation, allowing the Phase 1 skills to be applied as second nature. Various driving exercises are conducted throughout the day to improve the driver's visual and mental imaging of the course, resulting in quicker lap times."

**Challenge School** is for those who've done the P1 and P2 schools and have been

autocrossing for a while. It "forces students to combine everything they have previously learned, but on a longer, quicker, national-style, real world autocross course, complete with quick slaloms and hard shutdowns. The goal is to drive home the Phase 1 and Phase 2 concepts and make sure you still are using them while increasing the length of time on course. In addition, you receive instant feedback and one-on-one training, this time from a slightly different perspective." And at the end of the day comes the challenge – can you beat your instructor?

The cost for individual schools is \$260. There's a discounted price of \$500 for doing two schools, or all three for \$730. (Last I looked on the MSR site, there was a \$10 "lunch" option at the bottom; ignore it, lunch is provided as are drinks.) Not an SCCA member? No problem. You get a free Weekend Membership too.

## Crash & Burn School at Heartland Park

This would be a good thing for any motorsports participant to do – a "Crash, Fire & Rescue School" March 18 at Heartland Park Topeka. And it's FREE.

You're standing on a corner to chase cones at an autocross course and there's this firebottle at your feet. What if you actually needed to use it? The CFR course will teach you that and a lot more, and it could be a fun way to spend a Saturday.

The school runs from 9 am to 3 pm in the tech shed at HPT. Lunch is provided. To sign up, go to [MotorsportsReg.com](http://MotorsportsReg.com), type "Heartland Park" in the search box and choose "CFR School."

You may also learn a few more things about race safety, driver rescue, how to deal with an injury, and maybe even a little behind-the-scenes stuff about racing.

If you are a safety steward, it's good knowledge for your specialty. If you're just a course worker, it is still be useful info. Instructors may include real firefighters, EMTs, trauma doctors and experienced racing officials.



## Annual Tech

Salina Region will again be offering an Annual Tech program this year.

The program is available to SCCA members. Cars will be checked for the usual items – battery secure, all lugnuts in place and tight, throttle free, brakes firm, seatbelts functioning.

Drivers then would not need to go through the tech line at every event. The car would have a special sticker on the windshield. Helmets that meet current standards also would get a new sticker.

The annual tech does not look for things like empty trunk. It's expected that experienced competitors understand the need and will comply voluntarily.

If any major modification or structural repair is done to the car during the year, it should be re-submitted for a new annual tech. Also, any car may be spot-checked during the year.

\* \* \*

Tech Chief Rodney Walters plans to institute a new tech procedure this season. Simply enough, a Tech line will be set up near the baseball stadium. Entrants must take their cars to the line before the driver's meeting.



