

# The Write Line

~ January 2018 ~



Infamous Jim's Auto Art

The official newsletter of the Salina Region SCCA

## Regional Executive Views

Its Banquet Time! As announced earlier, our season-end awards banquet will be Feb. 24, it'll be at the Brookville Hotel in Abilene, Ks. for their famous chicken. The club is going to cover part of the cost so come join us for some great food and cheer on all the award winners from last year. They will start serving at 5:30 so arrive early and get some bench racing before dinner.

From the election, three members were placed on the board, myself for another run as RE and Jim Hund as Assistant RE, and new to the board is Clint Holmes as secretary. Bill Preheim continues on the board as Past RE. As our first order of business, we appointed Dennis Smith as Solo Chair and Ken Kennedy continuing as Treasurer. In addition, Nancy Smith resumes as Registrar.

Other Board Members-at-Large continuing are Rocky Entriken (newsletter/membership), Rodney Walters (tech), Abner Perney (equipment), Brian Tefft Jr. (timing/web-master) and Artt Mann (social media).

Remember, this club exists because of members willing to step up and be part of our club board of directors. Next year will be here before we know it and a new set of board members will be needed so if you are interested please let the existing board know. I would like to offer a huge **Thank You** to the non-returning board

members – Christopher Hund, Radlee Bien, Susan Puls – for their untiring services, and welcome the new incoming members for stepping up and joining the board. Also, my great appreciation for the returning board members for their continued service.

One thing that I would like to see is to complete the roster for event chairs and safety (see partial roster, Pg. 2), so, if you would like the challenge to chair an event get your name in early. There will always be people around to lend a hand if needed and we can always use some new creative minds to design courses. I do have a scaled version of the site for everyone's convenience for course design if they choose.

Another opportunity that has come up this year is the need for a licensed youth safety steward. If you are interested in this there will be online training offered from what I understand at this time. There will also be a training session Feb. 11 at the MiDiv Convention in Independence, Mo. There is no cost to attend the training session.

So, don't forget Feb. 24 the Salina Region annual awards banquet to finish out the 2017 season and start 2018. Also, other dates of interest like March 17 for our test and tune, followed by our first event the next day, and April 13, 14 and 15 for the Evo school and twin solos.

See you at the banquet,

—Monte Rans, RE

Salina Region SCCA

► Next Event ◀

*Feb. 24 -- 5 p.m.*  
*Salina Region Awards Banquet*

**Brookville Hotel**  
SINCE 1870

**Abilene, Ks.**

See  
Flyer  
Pg. 5

**Next  
Business Meeting**

February 24 – 4:30 pm  
**Brookville Hotel**  
Abilene, Ks.  
(Buckeye exit off I-70)

