

The Write Line

~ July 2018 ~

**SALINA
REGION**
SPORTS CAR CLUB OF AMERICA



Matthew Polzin, FS Mustang GT

The official newsletter of the Salina Region SCCA

Regional Executive Views

There has been a change to the Salina Region Board. We now have a new Assistant R.E., Michael Mace. The old assistant RE, Jim Hund, has chosen to turn in his resignation for medical reasons. Please thank Jim for his time on the board as Assistant R.E. and wish him a quick recovery, and welcome Michael into the position. I appreciate Jim's help and look forward to working with Michael in the future. Thanks Jim for everything!

Now that the season is well under way I have been thinking, what could be done to get more people engaged with the club and provide some responsibility for willing members. I was asked about doing some training on waivers, both adult and minors, and this got me to thinking about what else could we train our members on. I have come up with a few things like setting up the timing system, the P.A. system and setting out cones to create an observer safe area.

Helping unload the trailer by removing the cones requires a person to be there early, and maybe helping tech. These small things could make the day get started much smoother and on time and take the load off the few that are doing it now.

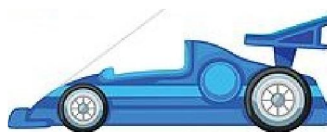
You have been listening to me go on about getting the members involved more with the club by learning the aspects and daily routine of putting on an event.

This is a fantastic way without a lot of responsibility. I will welcome anyone with an interest to come to the trailer and learn what needs to be done. Most of the tasks are simple and take little time, but one or two people handling it all takes quite a bit more time. Several doing it will make it less stressful for everyone. Unfortunately, we cannot offer this as your work assignment for the day because of our current average attendance, everyone is needed to work the heats for now.

Looking at the remaining schedule, there are a few spots open for someone to volunteer to be event safety. So, all of you who recently trained as safety stewards, get your mentoring time in so you are available to sign up for your own event. Remember we are all volunteers and we need everyone to pitch in.

If you would like to be involved with course design I am sure the current event chairs would appreciate the help. Just ask, or just show up around 7 a.m. and help the chair throw cones. You may realize the urge to do one of your own.

See you on course,
—Monte Rans, RE Salina Region



► Next Events ◀

July 15 - Solo
August 12 - Solo

East Crawford Recreation Area

Pre-register (save \$5) – use link at www.salinascca.org
On-site registration opens 8:00, closes 9:30 ~ Course open to walk by 8:30
Novice Coursewalk 9:30 ~ Driver's meeting 10:00 ~ Cars on course by 10:30

**Next
Business Meeting**

July 15
After the Solo
Location TBA

*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.**

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• **Treasurer / Asst. Equipment Manager**

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• **Past R.E.**

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• **Member At Large**

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• **Member At Large**

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• **Member At Large**

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• **Member At Large**

Social Media / Facebook
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Salina Region Schedule ~ 2018

All at East Crawford Recreation Area unless noted otherwise

<u>Event</u>	<u>Chair</u>	<u>Safety</u>	<u>Youth</u>
Jul 15 (Solo)	Powercat Motorsports		
Aug 12 (Solo)	Don & Mike Herrick		
Sep 9 (Solo)	Hank & Sharon Brillhart		
Sep 23 (Solo – RE Challenge #1)	Monte Rans		
Oct 7 (Solo at Yoder – RE Challenge #2)	Wichita Region	—	
Oct 21 (Solo – Octoberfest 29)	Salina Region Board		
Nov 4 (Solo)	Jim Hund		

MiDiv



SPS/R&S MiDiv Solo Series - 2018

Apr 20-22 — Topeka (Heartland Motorsports Park)
May 18-20 — Oklahoma City (Remington Park)
June 1-3 — Salina (East Crawford Rec. Area)
June 22-24 — Neosho, Mo. (Crowder College)
Aug 3-5 — Lincoln, Neb. (Lincoln Airpark)

SCCA 2018 Solo Nationals ~ Sep. 4-7 ~ Lincoln, Neb.