# Events Elsewhere - 2017



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

- Mar 19**.....\* Oklahoma @ Remington Park, Oklahoma City  
.....Wichita @ Sunflower Aerodrome, Yoder (Test & Tune)
- Apr 1**.....KC @ Blue River Prec Driving Cntr, Independence (T&T)
- Apr 2**.....KC @ Blue River Prec Driving Cntr, Independence  
.....Nebraska @ Lincoln Airpark, Lincoln  
.....Oklahoma @ Remington Park, Oklahoma City  
.....Wichita @ Sunflower Aerodrome, Yoder
- Apr 23**.....Wichita @ Sunflower Aerodrome, Yoder
- Apr 29**.....KC @ Providence MC Amphitheater, Bonner Spgs (Schl)
- Apr 30**.....KC @ Providence MC Amphitheater, Bonner Spgs
- May 6**.....Nebraska @ Lincoln Airpark (Starting Line/Test & Tune)
- May 7**.....KC @ Blue River Prec Driving Cntr, Independence  
.....Nebraska @ Lincoln Airpark, Lincoln  
.....Wichita @ Sunflower Aerodrome, Yoder
- May 26-28**.. **ProSolo/Champ Tour@ Lincoln Airpark, Lincoln**
- Jun 10**.....KC @ BRPDC, Independence (Starting Line School)
- Jun 11**.....KC @ Blue River Prec Driving Cntr, Independence  
.....Nebraska @ Lincoln Airpark, Lincoln  
.....Oklahoma @ Remington Park, Oklahoma City  
.....Wichita @ Sunflower Aerodrome, Yoder
- Jun 24-25**... Kansas/KC @ Heartland Park Topeka (double solo)
- Jun 25**.....Nebraska @ Lincoln Airpark, Lincoln  
.....NeOkla/Oklahoma @ Old Tanger Outlet Mall, Stroud  
.....Wichita @ Sunflower Aerodrome, Yoder
- July 9**.....Nebraska @ Lincoln Airpark, Lincoln  
.....Oklahoma @ Remington Park, Oklahoma City
- Jul 22-23**.....Kansas/KC @ Heartland Park Topeka (double solo)
- Jul 23**.....Wichita @ Sunflower Aerodrome, Yoder
- Jul 30**.....KC @ Blue River Prec Driving Cntr, Independence
- Aug 5-6**.....Kansas @ Heartland Park Topeka (multi-event weekend)
- Aug 20**.....Wichita @ Sunflower Aerodrome, Yoder (Test & Tune)
- Aug 27**.....\* KC @ Providence MC Amphitheater, Bonner Spgs  
.....Oklahoma @ Remington Park, Oklahoma City
- Sep 2-3**..... **ProSolo Finale@ Lincoln Airpark, Lincoln**
- Sep 10**.....\* Oklahoma @ Remington Park, Oklahoma City
- Sep 17**.....NeOkla/Oklahoma @ Old Tanger Outlet Mall, Stroud  
.....Wichita @ Sunflower Aerodrome, Yoder
- Sep 23-24**.. Nebraska @ Lincoln Airpark, Lincoln (Nebraskhana Sat.)  
.....Kansas/KC @ Heartland Park Topeka (double solo)
- Oct 1**.....Oklahoma @ Remington Park, Oklahoma City  
.....Wichita @ Sunflower Aerodrome, Yoder
- Oct 14**.....Nebraska @ Lincoln Airpark, Lincoln (Solo Trials)
- Oct 15**.....Nebraska @ Lincoln Airpark, Lincoln  
.....Wichita @ Sunflower Aerodrome, Yoder
- Oct 22**.....Oklahoma @ Remington Park, Oklahoma City
- Oct 29**.....KC @ Blue River PDC, Independence (Halloweenie)  
.....Wichita @ Sunflower Aerodrome, Yoder (Endurocross)
- Nov 5**.....\* Nebraska @ Lincoln Airpark, Lincoln
- Nov 12**.....Wichita @ Sunflower Aerodrome, Yoder

## RALLYCROSS

- Feb 26**.....Nebraska @ I-80 Speedway, Greenwood, Neb.
- Mar 18**.....\* KC @ Thunder Valley Sand Drags, Grain Valley, Mo
- Mar 26**.....Nebraska @ I-80 Speedway, Greenwood, Neb.
- Apr 7-9**.....\* **National @ Heartland Park Topeka (National Challenge)**
- Apr 22-23**... Nebraska @ I-80 Spwy, Greenwood, Neb. (School Sat.)
- May 20**.....KC @ TBA
- Jun 17**.....KC @ TBA
- Jun 18**.....Nebraska @ I-80 Speedway, Greenwood, Neb.
- Jul 15**.....KC @ Thunder Valley Sand Drags, Grain Valley, Mo
- Jul 16**.....Nebraska @ I-80 Speedway, Greenwood, Neb.
- Aug 5-6**.....Kansas @ Heartland Park Topeka
- Sep 16**.....KC @ Crowley Farm, Savannah, Mo
- Sep 17**.....Nebraska @ I-80 Speedway, Greenwood, Neb.
- Oct 8**.....\* Nebraska @ I-80 Speedway, Greenwood, Neb.
- Oct 21-22**... **National @ Heartland Park Topeka (RallyX Nationals)**
- Nov 5**.....KC @ Holsworth Acres, Garnett, Ks
- Nov 11-12**.. KC @ Prairie Moon Elementary, Lawrence, Ks
- Nov 19**.....Nebraska @ I-80 Speedway, Greenwood, Neb.

# Go

## Racing!



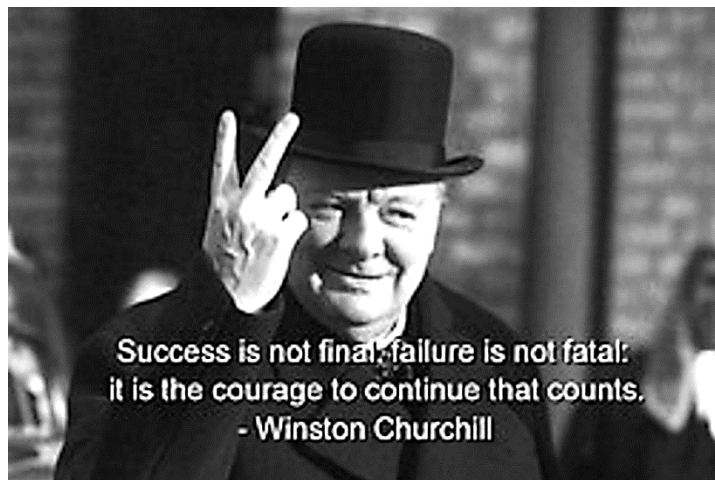
Five road course tracks are within a 3½-hour drive of Salina. Be part of the action as a race worker -- flagging on corners, timing, grid, tech, etc. Or driver?