*Business meetings  
are open to all  
members and guests*



## Board Members ~ 2018

• **Regional Executive**

**MONTE RANS, Hesston**  
620-327-2711 / mcrans@cox.net

• **Assistant R.E.**

**JIM HUND, Manhattan**  
785-550-2655 / jvhund00@gmail.com

• **Secretary**

**CLINT HOLMES, Junction City**  
409-363-9889 / txspartano07@live.com

• **Treasurer / Asst. Equipment Manager**

**KEN KENNEDY, Salina**  
785-643-2225 / kennethkennedy@cox.net

• **Past R.E.**

**BILL PREHEIM, Minneapolis**  
316-772-3638 / cpreheim42@hotmail.com

• **Solo Chair/Chief of Safety**

**DENNIS SMITH, Concordia**  
785-243-6753 / smnck@att.net

• **Member At Large**

**Newsletter and Membership**  
**ROCKY ENTRIEN, Salina**  
785-827-5143 / rocky@spitfire4.com

• **Member At Large**

**Chief Registrar**  
**NANCY SMITH, Concordia**  
785-243-5192 / mustang.nanny@yahoo.com

• **Member At Large**

**Chief of Tech**  
**RODNEY WALTERS, Abilene**  
(785) 209-1036 / fairwarning5@gmail.com

• **Member At Large**

**Equipment Manager**  
**ABNER PERNEY, Salina**  
785-822-8570 / abscars@yahoo.com

• **Member At Large**

**Webmaster / Chief of Timing**  
**BRIAN TEFFT JR., Topeka**  
785-220-1835 / btefft13@gmail.com

• **Member At Large**

**Social Media / Facebook**  
**ARTT MANN, Manhattan**  
785-565-3155 / kskartracing@gmail.com

## Salina Region Schedule ~ 2018

All at East Crawford Recreation Area unless noted elsewhere

<u>Event</u>	<u>Chair</u>	<u>Safety</u>
Feb 24 (Annual Banquet)	Monte Rans	—
March 17 (Test & Tune)	Brian Tefft Jr	
March 18 (Solo)	Brian Tefft Jr	
April 13-14-15 (Evolution Schools)	Rocky Entriken	Bill Preheim
April 14-15 (Twin Solos)	Abner Perney	Dennis Smith
May 6 (Solo)		
May 20 (Solo)		
Jun 1-2-3 (Divisional Solo)	Brian Tefft Jr	Monte Rans
Jun 24 (Solo)	Dennis Smith	Ken Kennedy
Jul 15 (Solo)		
Aug 12 (Solo)		
Sep 9 (Solo)		
Sep 23 (Solo – RE Challenge #1)	Monte Rans	
Oct 7 (Solo at Yoder – RE Challenge #2)	Wichita Region	—
Oct 21 (Solo – Octoberfast 29)	Salina Region Board	
Nov 4 (Solo)		

### MiDiv



### SPS/R&S MiDiv Solo Series - 2018

Apr 20-22 — Topeka (Heartland Motorsports Park)

June 1-3 — Salina (East Crawford Rec. Area)

June 22-24 — Neosho, Mo. (Crowder College)

Aug 3-5 — Lincoln, Neb. (Lincoln Airpark)

*Possibly one more TBA*

**SCCA 2018 Autocross Nationals ~ Sep. 4-7 ~ Lincoln. Neb.**

## MEETING MINUTES

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

Salina Region SCCA Jan. 14, 2018, meeting was called to order by R.E. Monte Rans at 2:10pm at Gutierrez Mexican Restaurant, Salina, KS. Board Members present were Monte Rans, Rocky Entriken, Ken Kennedy, Bill Preheim, Artt Mann, and Brian Tefft. Also present were Dennis Smith, Nancy Smith, Clint Holmes, and others.

The Nov. 5, 2017, minutes were presented and approved unanimously. Motion to approve by Rocky, second by Brian.

Treasurer's Report for Nov-Dec 2017 was presented and approved unanimously. Motion to approve by Artt, Second by Brian.

### Old Business -

Officer Election - The 2018 officer election results were certified. Monte Rans elected Regional Executive, Jim Hund elected Assistant R.E, and Clint Holmes elected Secretary. Bill Preheim remains past R.E.

Board Appointments - The four elected and holdover officers appointed Ken Kennedy to continue as Treasurer and Dennis Smith as Solo Chair. The six then appointed as At-Large board members Chief Registrar, Nancy Smith; Chief of Tech, Rodney Walters; Equipment Manager, Abner Perney; Newsletter and Membership, Rocky Entriken; Social Media and Youth Steward, Artt Mann; Webmaster and Chief of Timing, Brian Tefft. Appointments were approved by a vote of 6-0.

Annual Banquet - Artt is making arrangements for the banquet at the Brookville Hotel, Abilene, Ks. Cost to be \$20 each.

Approved unanimously.

Business Cards for Handout - Business Cards with magnetic backing approved for order unanimously.

Event Schedule - Board reviewed printed event schedule, approved unanimously.

Annual Tech - Board approved of the ordering of annual tech stickers by Ken. Annual Tech will begin on at the test & tune event March 17. In the event a car sustains damage, Board approves annual tech to be revoked until issue is corrected.

**(Continued to Page 3)**

# Events Elsewhere - 2018



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

ALWAYS CONFIRM THE EVENT BEFORE MAKING A LONG TRIP!

(\* = Salina Region event on this date)

## AUTOCROSS

**Mar 25**..... Wichita @ Sunflower Aerodrome, Yoder (Test & Tune)  
**Apr 8**..... Nebraska @ Lincoln Airpark, Lincoln, Neb.  
 ..... Wichita @ Sunflower Aerodrome, Yoder  
**Apr 29**..... Wichita @ Sunflower Aerodrome, Yoder  
**May 5-6**... \* . Nebraska @ Lincoln Airpark, Lincoln, Neb.  
**May 25-27** .. National @ Lincoln Airpark: Spring Nationals (Pro/Tour)  
**May 27** ..... Wichita @ Sunflower Aerodrome, Yoder

## RALLYCROSS

**Feb 24**..... KC @ Thunder Valley Sand Drags, Grain Valley, Mo

# Go Racing!



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

• Hallett Motor Racing Circuit, Hallett, Okla. • Heartland Motorsports Park Topeka, Ks.  
 • Motorsports Park Hastings, Hastings, Neb. • Raceway Park o/t Midlands, Pacific Jct. Iowa

**Apr 7-8**..... Super Tour @ Hallett Motor Racing Circuit, Okla.  
**Apr 28-29** ..... Majors @ Heartland Motorsports Park, Topeka  
**Jul 21-22** ..... MidAm @ Heartland Motorsports Park, Topeka

# MEETING MINUTES

(Continued from Page 2)

Midwest Division Annual Dues – Annual Dues to Betty Martin with invoice going to Ken.