MEETING MINUTES

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

Salina Region SCCA June 24, 2018, meeting was called to order by R.E. Monte Rans at 12:40 at the East Crawford Recreation Area, Salina KS. Board Members present were Monte Rans, Rocky Enriken, Dennis Smith, Nancy Smith, Clint Holmes, Jim Hund, Abner Perney and Ken Kennedy. Also present, Michael Mace.

May 6, 2018 minutes - Presented and motion to approve by Rocky, second by Nancy, approved unanimously.

Treasurer's Report – No Treasurer's report presented

Old Business -

Ft Riley – No news on holding an event at Ft Riley as of now.

New Business –

Jim Hund asked to resign as Assistant R.E. due to medical issues, second by Nancy and approved unanimously.

Ken moved for Michael Mace to assume the Assistant R.E position second by Dennis and approved unanimously.

Fall Apple Day – Sept 22. Board will discuss at next meeting if Region will have a booth at the stay-cation.

Region is considering accepting online payments. Will further discuss at next meeting.

Life Memberships – Will need further guidance from SCCA on the issue. Will further discuss at next meeting.

Electric Karts- Do electric karts need a separate class from the regular KM class? Abner moved to allow adult-driven electric karts to run in the existing KM class, second by Ken, pass unanimously.

Board will contact Brian Tefft about correcting issues with the regional webpage.

Next Meeting – July 15, 2018, after event.

Meeting Adjourned 1:15 pm – Motion Dennis, second Nancy. Approved unanimously.

Submitted by: Clint Holmes, Secretary

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

Jul 7-8..... Kansas @ Heartland Park Topeka (double solo)
 Jul 7..... Nebraska @ Lincoln Airpark, Lincoln, Neb. **NEBRASKHANA**
 Jul 8..... Nebraska @ Lincoln Airpark, Lincoln, Neb.
 Oklahoma @ Remington Park
 Wichita @ Sunflower Aerodrome, Yoder
 Jul 15..... * NeOkla @ Old Tanger Outlet, Stroud, Okla.
 Jul 22..... Wichita @ Sunflower Aerodrome, Yoder
 Aug 12..... * NeOkla @ Fair Meadows, Tulsa State Fairgrounds
 Aug 18-19.. Kansas @ Heartland Park Topeka (double solo)
 Aug 19..... Wichita @ Sunflower Aerodrome, Yoder
 Aug 26..... Oklahoma @ Remington Park
 Sep 2..... NeOkla @ Fair Meadows, Tulsa State Fairgrounds
 Sep 9..... * Oklahoma @ Remington Park
 Sep 16..... Wichita @ Sunflower Aerodrome, Yoder
 Sep 23..... * Oklahoma @ Remington Park
 Sep 29-30.. Kansas @ Heartland Park Topeka (double solo)
 Sep 30..... Nebraska @ Lincoln Airpark, Lincoln, Neb.
 NeOkla @ Old Tanger Outlet, Stroud, Okla.
 Oct 7..... * Oklahoma @ Remington Park
 Oct 21..... * Nebraska @ Lincoln Airpark, Lincoln, Neb.
 Oct 28..... Wichita @ Sunflower Aerodrome, Yoder
 Nov 4..... * Nebraska @ Lincoln Airpark, Lincoln, Neb.
 NeOkla @ Fair Meadows, Tulsa State Fairgrounds
 Nov 11..... Wichita @ Sunflower Aerodrome, Yoder

RALLYCROSS

Jul 15..... * Nebraska at I-80 Speedway, Greenwood, Neb.
 Jul 21-22... KC/Kansas @ Heartland Motorsports Park, Topeka
 Aug 26..... KC @ I-35 Speedway, Winston, Mo.
 Sep 16..... Nebraska at I-80 Speedway, Greenwood, Neb.
 Sep 23..... Kansas @ Santa Fe Trail Cycle Park, Carbondale, Ks.
 Sep 30..... KC @ I-35 Speedway, Winston, Mo.
 Oct 7..... * Nebraska at I-80 Speedway, Greenwood, Neb.
 Oct 12-14 ... RallyX Nat'ls @ National Balloon Meet Field, Indianola, Iowa
 Nov 3..... * Thunder Valley Sand Drags, Grain Valley, Mo.
 Nov 18..... Nebraska at I-80 Speedway, Greenwood, Neb.
 Dec 1..... KC @ I-35 Speedway, Winston, Mo.