- Hallett Motor Racing Circuit, Hallett, Okla.
- Kansas Speedway, Kansas City, Ks
- Heartland Park Topeka, Ks.
- Motorsports Park Hastings, Hastings, Neb.
- Raceway Park of the Midlands, Pacific Jct. Iowa

- April 8-9**.....\* Super Tour @ Hallett Motor Racing Circuit
- May 13-14**.....Majors @ Heartland Park Topeka (also PDX)
- Jun 3-4**.....\* MidAm @ Raceway Park of the Midlands
- Jul 22-23**.....Majors @ Motorsports Park Hastings
- Aug 5-6**.....MidAm @ Heartland Park Topeka

## TRACK NIGHT IN AMERICA

- April 20**.....@ Heartland Park Topeka
- May 12**.....@ Heartland Park Topeka
- Jun 22**.....@ Heartland Park Topeka
- Jul 20**.....@ Heartland Park Topeka
- Aug 24**.....@ Heartland Park Topeka
- Sep 13**.....@ Heartland Park Topeka



Success is not final, failure is not fatal:  
it is the courage to continue that counts.  
- Winston Churchill



# Why You'll Never Learn to Be Fast Until You Get Rid of Your Fast Car

*Some things are just easier to learn in a slow car.*

## AVOIDABLE CONTACT

BY JACK BARUTH  
ROAD & TRACK

"It's better to drive a slow car fast than it is to drive a fast car slow." I don't know about you, but if I never heard anybody say that hackneyed, stupid old phrase again it would be totally fine with me. But there's a kernel of truth in almost every cliché out there, and in this case it's something along the lines of: It's almost impossible to become a truly great driver if you start your track day career in something that can spin the tires at freeway speed. And there's a solid math-and-science reason why this is so. Allow me to explain.

There are a lot of different skills that make up the toolbox of a top-shelf track rat or club racer, but perhaps the two most important ones are *entry speed estimation* and *midcorner control*. Nearly everything else, from "The Line" to tire-conservation strategy in endurance races, can be learned by rote or by repetition, but those two require a certain amount of genetic talent and a lot of experience in appropriate hardware for the task.

Entry speed estimation is just what it sounds like. Three drivers are approaching the same corner. The first driver thinks he can turn in at 65 mph. He's wrong; that's too fast. So he spins off and winds up in the gravel or the wall. The second driver thinks he can turn in at 63 mph. He's also wrong; that's too slow. So he watches the rest of the pack drop him through the turn and down the straight that follows.

Only the Goldilocks driver has the ability to correctly estimate the entry speed at 64 mph. So he doesn't spin off and he doesn't get left behind. Instead, he comes out of the turn safe and sound, at the maximum possible speed, and he goes on to win the race.

Now, if it were just as simple as remembering a certain speedometer readout for every turn, we'd all be Fernando Alonso. But that maximum possible speed changes all the time. When it rains, when the track is cool, when it's hot, when it rained the night before, when there's oil on the track from the previous run group. When your tires are cold, when they're too hot, when the compound has been heat-cycled too many times, when you have a leaky shock. You get the idea. It's more art than science and it's what separates the IMSA pro from the black-group Porsche Club guy who does six track days a year.

Some of it you're born with, but it's really a skill that you *learn* by entering 10,000 corners and seeing when you guessed right and when you guessed wrong and by how much. You start by making big mistakes and then you graduate to making small mistakes and pretty soon you're only making mistakes compared to Wolf Henzler or Max Verstappen.

The problem is this: if you start with a car that arrives at a corner in a big hurry, you won't be able to exercise fine-grained control over your corner entry speed. Let's say you're heading towards China Beach at Mid-Ohio. In a stock Miata, you'll arrive at 105 mph; in a Boxster, 135; in a Z06, 160; in a LaFerrari, maybe 180. Now let's say that you need to practice choosing the right speed between 46 and 49 mph to hit the apex of that downhill right-hander. Do you think you'll be more precise if you're starting from 105, or from 180?