ECRA concrete repairs update – Current status is that the city will not repair the surface and due to extremely high cost of concrete repairs the board approves the use of cold patch asphalt with Ken purchasing 3-4 bags locally to test and if approved for future use will look into a bulk purchase.

## New Business –

Bump Order – The board passed unanimously that there will be no bump order this season.

Licensed Youth Stewards – Artt and Monte are appointed by the board to be youth stewards. Artt will follow up with requirements and standards on licenses and training.

Year at a Glance Awards – Rocky will be buying frames for the awards. Dennis motion for approval, Artt Second. Approved unanimously.

Free Entries for Silent Auction at Convention – Dennis motion for 2 entries, Brian second. Board approved unanimously.

Events at Ft Riley – No new information at this time. Event will not happen during 2018. Artt will continue to work on getting approval for event at Ft Riley.

Next meeting set for Feb 24 at 4:00PM just before annual banquet.

Meeting adjourned at 4:00PM

Submitted by: Clint Holmes, Secretary



# SCCA sets new championship

**LAS VEGAS, Nev. (Jan. 19, 2018)** -- Unveiled during the 2018 SCCA National Convention in Las Vegas, Nevada, the Sports Car Club of America announced creation of a new Time Trial Nationals event that joins the ranks of the National Championship Runoffs, Solo Nationals, Rallycross National Championship and Unites States Road Rally Challenge.

Scheduled to take place Sept. 28-30 at NCM Motorsports Park in Bowling Green, Ky., the Time Trial (TT) Nationals will open with a full day of track lapping sessions for testing and practice, or can be used to earn a TT novice license permit and possibly an SCCA TT license by the end of the weekend.

The second day of TT Nationals will open with 20-minute seeding sessions used to determine run groups and orders, then a traditional time attack in the afternoon where drivers get one warm-up lap, followed by a single lap to post their best time.

For the final day of TT Nationals, NCM Motorsports Park will be divided into sections for point-to-point runs. Each competitor will have multiple chances to put down their best time on the shortened segments of track.

Heyward Wagner, SCCA's Director of Marketing and Experiential Programs, said a committee is currently constructing a ruleset for the TT Nationals, as well as addressing car classes for the event. Fourteen classes are being considered and include slots for vintage cars and electric vehicles.

"This year we aim to establish SCCA as the leader in amateur Time Trials competition in the United States," Wagner said. "Additionally, we will look to generate an event format for the TT Nationals that can be adopted in whole or parts by regions for their TT events. We want to help regions see how TT can be a useful tool for drawing automotive enthusiasts to the club to have fun with cars."

Mike Cobb, SCCA President & CEO, said partnering with the SCCA for the TT Nationals will be Mobil 1, Koni, Hawk and the NCM Motorsports Park.

"With the help of partners and an experienced group of SCCA members, I'm sure the TT Nationals will grow to be another gem in our Club's championship crown," Cobb said. "To some degree, TT Nationals combines the Runoffs with Solo Nationals. There will be competition, there will be camaraderie, and there will be plenty extracurricular social activities."

Announcement of the TT Nationals comes on the heels of the recent rebranding of a group of activities existing between autocross and road racing, activities that occur on closed courses but do not involve door-to-door competition. These activities, once all bundled under the Time Trials banner, now each have a separate identity within the SCCA. Moving forward, all on-track, competitive, timed events will be branded as Time Trials (TT). Non-competitive events will be branded as Track Events (TE), and Hillclimbs remain unchanged. This rebranding, however, does not impact how divisions or regions run programs.



# Registration for Evo Schools is open

Wanna go faster? You're stuck consistently 2 sec behind that other guy and you have basically the same equipment? Or you don't know why you keep picking up that fourth cone in the slalom? Time to upgrade the most variable single part in the car – YOU!

Salina Region's annual Evolution Performance Driving Schools are scheduled for April 13-14-15. Registration is open now at [www.evoschool.com](http://www.evoschool.com). You can take any one school, do two of them or all three, but you do need to do them in order (you must take Phase 1 before you do Phase 2).

The Evolution Schools are a professional traveling school taught in your own car, taught by a staff of national champions and trophy winners. Each school starts about 8 a.m. and runs to mid-afternoon, including a midday debrief session (lunch is provided). Cost is \$260 for any one school, \$500 for any two schools (\$20 discount) and \$730 for all three (\$50 discount). Yes, two-driver cars are welcome. And like any autocross event, students also take their turn working course.