MILLION, BILLION, TRILLION

The difference three zeroes make:

1,000,000 seconds = 12 days

1,000,000,000 seconds = 34 years

*1,000,000,000,000 seconds =
Mastodons roamed the earth.*



WELCOME NEW MEMBERS

• Chad Stoughton, Wichita, made his first appearance at our Divisional Championship event driving an electric-powered CRG Road Rebel kart that is wicked quick, not to mention silent. Electric karts are not in the SCCA rulebook so we're classing him in K Modified.

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

ROAD RACING

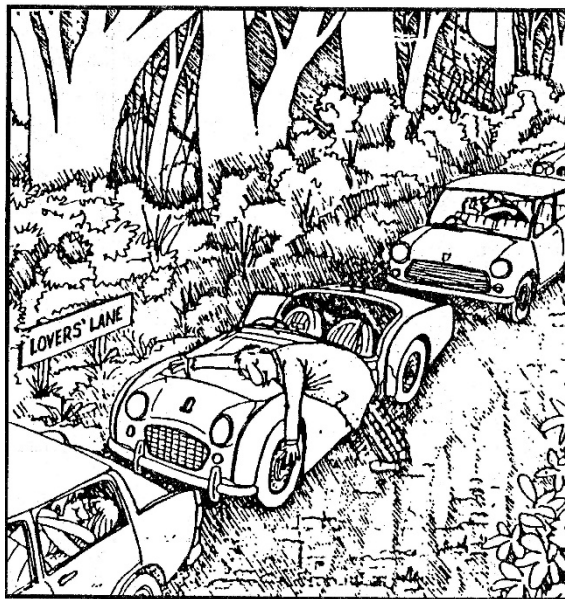
Jul 21-22..... MidAm @ Heartland Motorsports Park, Topeka
 Sep 1-2..... MidAm @ Hallett Motor Racing Circuit, Okla.
 Sep 22-23..... * MidAm @ Raceway Park o/t Midlands, Pacific Jct. Iowa
 Oct 16-21..... The Runoffs @ Sonoma Raceway, Calif.

MIDIV TIME TRIALS SERIES

Jul 21-22..... @ Heartland Motorsports Park, Topeka
 Aug 11..... @ Raceway Park o/t Midlands, Pacific Junction. Iowa
 Sep 1-2..... @ Hallett Motor Racing Circuit, Okla.
 Sep 22-23..... * @ Raceway Park o/t Midlands, Pacific Junction. Iowa
 Sep 28-30..... Time Trial Nat'ls @ NCM Mspts Park, Bowling Green, Ky.

TRACK NIGHT IN AMERICA

Jul 11..... @ High Plains Raceway, Deer Trail, Colo
 Jul 19..... @ Heartland Motorsports Park, Topeka
 Aug 15..... @ High Plains Raceway, Deer Trail, Colo
 Aug 16..... @ Heartland Motorsports Park, Topeka
 Sep 12..... @ High Plains Raceway, Deer Trail, Colo
 Sep 20..... @ Heartland Motorsports Park, Topeka
 Oct 18..... @ Heartland Motorsports Park, Topeka



The Handling Games

Abner Perney had an idea to put on an autocross and score it like a rallycross. The date he drew ended up a low-entry event, largely because of some conflicts including a Divisional Championship round in Neosho, Mo., and other regions' events on Nebraska and Oklahoma Regions. We only had 19 entries, yet still some spirited contests.

Abner relates below about his pseudo-rallycross, which was only an add-in done in fun and not as the basic event, which was scored as per normal. Two class contests and the battle for Fast Fender all came in at less than a quartered-second margin

After a tight corkscrew off the start, the course featured medium-to-fast slaloms, and a few hard-braking points demanding an aggressive yet precise run to score well.

FTD went to the whispering electric kart brought by new-member Chad Stoughton. He tells us it weights about 100 pounds more than a regular gas-powered K Mod because of the batteries, but that electric torque still sends it around the course blindingly fast. Stoughton's 56.422 FTD was not just the only vehicle under 60 sec, it was a full 8 sec quicker than the next-fastest machine!

