

The Write Line

~ January-February 2019 ~



Kyle Edwards, GS Ford Focus ST, 2018 Driver of the Year (Tyler Wolcott Photo)

The official newsletter of the Salina Region SCCA

Regional Executive Views

As I sit here and watch the snow falling and with the temperature outside of 26 degrees it is hard to imagine that in just four weeks we'll have our first event. From what I remember last year the first event was good but the one in April was very cold and snowing, in fact that was the only day we canceled because as we were setting up the course it was impossible to see one end of the site from the other because of the heavy snow falling. Those early dates are always a crap shoot as the weather is very questionable, but we will give it a try again this year.

We had a good turn out at the banquet this year with just under 40 people present. Dinner consisted of smoked brisket, pulled pork, smoky baked beans, cheesy corn and coleslaw along with cheesecake, brownies, and a white sheet cake for desert thanks to Nancy Smith and my wife Chris. We have several awards to present to people that were not in attendance so if you are a recipient of an award it will be waiting for you at the first event.

Some important dates to remember; April 12-14 are our annual Evolution schools, the best place to spend money to make your car go faster. Plus there is a twin solo that same weekend. The Evo school is conducted on the north end of the site with the solo on the south

end. The course is shortened and usually ends up being a two-lap run so times are very comparable to a full course.

The next important date is May 11, yes this is on Saturday since Sunday is Mother's Day. And finally June 8-9, which is our MiDiv Divisional Championship Event. People will be coming from several states to participate so this is great way to experience the next level of competition.

Also this month we had our board elections and with the exception of Connie Preheim who stepped up and agreed to be secretary the board is unchanged. I want to thank everyone for their continued support of this club because without them there would be no club.

One last thing, all of our scheduled events are available now for registration so don't delay and get registered. Make it easier on yourself at check-in and save \$\$\$\$\$\$.

See you on course,

—Monte Rans, RE, Salina Region

NOTE:
Pre-registration
for the entire
Salina solo
season is now
open.



► Next Events ◀

Test & Tune - March 16
Solo - March 17

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

Salina Region events at East Crawford Recreation Area
Pre-register (save \$5) – use link at www.salinascca.org

Next Business Meeting

March 16
After the Test & Tune
Site TBA

*Business meetings
are open to all
members and guests*



Board Members ~ 2019

• Regional Executive

MONTE RANS, Hesston

620-327-2711 / mcrans@cox.net

• Assistant R.E./Webmaster

MICHAEL MACE, LINDSBORG

620-245-1982 / mchl_mace@yahoo.com

• Secretary

CONNIE PREHEIM, Minneapolis

785-392-2532 / cpreheim42@hotmail.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

Social Media /Facebook/Youth Steward

ARTT MANN, Manhattan

785-565-3155 / kskartracing@gmail.com

Salina Region Schedule ~ 2019

All at East Crawford Recreation Area unless noted otherwise

Event

Chair

Safety

Youth

Mar 16 – Test & Tune

Mar 17 – Solo

Apr 12-14 – Evolution Schools

Apr 13-14 – Twin Solos

May 11 – Saturday Solo

June 8-9 – Divisional Solo

June 30 – Solo

July 21 – Solo

Aug 18 – Solo

Sep 8 – Solo

Sep 29 – Solo-RE Challenge 19.1

Oct 6 – Solo-RE Challenge 19.2 Wichita Region at Yoder

Oct 20 – Solo-Octoberfest 30 Salina Region Board

Nov 3 – Solo (Enduro?) Rocky Entriem

MiDiv



SPS/R&S MiDiv Solo Series – 2019

May 4-5 — Topeka (Heartland Motorsports Park)

June 8-9 — Salina (East Crawford Rec. Area)

Jun 22-23 — Oklahoma City (Remington Park)

Jul 20-21 — Neosho, Mo. (Crowder College)

Aug 3-4 — Lincoln, Neb. (Lincoln Airpark)

SCCA 2019 Solo Nationals ~ Sep. 3-6 ~ Lincoln, Neb.

MEETING MINUTES

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

The Feb. 16, 2019 board meeting of the Salina Region SCCA was called to order at 4 p.m. by RE Monte Rans at the Country Inn with board members Michael Mace, Rocky Entriem, Artt Mann, Rodney Walters, Abner Perney, Dennis and Nancy Smith, and Bill and Connie Preheim also present.

The Dec. 8, 2018, minutes were amended with corrections of the time of adjournment to 11:43 a.m., the cost of the banquet to \$20 for adults and the addition of payment of Michael Mace's convention fee and hotel room. Bill moved to approve, Artt seconded. Passed.