## EVOLUTION PHASE 1 DRIVING SCHOOL

**Friday, April 13** • This is the first step in autocross education where all students start. The day-long course builds students' skills level introducing new ideas to improve times. Students both ride and drive (using their own cars) with Evolution's instructors to learn where they are fast and where they need to improve. The one-to-one student-teacher ratio of insures quality instruction time.

Combined with race-proven skills, concepts, and techniques, this course will improve the performance of all drivers on the both road and the track. Even experienced drivers benefit from the Phase 1 course as a refresher for those things they've forgotten over the years or perhaps never learned. No matter what type of car you drive, the Phase 1 skills will improve your overall driving abilities.



## EVOLUTION PHASE 2 DRIVING SCHOOL

**Saturday, April 14** • Building upon the skills learned in Phase 1, the Phase 2 school takes the driver 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.

This course has proven to reinforce the importance of Phase 1 skills and transferring those skills to every autocross course you may encounter. The Phase 2 course design is not the same as used in Phase 1 and generally has higher-speed sections.



## EVOLUTION CHALLENGE SCHOOL

**Sunday, April 15** • Have you done both Phase 1 and Phase 2? You have some autocrossing seat time under your belt and reached a place where shaving time on course seems impossible? Are you trying to keep up on your looking ahead and thinking ahead? Time for the Challenge School!

The Challenge school 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 "shut downs." Our 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 will receive instant feedback and one-on-one training, this time from a slightly different perspective.

This school has different meaning for every person that takes it. Come with an open mind and the willingness to try things you normally would have left at home.

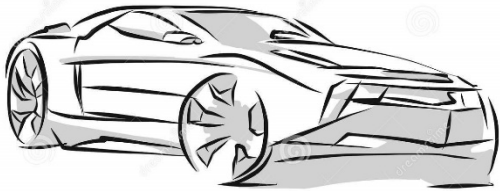
***Evolution wants everyone to drive at 10/10ths and they will encourage it!!!***



**Always be yourself...**  
**...unless you can be a**  
**RACE CAR DRIVER.**  
 then always be a  
**RACE CAR DRIVER.**

"First time I stepped on the throttle of my dad's race car, I mean, I thought I was the greatest driver ever, and about a half-second later I pulled my foot right off and I couldn't get it to go back down."

–Carl Edwards



# 2018 Awards Banquet

*Saturday, February 24*

*Brookville Hotel*

*Abilene, Ks.*

Just north of Buckeye St. exit from I-70

Doors open 5:00 pm

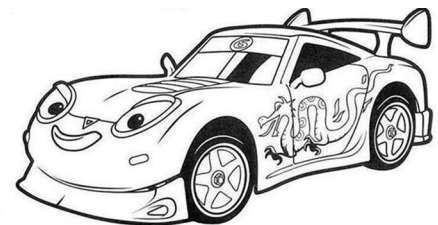
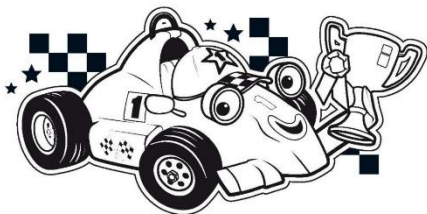
Dinner served 5:30 pm

Awards 6:30 pm (approx.)

Cost

\$20 adults

\$10 children age 4-12



All members and other participants from our 2017 season welcome

**Make Reservations at [MotorsportsReg.com](http://MotorsportsReg.com) – or find link at [www.salinascca.org](http://www.salinascca.org)**



## 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

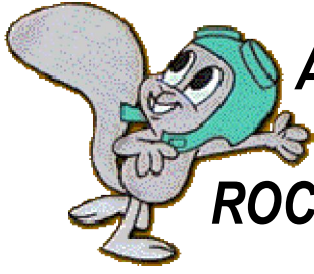
### Military Discount

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.



## ASSORTED NUTS FROM ROCKET J. SQUIRREL

—ROCKY ENTRIKEN

Maybe it's just me, but when I get into something I've just gotta be more involved than show up and go home. It's not enough to come out do my four runs, perform a required work assignment and call it a day. Oh, to be sure, I've enjoyed the day, had fun, maybe even proved something to myself, but it's so much more rewarding when I'm part of making it happen.

Maybe that's what lets me look past being an average driver. I think I'm above-average, but that's a common delusion I share with so many in this sport, one that gets disproven on an annual basis by the simple tactic of competing at Nationals. It's been more than 40 years since I claimed a trophy finish and about 20 since I even sniffed at one. And yet I go every year, not merely maintaining my 100%er status, but also working as chief of the SportsCar writing crew.

My point here – my message to Salina Region members, especially the newer ones (as well as anyone else who may stumble across this missive) – is that being involved is part of the fun, part of the reward.