That would be Jim Hund's BS 'Vette, which came in at 64.8. Despite taking only one run, he still managed to come in 0.183 sec quicker than Monte Rans' 65-flat in his STS Honda CRX (which is for sale).

Matthew Polzin drives in from WaKeeney to satisfy his need for speed, and on this day won FS by the slimmest margin – his Mustang just 0.166 sec quicker than Jeffrey Hund's Cadillac CTS-V. It came down to the final run with both drivers saving their best for last.

Just Idling Around

—Abner Perney

June 24 featured Solo Salina with RallyCross comparison scoring. My intent for the course was to start out with three fairly tight slow curves to warm up tires and then have a fairly fast,

smooth flowing course. As it turned out, one symptom of being the World's Most Experienced Novice, is that I have never been able to walk a course and know how fast it will be. Not as fast as I expected.

Then there was my intent to have RallyCross scoring for the top drivers in each of the three major categories: Front Wheel Drive, Rear Wheel Drive and All Wheel Drive. However, there was only one AWD car – mine! Pre-entry was 31 but only 19 showed up -- the weather forecast was rain followed by more rain. But we had only a very brief light rain during the final run of the first heat, and with four runs at a little over a minute, we wrapped up the competition by around noon.

RallyCross scoring is the sum of every run plus 2 seconds per cone penalty and 10 seconds for each missed gate. The official National rules do not provide for scoring