Treasurer's report – Motion to approve by Bill, seconded by Connie. Approved.

Old Business –

Election -- The slate for 2019 board members was approved with 22 unanimous ballots for monte Rans, RE; Michael Mace, assistant RE, Connie Preheim, secretary. Appointed board members are Ken Kennedy, treasurer, and Dennis Smith, solo chair.

At-Large board member appointments were also made and approved: social media/youth steward, Artt Mann; newsletter/membership, Rocky Entriem; chief registrar, Nancy Smith; chief of tech, Rodney Walters; equipment manager, Abner Perney with Ken Kennedy as assistant.

Dave and Jo Richards Award -- Tabled from last meeting, approved to recognize outstanding individual or individuals, with the Richardses as the inaugural recipients for 2018.

New Business –

Annual Tech – Rocky moved we accept annual techs from all other MiDiv Regions as valid for Salina events with proof. Artt seconded. Passed, with the notation that Junior Karts must be teched at every event. 2019 Salina Region annual tech and helmet stickers are in the trailer now. The annual tech stickers will be placed inside the door panel.

Fire extinguishers – Ken Kennedy has updated the fire extinguishers for the coming season.

MiDiv Championship Event – Dates of June 8 and 9 are on the calendar with registration costs, of \$60 for both days for members, \$75 for non-members, one day \$40 for members, \$50 for non-members, Junior Karts \$50 for non-members and \$40 for

(Continued to Page 5)

SCCA founders didn't intend a racing organization 75 years ago

By Daniel Strohl, Hemmings Daily, Feb 12, 2019

Just before the end of World War II, vets started coming home en masse with visions of importing and driving the zippy little roadsters they saw overseas. A group of well-off men in Boston, slighted at the attention already being paid to veteran cars, decided they needed a club just for those with an interest in sports cars. And while it seems inconceivable 75 years later, the founders of the Sports Car Club of America didn't care much for racing their cars.

"The necessity for the existence of a sports car club in this country has become increasingly obvious during the last few years," the club's founders wrote in the SCCA's first newsletter, dated March 1944. "The existing car clubs have concerned themselves entirely with the preservation of veteran motor cars, a worthy objective. There are among us, however, those whose interests vary somewhat from this concept. The vintage sports car has now become sufficiently rare as to warrant an organization devoted wholeheartedly to its care and preservation. In view of this condition, the Sports Car Club of America has been founded."

Just a month prior, on Feb. 26, a group of seven well-off sports car enthusiasts gathered at the home of Chapin Wallour on Mount Vernon Street in Boston to discuss their mutual interest. (While they didn't mention "the existing car clubs" by name, the SCCA's founders

likely implicitly referred to the Veteran Motor Car Club of America, founded just six years earlier at Boston's Statler Hotel, located just on the other side of the Boston Commons from Wallour's house.) Wallour was elected vice-president and Ted Robertson president. They organized their first meet that July.

As SCCA itself has pointed out, the club's rules at the time were rather stuffy. Membership was restricted to owners of sports cars who obtained sponsorship in the club from an existing member and whose acceptance into the club had to be approved unanimously by the club's officers. Club members could be ejected for "voluntarily disposing of your last remaining sports car," selling a sports car without going through the club first, sniping another club member's attempted purchase of a sports car, or (a real concern given the scrap drives during the war) breaking up a sports car or allowing a sports car to be broken up.

The founders decided on a rather open-ended definition of a sports car: "any quality car which was built primarily for sports motoring as opposed to mere transportation."

Given that war still raged around the globe at the time and that racing activities in the United States — everything

from the Indianapolis 500 to dry lakes racing down to regional and local races — had been suspended, the omission of racing from the SCCA's mission was prudent. However, as Terry O'Neil pointed out in *Runways & Racers: Sports Car Races held on Military Airfields in America 1952-1954*, SCCA's founders likely deferred to the former Automobile Racing Club of America to organize, unaware ARCA had disbanded in December 1941.

The SCCA did, however, host hillclimbs and rallies in those early days as part of its stated goal to keep sports cars in use and out of garages. So, when it became clear that ARCA would not re-incorporate after the war, the SCCA's directors — perhaps reluctantly — decided to organize road races around the Northeast, perhaps most conspicuously at Watkins Glen starting in 1948.