The Baron Pierre de Coubertin, founder of the modern Olympics, encapsulated the concept thus: "The most important thing in the Olympic Games is not to win but to take part, just as the most important thing in life is not the triumph but the struggle. The essential thing is not to have conquered but to have fought well."

My own mantra states it more simply: I like to make things happen. It's a goal within reach of anyone willing to try.

No experience necessary. Funny thing, though, as you get experience, and realize it's part of the fun, you want more. In the same manner that, as the novice begins to learn what really creates quickness (and it ain't just horsepower), he wants to go quicker. It's a conundrum that has always amused me – ultimately our goal is to spend less time doing what we consider fun, at least that time that is measured in fractions of sections.

In my time I've been president or RE of four different sports car clubs. I first discovered this game driving my brother's MGA at an autocross in New York, then came home to Lawrence (I was a KU student) and bought my Spitfire. My first event was a puzzle rally in Kansas City. Then I learned there was a Jayhawk Sports Car Club. Full of youthful enthusiasm, I went out and drew up my own puzzle rally around Lawrence, only to learn the JSCC was all but dead.

But I had this rally ready to go. I called it the Pop Quiz Rally to resonate with KU students, drew up a bunch of posters, and hung them up in the residence halls and campus buildings. I was overwhelmed with some 75 entries for the rally, and we had a new Jayhawk Sports Car Club. I coerced my little circle of close friends to become the first officers of the reborn JSCC.

I moved to Salina in 1969 and encountered a bit of déjà vu. There used to be a local club here, the Squires of Salina, so I started it up again and began autocrossing at what is now the East Crawford Recreation Area. They just called it Airport Park then. When in 1970 Wichita Region got one of the several 3-event Schlitz Cup sponsorships (really SCCA's first nationwide toe in

the waters of autocrossing) I got them to put one of the events on here in Salina. One day we realized all the Squires were also members of Wichita Region so we went that route and did our events as Wichita Region events. Eventually we became a chapter of Wichita Region.

I joined SCCA formally in 1971, but had been running with Kansas Region since 1968. In 1973 I got a call out of the blue telling me I'd been nominated for RE of Kansas Region. That was just before the very first Solo Nationals at Wentzville, Mo. It was not a very good event. I thought my region could do it better. The only problem was the transition of officers – the people who would be in charge weren't elected yet, and back in that day most offices had at least two candidates.

So I got together with the other RE nominee and we called a "rump board meeting" of all the nominees to put together a bid to host the 1974 Nationals – the theory being that no matter who was elected, the bid would have the assent of all who ended up on the board (well, a majority anyway, we thought, but since it was adopted unanimously it ended up as "all.") The sitting board rubber-stamped it and it was sent on.

As it turned out, I won the election, but in a Solomonian decision to divide the child, the SCCA Solo Board assigned the '74 event to Chicago Region and at the same time the '75 event to Kansas Region – to be held at Salina's Airport Park. Chicago's event had its own issues, but we learned and fixed most of the problems of the first two events (and invented some new ones of our own) in the nascent process of learning how to do a National Solo Championship.

I go to races, but I can't just sit and watch. I was a national-licensed timer for years, a whiz on the stopwatch who could time 10 cars at a time on one watch. My new wife Sandy could too. Until transponders obsoleted us. So now I work grid, down there amongst the drivers getting them ready to go out on the track. Sandy's still in timing as a taper (she doesn't like the computers).

I like to put on autocrosses with a unique twist. The Nationals I put on in '75 had 90-second courses. When the movie "Le Mans" came out I designed an autocross shaped like the Le Mans circuit, but which took about 20 seconds to run, and created an enduro khana – most laps in 3 minutes wins. An event I did for Kansas Region had elements from all the Formula One tracks of the day.

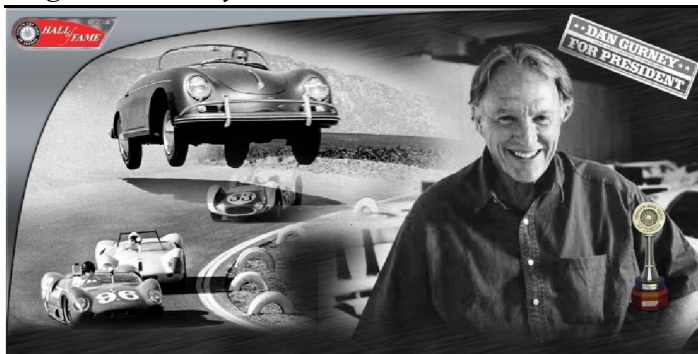
I ran a fun event in Kansas City in 1968, a Mirror Khana. But it was a single-elimination round-robin so half the field (me included) got just the one run. That kinda sucked. I put on my own Mirror Khana in 1974 and figured out how to give everyone a minimum four runs. It was fun, so I put on another – 30 of 'em!