ES was also a close battle that was also decided on the final run, but not the same way. Rocky Entriken held a 1-sec lead after the first three runs but centerpunched the last cone before the finish on his fourth. Kale Morris grabbed the opportunity to knock off 1.3 sec to win the class by 0.244 sec.

~~~ The Handling Games • PAX Rankings ~~~

Driver	Class	Time	Index	PAX
Kyle Edwards	gs	65.670	0.786	51.616
Chad Stoughton	km	56.422	0.928	52.359
Jim Hund	bs	64.817	0.808	52.372
Monte Rans	sts	65.000	0.810	52.650
Kale Morris	es	67.292	0.787	52.958
Rocky Entriken	es	67.536	0.787	53.150
Dennis Smith	gs	68.384	0.786	53.749
Michael Mace	bs	66.938	0.808	54.085
John Taube	as	67.391	0.814	54.856
Nancy Smith	gsl	70.238	0.786	55.207
J.D. Baughman	smf	66.124	0.839	55.478
R. Abner Perney	gs	70.860	0.786	55.696
Matthew Polzin	fs	72.144	0.797	57.498
Ken Kennedy	camt	71.290	0.807	57.531
Jeffrey Hund	fs	72.310	0.797	57.631
John Mace	bs	72.691	0.808	58.734
Clint Holmes	sto6	74.088	0.795	58.900
Ryan Redenbaugh	cs	77.459	0.805	62.354
Rodney Walters	cp	74.482	0.847	63.086

mechanical DNF's or runs not taken, but event supplemental regulations frequently have a provision for such occurrences.

In our event, Jim Hund made only one run in his RWD Corvette and it was the fastest fendered time of the day at 64.817 seconds. Fastest RWD raw time for all four runs before penalties was Michael Mace at a total of 272.216 but he had 3 cones for a total of 278.216. Rocky Entriken turned 274.271 with only one cone for a total of 276.271. So Rocky wins fastest RWD.

But what of the single run by Hund? In some supp regs you get the average time of your completed runs for each of the non-completed runs. So Hund's total score could be calculated at 4 times his only completed run for a total of 259.268 and he wins!!!

Or, Chad Stoughton in his electric kart (which is not even an accepted RX vehicle) was M-DNF on his third run, but average his times and he's home 31 sec faster than Hund!

FWD is easier. Kyle Edwards turned the best total time of 264.273 but a cone brought that to 266.273. Monte Rans turned a clean total of 264.502 for the FWD win! He also had the fastest single front drive run at 65.000!

So, at the next event I will award the three Big Dirtfish Prizes to Jim Hund, Rocky Entriken and Monte Rans. Dirtfish is the National Sponsor of the SCCA RallyCross program, and it's primary business is a Cross and Stage Rally Driving School.

—Abner, thanking the 19 drivers who risked the weather and made our June 24 event a success.

RallyCross Scoring

Rear Wheel Drive

Chad Stoughton	CRG	228.365*
Jim Hund	Corvette	259.268*
Rocky Entriken	Miata	276.271
Michael Mace	S2000	278.216
John Taube	Corvette	281.274
Ken Kennedy	Camaro	287.343
Kale Morris	Miata	291.637
Matthew Polzin	Mustang	292.421
Rodney Walters	Mustang	300.972
Jeffrey Hund	CTS-V	312.736
John Mace	SLK32	314.049
Ryan Redenbaugh	Z3	320.265

Front Wheel Drive

Monte Rans	CRX Si	264.542
Kyle Edwards	Focus ST	266.273
J. D. Baughman	Cobalt LS	269.416
Dennis Smith	Focus	276.727
Nancy Smith	Focus	283.585
Clint Holmes	Mini JCW	299.294*

All Wheel Drive

Abner Perney	Fusion	289..827
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*DNS or M-DNF runs averaged

The Handling Games

Salina Region SCCA ~ June 24, 2018 ~ East Crawford Recreation Area, Salina

Class	Driver	No.	Car	Make	Run 1	Run 2	Run 3	Run 4	Best	
AS	John Taube	53	Corvette		73.690	68.630+1	67.563+1	67.391	67.391	
BS	Jim Hund	87	Corvette		D.N.S.	64.817	D.N.S.	D.N.S.	64.817	FFTD
	Michael Mace	86	Honda S2000		66.795+1	69.089+2	66.938	69.394	66.938	
	John Mace	11	Mercedes-Benz SLK32		D.N.F.	70.691+1	77.510	74.096	72.691	
CS	Ryan Redenbaugh	86	BMW Z3		80.776	78.552	77.478	77.459	77.459	
ES	Kale Morris	24	Mazda Miata		76.881	D.N.F.	68.502	67.292	67.292	
	Rocky Entriaken	4	Mazda Miata		69.097	68.714	67.536	68.924+1	67.536	
FS	Matthew Polzin	41	Mustang GT		72.770	73.788	73.719	72.144	72.144	
	Jeffrey Hund	25	Cadillac CTS-V		D.N.F.	80.110+1	74.290	72.310	72.310	
GS	Kyle Edwards	88	Ford Focus ST		66.112	66.215	66.276+1	65.670	65.670	
	Dennis Smith	9	Ford Focus		69.268	69.826	69.249	68.384	68.384	
	R. Abner Perney	6	Ford Fusion Sport		71.222	D.N.F.	68.860+1	69.510+1	70.860	
GSL	Nancy Smith	9	Ford Focus		70.974	70.765	70.238	71.608	70.238	FL
STS	Monte Rans	52	Honda CRX Si		68.230	66.043	65.269	65.000	65.000	
STO6	Clint Holmes	17	Mini John Cooper Works		D.N.S.	75.745	74.088	74.638	74.088	
CAM-T	Ken Kennedy	80	Camaro		72.316	72.068	71.290	71.669	71.290	
SMF	J. D. Baughman	89	Chevrolet Cobalt LS		67.873	66.513+1	66.124	66.906	66.124	