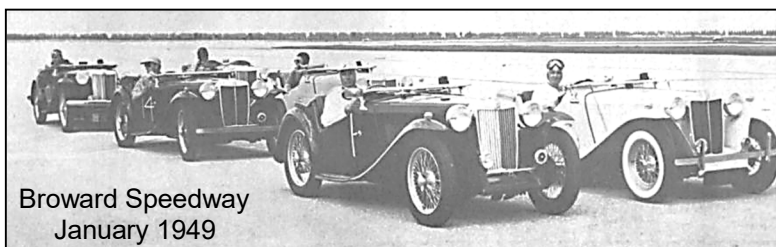
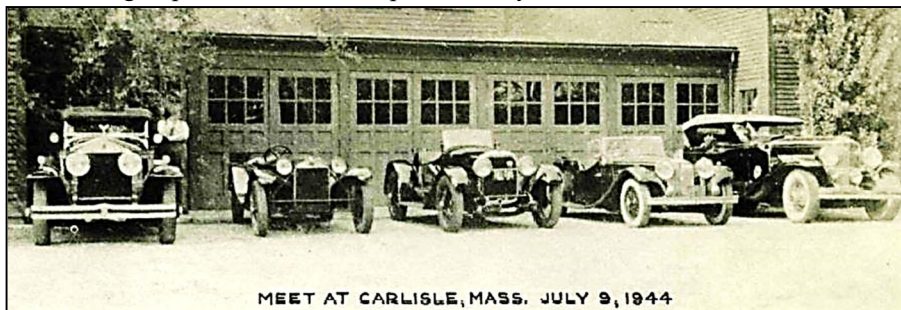
According to J.A. Martin and Thomas E. Saal, writing in *American Auto Racing: The Milestones and Personalities of a Century of Speed*, when the American Automobile Association decided in 1955 to stop sanctioning road races due to the increasing number of deaths of racers as well as spectators, the SCCA stepped in to become the premier road racing sanctioning body in the Eastern United States. To make racing safe — not to

mention financially sustainable — and to comply with new state laws designed to move racing off public roads, the club moved racing onto dedicated tracks and Air Force base landing strips.

The adoption of

racing events, according to O'Neil, was "well supported by the membership, with many of the competitors driving to the events, racing, then driving back home in the same car they would use day-to-day." For the SCCA, road racing would remain a strictly amateur sport until 1963 when it inaugurated the U.S. Road Racing Championship, later succeeded by the Can-Am and Trans-Am racing series.

While individual racing series have come and gone throughout the SCCA's history, the inclination to drive sports cars — on the track or on the road, professionally or as an amateur — has remained, and the club nowadays claims 67,500 members and a calendar of events ranging from hillclimbs and road racing to autocross, road rally, and rallycross.



Salina Region's Award Winners Through The Years

Year	Regional Exec	Driver OTY	Rookie OTY	Newcomer OTY	Most Improved	Worker OTY	Richards Award
2018	Monte Rans	Kyle Edwards	Tyler Naden	Matthew Polzin	Conner Herrick	Michael Mace	Dave & Jo Richards
ALSO, National award: McClintock-Berry Award – Mason Herrick							
Year	Regional Exec	Driver OTY	Rookie OTY	Newcomer OTY	Most Improved	Worker OTY	Racer OTY
2017	Monte Rans	Joey Green	Brian Hardeman	Sharon & Henry Brillhart	J.D. Baughman	Monte Rans	—
ALSO, National award: McClintock-Berry Award – Mason Herrick / Divisional awards: Driver of the Year – Joey Green; Scharnberg Spirit of Solo Award – Brian Tefft Jr							
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)						
ALSO: Divisional Award: England-Stipe Award (MiDiv's top honor) – Rocky Entriiken							
1988	Bill Pemberton (Salina Chapter President)						

MAKE YOURSELF A BETTER AUTOCROSSER

The second weekend of April brings our annual visit from the instructors of the Evolution Performance Driving School. As always, three days of instruction are designed to make you the best autocrosser you can be.

You do the schools in your own car. **Phase 1** is the basics. Even if you consider yourself “experienced,” you need to do this one to begin. **Phase 2** is the advanced school, building on the skills taught in Phase 1.

If you’ve done both of those you’re ready for the **Challenge School**, new exercises, a larger, faster course, with the ultimate goal to outrun your instructor at the end of the day in a one-on-one challenge.

Your instructors are all top-tier autocrossers, national champions and trophy winners at the Solo Nationals.

To enter the schools, go to www.evoschool.com. On the front page is an “Upcoming events” calendar. Scroll down to “Evolution Weekend with Salina Region SCCA.” Click that link, which will take you to motorsportreg.com, just like our local events, and choose the schools you want.

The cost of one school is \$265, but there are discounts if you do multiple schools (save \$30 for two schools, \$65 for all three).