My last go-round in running the club came in 1994, when I was elected RE of Salina Region. Four years earlier in a gathering of local members to discuss our chapter status, I made the motion to constitute the chapter as an SCCA region (I think Abner provided the second), and Salina Region was born, becoming No. 110 on SCCA's list of regions.

Salina Region begins its 29th year in 2018. Since it's founding, I've been a board member more often than not. I find I enjoy being part of the process of things that happen, but not needing to be in charge. It seems I end up with duties that carry significant responsibility and minimal authority – which means that sometimes my brilliant proposals are adopted, sometimes they fall flat. And that's okay – what that means is other voices are heard, other ideas are raised, and other members also get to enjoy the sense of involvement and accomplishment that I have known.

The important thing is not to win but to take part. It's true in competition, it's true in leadership. It's there for anyone to grab.





**“I never use the word legend but in the case of Dan, he was a true legend of our sport.” —A.J. Foyt**

**TOPEKA, Kan.** -- Dan Gurney, who was inducted into the SCCA Hall of Fame in 2014, passed away Sunday, Jan. 14, from complications related to pneumonia. He was 86. The son of a Metropolitan Opera star in New York, a move as a teenager to Riverside, Calif., set him on a path to becoming a legendary sports car driver.

Like many drivers in the 1950s, Gurney started with SCCA club races. He soon became a world-renown driver, constructor and team owner, competing at the highest levels of motorsport. On the international scene, in ways he was the definitive “overnight success.” As Sports Illustrated reported in 1959, “Dan Gurney, an obscure club driver 16 months ago, has joined the Ferrari sports car team.” Stunningly, just two years later in 1961, he tied British great Stirling Moss for third in the Formula One World Championship. He won four F1 races, driving for Porsche, Brabham, and his own Eagle team.

“Dan Gurney was a world-class driver, innovator, engineer and competitor. A rare Eagle indeed,” said Mike Cobb, SCCA President and CEO. “His impact on the SCCA and international motorsports will be felt for years and years to come.”

Gurney excelled in sports cars, grand prix cars, on road courses and ovals. He was the first to break the 150-mph barrier at Indianapolis. And on June 18, 1967, Gurney took a historic victory in the Belgian Grand Prix, becoming the only American to ever win a Formula One race in a car of his own design.

He was the first to claim victories in all four major categories of motorsports; F1, International Sports Cars, Indy Cars, and NASCAR. He scored wins in SCCA Trans-Am, SCCA CanAm, and international championship races including the endurance classics at the Nürburgring, Daytona, Sebring and Le Mans. And at times cars from his All American Racers shop have dominated in both IMSA and Indy Cars.

Gurney was an innovator. At the 1968 German Grand Prix he was the first driver to use a full-face helmet in Grand Prix racing, and was also the first to do so at Indy. In 1971, he developed the Gurney flap (wickerbill), an aerodynamic innovation that has been adopted by automobile racing and aviation throughout the world. He was instrumental in launching the rear-engine revolution in Indianapolis in 1963.

His innovations weren’t only in the field of things technological. A week before his historic win in the Belgian Grand Prix, he took a surprise victory with A.J. Foyt at the 24 Hours of Le Mans, where Gurney famously began the now-familiar winner’s tradition of spraying champagne from the podium.

## SCCA Shop Manual unravels Racing/Autox/Rallyx classes

**TOPEKA, Kan. (Jan. 17, 2018)** -- B-Spec, B Street, American Sedan, Classic American Muscle, Prepared All-Wheel Drive, E Street Prepared, GT-1, Touring 1 .... Admittedly, participation options within the Sports Car Club of America can be varied, confusing and daunting for newcomers. Be it road racing, autocross, Rallycross, RoadRally or other SCCA activity, the immense complexity of motorsports itself sometimes acts as a barrier to entry.