CP	Rodney Walters	35	Mustang		74.997	72.279+2	72.482+1	75.214	74.482	
KM	Chad Stoughton	11	CRG Road Rebel		56.422	57.741+1	D.N.F.	57.111	56.422	FTD

SALINA REGION SOLO CHAMPIONSHIP • 2018

• SALINA REGION MEMBER

Points following The Handling Games

* HAS RUN THE MINIMUM 4 LOCAL EVENTS

SS-R	Frank Wietham	21
	Larry Brady	13
SS-RL	Drborah Jarboe	12
AS	Lance Cochran*	12
	John Taube	12
BS	Jim Hund*	*63
	Jason Stockton*	29
	Hunter Emerson	9
	Jeff Hrenchir*	9
	Michael Mace*	9
	Randy Puls*	8
	Rob Dinwiddie*	7
	John Mace	7
	Jim Gillett*	6
	John Taube	5
BSL	Susan Puls*	24
CS	Paul Frey	12
	Jeff Hrenchir*	12
	Ryan Redenbaugh	12
DS	Larry Barry	12
	Bill Dayton*	12
ES	Rocky Entriaken*	*50
	Kale Morris*	*38
	Bill Preheim*	28
	Mason Smith*	19
	Pax Rolfe	17
	Henry Brillhart*	16
	Bill Burnham	13
	Jim Gillett*	8
	Marcia Haynes*	6
	Abigail Hovorka	3
	Colton Maxwell*	3
ESL	Sharon Brillhart*	36
	Connie Preheim*	28
	Julianne Green*	9
FS	Matthew Polzin*	*42
	John LaRandeau*	34
	Johnny Huang*	26
	Jeffrey Hund*	25
	Douglas Mertz	7
FSL	Ann LaRandeau*	36
GS	Kyle Edwards*	*60
	Dennis Smith*	*49
	Abner Perney*	25
GSL	Nancy Smith*	*60
HS	Don Herrick*	34

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, and run at least four local events. As of Oct. 1 all non-member points are stripped. Associate Memberships received Oct. 1 or later are good for the following year.

Russell Blume	28	Robeert Seelig	13	Clint Holmes*	13
Laney Blume	21	Mike Herrick*	9	Brett Barber	9
Conner Matthie	19	Aaron Loggan	9	Michael Mace*	9
Shawn Adams	9	Conner Herrick*	7	Abner Perney*	7
Jessalyn Adams	5	Abner Perney*	7	STO6 Brian Hardeman*	12
STU Mark Hill*	24	STSL Sara Rans	12	Clint Holmes*	12
STR Tyler Naden*	24	STH Brian Fipps	14	STO4 Kyle Huddleston	12
Michael Mace*	22	Greg Cheney	10	Tyler Naden*	12
Kevin Hutchens	9	Eric Hunter	7	Eric Phillips	12
Mike Naden*	7	STP Zach Smith	36	Robert Knorr	9
STS Monte Rans*	*69	STO8 John Mace	24	CAM-C Jeremy Scotton	12

CAM-S James Green*	12
Chris Harrison	12
CAM-T Ken Kennedy*	*66
Jeremy Spink*	*42
Bob Lambert*	14
DSP James Stowers	12
SM Andrew O'Brien*	12
SMF J.D. Baughman*	33
Andrew Shevlin	13
XP Brian Tefft Jr.*	25
Joey Green	9
Brian Tefft Sr.	9
CP Rodney Walters*	24
Albert Hermans	15
Dave Zitzlsperger	11
Travis Durant	8
Art Martinez	6
AM Artt Mann*	24
CM Vernon Maxey	12
DM Isaiah McMillian	13
Travis McMillian	9
DML Kim McMillian	12
EM Scott Elliott	24
FM Radlee Bien*	12
FSAE Casey Wise	12
Daniel Rowland*	10
Brett Cook	9
KM Chad Stoughton	12
JA Darren Thomas	12
JB Jackson Elliott	24
Cooper Elliott	9
Wild Abner Perney*	†*46
Michael Mace*	40
Tyler Naden*	36
John Mace	31
Cling Holmes*	25
Jeff Hrenchir*	21
Jim Gillett*	14



† has run three classes
* NOTE: Divisional is not counted as a "local" event



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

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

Road Testing Exposed

*Taken from the program for the
1962 Lake Garnett Grand Prix SCCA national road races
Originally from the pages of Road & Track*

By Georgie Tanner

Road Testers usually manage to remain critical and dispassionate judges of each automobile they evaluate. Occasionally, however, a road test article begins with the words, "Once in a while a car comes along that..." This phrase is the first sign of infatuation.

These very words open a recent test report on my current automobile, a Fitchew. "Once in a while," the article begins, "a car comes along that not only fulfills its promise of performance, but is also downright irresistible." Filled with joy in discovering that there is someone else who cares, I read on.

It is soon obvious that the road tester's love is even blinder than my own. Without pausing to examine the merchandise, he flings himself into the driver's seat and attacks the ignition, saying:

"Firing up is an instantaneous procedure; the engine rips immediately into action."

True, starting is instantaneous. But "rips" is not quite the word to describe the sound of a Fitchew engine's awakening. There is only one word that adequately describes the sound and that is the name Fitchew. At first I thought the designer – obviously a man with a sense of humor – had picked this name to describe the fit of sneezing with which the engine greets its owner every morning. But a glance at Webster's revealed that a Fitchew is a European polecat.

"There is absolutely no wind noise."

Of course not. Even the winds on the edge of a hurricane would have a hard time getting themselves heard above a Fitchew engine. Passengers in a cruising Fitchew must resort to note-writing or lip-reading, because this is a car that will never be accused of being one in which you can hear a clock tick at 60 mph. Unless, of course, you reach 60 mph and turn off the engine.