The schools are all-day programs, 8 am to about 4 pm. You will run through numerous exercises from course walks to riding with your instructor to driving with your instructor in the

right seat.

As always, the schools go on rain or shine. Last year, in fact, an April snowstorm blew through Salina on Saturday, but while the usual Saturday autocross was cancelled, the school went on. It actually was a good deal for the students as handling a dicey (but not icy) surface resulted in bonus instruction for everyone.

When looking for way to improve the car, there is overwhelming agreement that the first money is best spent on improving the driver.



Salina Region 2019 Awards Banquet



**Driver of the Year
Kyle Edwards**

**Rookie of the Year
Tyler Naden**
**Newcomer of the Year
Matthew Polzin**
**Most Improved
Conner Herrick**

**Midwest Division
Solo Series Champion
Zach Smith**
Street Touring Pony



**Worker of the Year
Michael Mace**

◆ SALINA REGION CHAMPIONS ◆

PAX – KYLE EDWARDS
BS – JIM HUND, CORVETTE
BSL – SUSAN PULS, CORVETTE
CS – RYAN REDENBAUGH, BMW Z3
ES – ROCKY ENTRIEN, MAZDA MIATA
ESL – SHARON BRILLHART, MAZDA MIATA
FS – JOHN LARANDEAU, MUSTANG GT
FSL – ANN LARANDEAU – MUSTANG GT
GS – KYLE EDWARDS, FORD FOCUS ST
GSL – NANCY SMITH, FORD FOCUS ST
HS – DON HERRICK, FORD FIESTA ST

STR – MICHAEL MACE, HONDA S2000
STS – MONTE RANS, HONDA CRX/MINI COOPER
STO8 – ABNER PERNEY, FORD FUSION SPORT
CAM-CL – NANCY SMITH, MUSTANG COBRA
CAM-T – KEN KENNEDY, CAMARO
SMF – J.D. BAUGHMAN, CHEVROLET COBALT LS
CP – RODNEY WALTERS, MUSTANG
AM – ARTT MANN, DWARFMANN
KM – CHAD STOUGHTON, CRG PIERACING E-KART
JA – MASON HERRICK, CRG SANTANA
WILD CAR-D – CONNER HERRICK, STS/STO4 (MIATA), JA (CRG)

MEETING MINUTES

(Continued from Page 2)

members. The cost of the meal will be separate, \$15 for adults, \$7.50 for children. Registration will close the Wednesday prior to the event. Camping is permitted on site.

Run Groups – The run groups have been adjusted for 2019. Will be published online and in March newsletter.

Junior Karts – Each Region is now required to have a formal meeting to review new requirements for Junior Kart drivers. Artt will send an email to each member with the requirements and they will also be noted in the newsletter and minutes.

Permits and Sanctions – City of Salina ECRA has a new form to be signed and submitted for use of the East Crawford Recreation Area. SCCA sanctions are to be sent electronically. Event audits should be submitted within 14 days of each event, Rocky will continue to take care of those.

Associate members – Rocky reported associate members' expirations have been extended to their next National expiration date, for renewal with their National memberships through SCCA. If anyone pays directly to Salina Region, SCCA will be notified.

Evolution Schools – Rocky reported the Evo School is scheduled and registration is open for April 12, 13 and 14. Monte will be in charge and is accepting volunteers to assist.

Schedule cards – Business cards and magnets with the schedule were discussed, Rocky volunteered to take care of them.

Wristbands – Abner will check on the quality and quantity of wristbands still in the trailer and report.

Powercat Motorsports – Students from the K-State Formula SAE program were present to request support. Rocky moved and Bill seconded to support the program the same as in past years with the request to have more involvement at our solo events from the students.

Novices – A solo for novices was discussed and Michael proposed an information sheet for them. Also suggested was windshield stickers to designate novices.

Debit cards – Rocky moved debit cards be issued for 2019 to the RE, treasurer, solo chair and newsletter editor (Monte Rans, RE, Ken Kennedy, treasurer; Dennis Smith, solo chair; Robert Entriken Jr., newsletter). Artt seconded, approved.

Official business – A certificate in good standing from the State and Form 990 should be filed for the club. Ken Kennedy will verify.

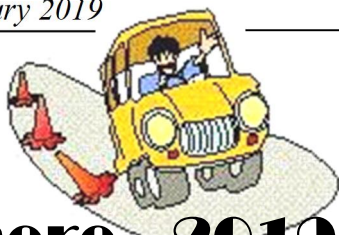
MotorsportReg.com – Monte reported that registration for all 2019 solo season events will be online by Monday, Feb. 18.