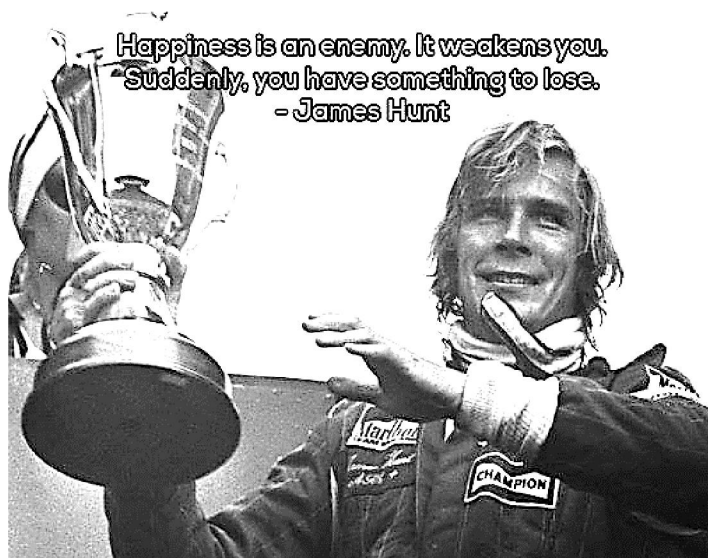


But thanks to support from Hoosier Racing Tire, the SCCA is producing the Hoosier Shop Manual series -- a set of videos taking a quick look at some of the ways Club members have fun with cars. Each short video provides a glimpse into a competition activity and a specific way to get involved. Videos will be rolled out early in 2018 and can be viewed at [SCCA.com](http://SCCA.com).

Mike Cobb, SCCA President and CEO, said the videos are being created to help automotive enthusiasts gain a better grasp of the SCCA member experience. The first set of videos focus on specific car classes across several Club. In the future, the Hoosier Shop Manual series also hopes to explore various volunteer specialties.

“We want SCCA Regions to use these Hoosier Shop Manual videos as a tool for explaining just what this Club is all about and what we offer to those who want to have fun with cars,” Cobb said. “I’m sure many current Club members have experienced a time when they’ve tried to explain the SCCA lifestyle to someone outside the Club and it just becomes a little confusing. With these videos, regions now have an online destination where prospective members can learn more from those actually taking part in specific SCCA motorsport pursuits.”

The first Hoosier Shop Manual video is now available for viewing at [www.scca.com/videos/2034251](http://www.scca.com/videos/2034251). It focuses on Beth Aquilante and her SCCA road racing American Sedan Camaro. Check back to [SCCA.com](http://SCCA.com) frequently as new videos are uploaded in the coming months.





# Just Idling Around

—ABNER PERNEY

The last week of December, 2017, turned out to be spent revisiting the charms of the Best of the VW Air-Cooled Beetles, the 1967. My first actual Beetle experience was at age 10, 1956, when Aunt Carolyn and Uncle Marvin Worthen and four kids showed up at our home in Topeka, having blasted straight through from Garden Grove, Calif., in a then brand new 36 horsepower Beetle. They had rigged a flat platform in the back seat and all four kids rolled around loose there. It was cozy. But I remember getting to ride around town in it, the little engine whirling away in the back, quick twitchy steering throwing off my dad who was used to driving a slow cranking wheel on his 1952 Ford Panel truck!

Flash forward to 1967. My brother David (then age 16) had carefully saved every nearly every penny of his young working life, and the family needed a new car. He had about \$2000 which was astounding considering he had only worked two years of part time and summer jobs. Boulder Valley (Colorado) VW had a red Beetle on the showroom floor, with the AM radio and a sticker of \$1855.00. That Beetle served us well, and is now in Ohio, in the possession of nephew Brock Taylor. It is still running but needing lots of TLC.

My sisters and brothers learned to drive stick shift in Dave's car. He crisscrossed the country in it. Once making it to LA from Colorado in under 24 hours, solo. It still has dents in the passenger side door where an elk butted it in Estes Park. It has the passenger's front seat welded in place because Dave's exuberant and hefty high school friend, Jim Way (aka Spanky), rocked and rolled so hard in it that he broke the frame!

In 1972 David bought a Dodge Colt (Mitsubishi) station wagon, but retained the Beetle. David was killed as a passenger in a car wreck on the edge of Boulder, along with two other 20-something friends, on March 12, 1975, at the tender age of 24. The Dodge Colt was sold, but the VW remained in the family.

Our baby brother, Pierre, 13 years younger than me, claimed and maintained it until his death in 2013. Pierre is the one responsible for instilling Beetle love in our nephew Brock, taught him to drive in the old red one, plus a little of the mechanical knowledge needed to keep one going. Brock later owned a really sharp Beetle, white, and hot rodged up to about 120 horsepower.

About 12 years ago, Pierre spotted a blue 1967 Beetle, that looked pretty presentable and complete on the back of a flatbed wrecker. Pierre followed it and found that it was on a trip to a junkyard. He negotiated a purchase on the spot, and had it delivered to his yard.

He had the rescued '67 running in a few days and proceeded to use it as his going-to-work car until 2012. That year it developed some need for refurbishment, and was parked until Pierre could get around to it, for, in the best Perney fashion, he had a suitable fleet of other operable and inoperable cars to attend to. Tragically, Pierre died of pneumonia in 2013. Brock obtained both '67s from his Aunt Sue. With a lot of help from his friends

and family, he managed to get the Red family heirloom to his home in Ohio in 2016.