"Hard cornering produces a certain amount of lean, but the discomfort to the driver is inconsequential; one is not even aware of it."

Until one rests one's arm on the top of the door and scrapes one's elbow on the pavement.

"The clutch has a firm bite."

It certainly does – also, on occasion, it chews.

"Although the ride is fully as comfortable as that of any other car in its class – if, indeed, there is any other car in its class – the short wheelbase does cause a slight pitching action over rough roads."

This action to which he is referring produces some rapid and rather suggestive movements from the driver, reminiscent of someone trying to do the limbo while sitting down. Actually if you relax, it can be rather fun.

"However, our test car was still a bit tight."

Tight! Mine is absolutely pickled. When things get to the staggering point (as they do at 70 mph in a heavy crosswind), that "item no car should be without – a windshield washer" turns itself on and attempts to sober the situation.

"The handle for the emergency brake is of the fly-off variety."

Enough said. Nothing could describe it more eloquently.

"The driver's seat affords plenty of hip room, and leg space is more than ample."

This seemingly innocent statement is a dead giveaway to the road tester's physique. He must be exceedingly short-legged and thin-hipped, and he probably wears size 5 shoes.

"The steering wheel is a bit close to the driver." So close, in fact, that it necessitates the adoption of a steering technique which resembles embracing a roulette wheel. Not only is this enamored test driver short-legged and thin-hipped, he must also have a chest like an upended breadboard.

Now that the road tester has gained an intimate knowledge of the car's interior, he climbs out and examines the engine:

"Service accessibility is excellent. It is easy to reach the spark plugs, carburetor and distributor."

This is definitely one of the car's strong points, as the foregoing items all have to be removed every 2000 miles.

"The oil filter is partially concealed beneath the starter motor."

And the starter motor is partially concealed beneath the exhaust manifold, and the exhaust manifold is partially concealed beneath the brake fluid reservoir and the radiator header tank. Not long ago I heard a peculiar clanking noise from somewhere in the engine compartment. At first I feared that it might be a loose timing chain – until I remembered that it was only the mechanic who had gone into the engine compartment several days earlier and was still there, attempting to remove the oil filter.

"Although the Fitchew is not a commonly seen car, there is a good supply of parts wherever the car is sold."

This has only one drawback as the car is not as yet sold in the United States. Being forewarned of this disadvantage, I purchased a large quantity of parts from the Fitchew dealer before I left Europe. These parts were to be shipped to me as soon as possible. Consequently, the car now resides in a two-car garage which is 50% Fitchew and 50% Fitchew factory warehouse.

Finally, satisfied that it is possible to maintain a Fitchew in spite of its rarity, the road tester stands back and drinks the sheer aesthetic beauty of his new-found innamorata:

"The car has a graceful grille."

Not any more. A petulant Ephemerid owner kicked it one day, and the grill now looks like the dental hardware of a smiling alligator with two front teeth missing.

"The bumpers have a beautifully sculptured smoothness, although they do not appear to be overly strong."

A situation which has caused me some embarrassment – such as on the day I drove the car to a sports car club meeting with the intention of showing it off to the members. One member, an old friend of mine, casually put his foot on the rear bumper, which fell off immediately. The result was not only that the bumper fell off, but also that my friend lost his balance and fell forward onto the rear of the car and dented the deck with his chin.

Why, people often say, do I put up with the Fitchew at all? "Because," I answer, quoting the road testers last love-struck words, "there may be faster cars and there may be more comfortable ones, but there are very few that compare to the Fitchew in the field of voluptuous motoring delight."

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.

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