Obviously it's easier to brake down from 105 to 47.5 than it is to brake down from 180 to 47.5. Even if you have carbon-

ceramics and fresh pads and everything else. Braking from 105 to 47.5 is something I can teach most students in a couple of days. Braking from 180 to 47.5 is a genuine challenge for everybody, every single time.

Since nobody wants to wreck their car, most LaFerrari drivers will choose a conservative approach that puts them into the turn at 45mph, or even 40. The Miata driver, with more time to think about it and less energy to shed, can come closer to the right speed with the same effort. It's simply easier to practice your corner entry in a slower car.

Now what happens when you make a mistake and enter the corner just a touch too fast? Well, that's where a slower car with less tire and less grip also shines. It's far easier to fix a slide in a 318i on street tires than it is to make the same correction in a Hoosier-shod McLaren F1. You're not going as fast. The forces involved are lower. You have more time to fix the problem. And if you go off track despite your best intentions, you're less likely to hit the wall and end your weekend. Simple as that.

The more time you have to fix small mistakes in the middle of the corner, the better midcorner control you will have. And as Ross Bentley always likes to remind me, the greatest drivers are distinguished by their midcorner speed, which means midcorner control. You learn that by pushing the limits just a little bit every time and catching the slides and pushes that result.

Some of us are lucky enough to pick up these skills in youth karting. My son's 50cc TopKart has a lot of grip and not much power, so he is learning entry estimation and midcorner control at relatively low speeds on very small, safe road courses. Most drivers don't have 10 years in karting to prepare them for their first track day. They arriving with only the skills they've learned on the road, most of which are useless. The best way to get them up to speed is to give them a slow, predictable car in which they can be bold. One in which they can make mistakes without major penalties. In other words... a 1.6-liter Miata on street tires.

Given enough time and enough innate talent, those novice drivers will eventually be able to transfer those skills to Corvettes and the like. The drivers who started in very fast cars, by contrast, won't learn as quickly. As odd as it sounds, the best way to be a quick Ferrari or Lamborghini driver is to start in something that isn't a Ferrari or Lamborghini.

And *that* is how the average expert-run-group Miata driver has managed to get such a big ego. He saw himself improve over time while the Corvette owners who started with him haven't made the same kind of progress. It's led to him thinking that he's just better-suited to performance driving, when the truth of the matter is that he was just lucky or smart enough to start with the right tool for the job.

So if you're a Shelby or Lamborghini owner who's tired of being lectured by those guys, don't hesitate to join them for a bit. Rent or buy a Miata. Work on entry-estimation and midcorner control skills. When you're satisfied that you're driving that slow car as well as you can, then hop back in your mega-power ride and use those same skills to really burn the asphalt off the track. Then you'll have the satisfaction of sitting there at lunch and explaining to all those four-cylinder jokers what the real gospel truth of the matter is: there's nothing better than having a fast car and being able to drive it just as fast as it deserves to be driven.



## Membership Application

### Dear Prospective SCCA Member:

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

Name \_\_\_\_\_ Birthdate \_\_\_\_\_  
Address \_\_\_\_\_ Telephone \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
E-mail \_\_\_\_\_

Spouse Name \_\_\_\_\_ Birthdate \_\_\_\_\_  
Child's Name \_\_\_\_\_ Birthdate \_\_\_\_\_  
Child's Name \_\_\_\_\_ Birthdate \_\_\_\_\_

### Primary Interest:

Please indicate the area of SCCA in which you plan to participate, or interests you the most.

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

### Membership Dues

(\*Includes Region dues)

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

\* First Gear applies to members 24 years old and younger

### Amount Due

Membership Amount \$ \_\_\_\_\_  
Weekend Membership #1 \_\_\_\_\_ -\$15.00  
Weekend Membership #2 \_\_\_\_\_ -\$15.00  
Referred by SCCA Member \_\_\_\_\_ # \_\_\_\_\_ -\$15.00

First/Last Name & Member Number REQUIRED

**TOTAL DUE \$** \_\_\_\_\_

*I want to belong to **Salina (110)** Region (if no region is selected. The default region will be assigned by address). By accepting membership in the SCCA and any SCCA Region, I agree to conduct myself according to the highest standards of behavior and sportsmanship in a manner that shall not be prejudicial to the reputation of the Club or fellow members.*