Late last year (2017), his mother and father had the blue '67 restored to drivability by Mountain Imports of Estes Park. I had the privilege of helping pick it up on the 29th of December and driving it a bit. I deemed it basically roadworthy and ordered a set of tires from Big-O of Estes and pleasantly discovered that their Denver warehouse had the correct 165/80/15s in stock and their delivered and installed price was less than The TireRack.com price for the exact same brand of tire alone!

I also whipped into the local Ace Hardware on the longshot that they would have a key blank for it. The Ace manager/owner greeted me when I walked in the door with a, "Hey! Is that a '67 you're driving?" "Yessir!" I responded. "Can you make me a key for it?" After rummaging about by his key machine he said, "Looks like I have one key blank left." I told him the whole saga while he cut the key.

He handed it to me and said, "Go try it And if it works just drive away – it's free."

I thanked him and wished him a happy and successful new year. The key worked, of course, and I took off for the Fall River Road entrance of Rocky Mountain National Park.

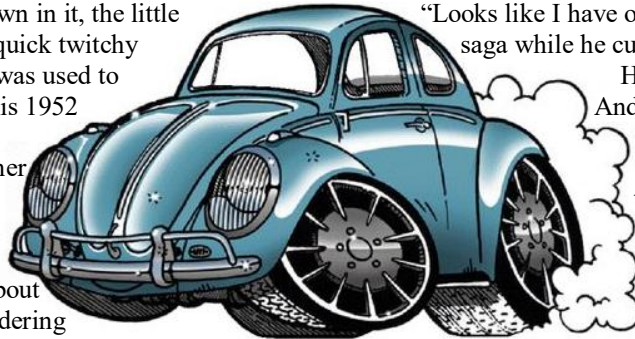
As I was buzzing up the mountain toward the park, I realized I was driving on 2012 tags, and that at the gate they had an array of cameras that count the passengers and record images of the car tags, for the official visitor count. I then decided to turn around and visit Pierre's grave on the way back to town. I parked and a man walking his dog said, "Hey, that's a '67! I sold those back in Ohio in the day." I said I was visiting because I had never seen my brother's headstone, and that this was his car we had just got running.

The gentleman introduced himself as the cemetery manager, inquired as to my brother's name, and led me directly graveside. He reminisced about the burial service, recalling the terrible snowy conditions and the huge crowd replete with several fire engines from both the Pinewood Springs and Estes Park Volunteer Fire Departments, saying that was a totally unique funeral experience.

He also remembered that before he was a volunteer fireman, Pierre had saved a young boy's life by pulling him out of Fall River during the high water of spring runoff. He told me that that boy was at Pierre's funeral. I didn't remember until I read the headstone that Pierre's death was December 29, 2013; exactly four short or long years ago, depending on my mood and ever changing perspective.

The tire place did get the tires and installed them on the 30th. Altogether, I drove it about 30 miles. Oddly enough the speedometer seems to only go to 10 mph, but the odometer still rolls up the next number every mile. The lore of the old air cooled VW really comes down to the fact that the steering is quick and light, and the car feels nimble and quick, plus, when driven properly, you wind it out nearly as fast as it will go in every gear and while technically it is slow, doggone it, it is fun to drive. It's a miracle of archaic technology.

—Abner, contemplating a 2018 road trip in a 51-year-old VW, perhaps Estes Park, Colo., to Salina, Ks., to Riverside, Ohio, roughly 1365 miles of no tolls, no Interstate driving. Say 25 or more actual driving hours. Maybe more depending on desired highway sights across the vast central plains of the USA.



**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 RoR is the area in which you live, but it doesn't have to be. We have members who live in other Regions' territories, and some of those regions have members who live in our territory.

You may also join as many other regions as you like, paying their local dues for the purpose of winning local championship points, receiving newsletters and participating in their programs. These are "Associate" memberships. Salina Region's Associate Members are eligible for all our championships, voting rights, region offices and other member 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 2018 • • •**

- A code in the corner of your mailing label indicates status. A code like 09-18 indicates a Region-of-Record member expiring at the end of that month. **A code such as A18 or FA18 indicates an Associate Member expiring at the end of that year.** A code with an asterisk, such as A\*18, is an Associate Member paying Salina Region dues through SCCA, and renewing with the national membership.
- 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.
- Associate membership only means region-of-record is elsewhere. Associates are fully-vested members of Salina Region. Dues are \$15.00 both for single memberships and 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.

**You must be a member to enter SCCA events. There are several different types of membership available, including Regular, Family, First Gear (under 25) and Military, plus short-term Weekend Memberships (we charge \$10). 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 Entriiken at 785-827-5143 or e-mail [rocky@spitfire4.com](mailto:rocky@spitfire4.com).**



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