Applicant's Name (Signature Required) \_\_\_\_\_

Date (Required) \_\_\_\_\_

### Payment Method:

☐ Check ☐ Credit Card ☐ Money Order

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

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

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

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

01/17

### Military Discount

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

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

Fax: 785-232-7213  
Email: [militaryrebate@scca.com](mailto:militaryrebate@scca.com)

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

# Just Idling Around

—Abner Perney

Rocky put a filler photo with caption at the bottom of my December column which said “I just want to escape and take a nice long road trip.” So I did. Two weeks of January/February was a 4000-mile jaunt to Big Bend and other West Texas places, to See the Rio Grande before it is all walled off, and a bunch of art and sand and seashells and miles of good road, and many small towns in decline, and some Road Runners, Artsy Marfa, some wild hogs, at least a couple coyotes, bunch of deer, two Dr. Pepper Museums in Dublin and Waco, some quilt shops and a Mercedes dealer, and the apartment complex where we lived in 1969-70, and a bad Mexican restaurant in Terlingua and a great Mexican restaurant in Port Aransas, and stayed in Price Tower, the only Frank Lloyd Wright high rise that was built, and The Pioneer Woman’s Pawhuska Mercantile, and the Border Patrol’s Sport Gunboats in Action, and some other stuff including Enchanted Rock and the Pie Shop in Fredricksburg, and some real cowboys and ranchers, and finished up with Valentine’s Day Dinner at Fly Boy Brewery and Eats in downtown Sylvan Grove, Kansas.

But that’s not what Rocky asked me to write about, so it is just one really bad run-on, yet incomplete, sentence.

Rocky asked me to review 2016 and how I became “Driver of the Year.” That’s a tough assignment, because I chronicled it as it happened on these pages. But, for the redundancy, I won H Street in Salina Region though the simple plan of showing up for as many events as I could, and driving off-beat cars, most of which had never before been seen on the Salina solo grounds. The five cars were: 1988 Buick Reatta, 2013 Ford Focus Electric, 2015 Hyundai Elantra, 2013 Chevrolet Volt (four times) and 1980 Fiat 2000 Spider (*psst, six actually, including the 2002 Mini he drove at RE Challenge 16.1. —Ed.*).

I never came close to beating Don Herrick in his new Ford Fiesta ST. I have four “First Place” trophies,

but I think only one involved a second car and driver in the class. That’s the way a kazillion classes work in a small region. The events that pleased me most were the Mirror Khana in GS, where in a borrowed Fiat 500 Abarth, I beat the eventual winner to the finish line on the first run, but coned out. I also coned out my second run, but I’m sure both runs were the fastest I went all year! So that was a really odd, yet fun event.

What I was most pleasantly surprised with were the two Rallycrosses both driven with the Chevy Volt with the wrong tires. The first at the Hutchinson Fair Grounds conducted by the Wichita Region, had only 10 entrants and I was second of 2 in the Stock Front Drive class, but not last overall. The other event was conducted by the Kansas City Region at Heartland Park, Topeka. There, with 42 cars in all classes I was

perfectly fair to middlin’ with a finish of 21st overall, and 3rd in a five-car Front Stock Class!

So why does this merit “Driver of the Year?” I don’t know; but I thank the board members and the club!

As for 2017, I speculated that the Fiat

500 Abarth would be moved to HS. It has been. I think it should be competitive with the ST Fiesta, but I haven’t bought one yet. I also haven’t replaced my SA2000 helmet with an

upgrade as required by the rules. I have only a month to get that done and decide on a car and class for this year’s season.

I am already committed to travel which will eliminate three of the region’s events and one nearby rallycross. So that’s a mixed feelings situation. I really think what I want to do is get a potentially competitive front-drive car and run both solo and rallycross with a slightly serious attitude – meaning one car and appropriate tires.

I hope to make the March Test and Tune with such a setup. I’ll be as surprised as you to find out what it is. I came perilously close to acquiring a Mini Cooper 2013 Coupe on Friday the 17th at the local wholesale auction, but the owner wanted another \$1000 over my legitimate high bid. So that cute little booger of a car went back to Junction City.

Enjoy the mild winter, Happy Trails and see you at Solo Salina March 25-26 for our Test and Tune and first event.

—Abner



**The Chevy Volt**



**The Fiat Spider**



**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.salinasccla.org](http://www.salinasccla.org), [www.scca.com](http://www.scca.com), or call Salina Region membership chair Rocky Entriken at 785-827-5143 or e-mail [rocky@spitfire4.com](mailto:rocky@spitfire4.com).



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 Sports Car Club of America  
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 Salina, KS 67401