Board Meeting – The next business meeting will be after the Test and Tune event on March 16, locale TBA.

Motion to adjourn by Artt, seconded by Rocky, Adjourned approximately 5:45 p.m.

Submitted by Connie Preheim, Secretary

Events Elsewhere - 2019



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 23-24... Kansas @ Heartland Motorsports Park, Topeka (Sat. T&T)
 Oklahoma @ Remington Park, Okla. City (Sat. T&T)
 Wichita @ Yoder (Sat. Test & Tune)
Apr 6..... Kansas City @ MCC-Blue River, Independence, Mo. (T&T)
Apr 7..... Kansas City @ MCC-Blue River, Independence, Mo.
 Nebraska @ Lincoln Airpark
 Oklahoma @ Remington Park, Okla. City
 Wichita @ Yoder
Apr 14.....* Kansas @ Heartland Motorsports Park, Topeka
Apr 27-28... Nebraska @ Lincoln Airpark (Sat. Test & Tune)
Apr 28..... Oklahoma @ Remington Park, Okla. City
 Wichita @ Yoder
May 19..... Oklahoma @ Remington Park, Okla. City
May 25..... Wichita @ Yoder (Ladies' Solo)
May 26..... Wichita @ Yoder
Jun 2..... Kansas City @ MCC-Blue River, Independence, Mo.
 Nebraska @ Lincoln Airpark
 Oklahoma @ Remington Park, Okla. City
Jun 15-16... Kansas @ Heartland Motorsports Park, Topeka
Jun 16..... Wichita @ Yoder
Jun 23..... Nebraska @ Lincoln Airpark
Jun 30.....* Kansas City @ MCC-Blue River, Independence, Mo.
Jul 6..... Kansas City @ MCC-Blue River, Indep., Mo. (Novice Sch)
 Nebraska @ Lincoln Airpark (Nebraskhana)
Jul 7..... Kansas City @ MCC-Blue River, Independence, Mo.
 Nebraska @ Lincoln Airpark
 Oklahoma @ Remington Park, Okla. City
 Wichita @ Yoder
Jul 21.....* Wichita @ Yoder
Jul 28..... Kansas City @ MCC-Blue River, Independence, Mo.
 Nebraska @ Lincoln Airpark
Aug 10-11.. Kansas @ Heartland Motorsports Park, Topeka
Aug 17..... Kansas City @ MCC-Blue River, Indep., Mo. (School)
Aug 18.....* Kansas City @ MCC-Blue River, Independence, Mo.
Aug 24..... Wichita @ Yoder (Test & Tune)
Aug 25..... Oklahoma @ Remington Park, Okla. City
 Wichita @ Yoder
Sep 15..... Oklahoma @ Remington Park, Okla. City
 Wichita @ Yoder
Sep 21..... Kansas @ Heartland Motorsports Park, Topeka
Sep 22..... Kansas City @ MCC-Blue River, Independence, Mo.
Sep 29.....* Nebraska @ Lincoln Airpark
 Oklahoma @ Remington Park, Okla. City
Oct 5-6..... Kansas @ Heartland Motorsports Park, Topeka
Oct 6.....* Kansas City @ MCC-Blue River, Independence, Mo.
 Wichita @ Yoder
Oct 13..... Oklahoma @ Remington Park, Okla. City
Oct 26..... Kansas City @ MCC-Blue River, Indep., Mo. (FunRun Day)
Oct 27..... Kansas City @ MCC-Blue River, Indep., Mo. (Halloweenie)

..... Nebraska @ Lincoln Airpark
 Wichita @ Yoder (Endurocross)
Nov 10..... Wichita @ Yoder

RALLYCROSS

Feb 24..... Nebraska @ I-80 Speedway, Greenwood, Neb.
Mar 3..... Kansas @ Santa Fe Cycle Park, Carbondale, Ks
Mar 10..... Wichita @ Howard, Ks
Mar 24..... Nebraska @ I-80 Speedway, Greenwood, Neb.
Apr 14.....* Wichita @ Howard, Ks
Apr 20..... Kansas @ Santa Fe Cycle Park, Carbondale, Ks
May 4-5..... Nebraska @ I-80 Speedway, Greenwood, Neb.
May 5..... Wichita @ Howard, Ks
May 26..... Kansas City @ Kansas City site
Jun 9..... Nebraska @ I-80 Speedway, Greenwood, Neb.
Jun 16..... Wichita @ Howard, Ks
Jul 14..... Nebraska @ I-80 Speedway, Greenwood, Neb.
Jul 28..... Kansas @ Santa Fe Cycle Park, Carbondale, Ks (T&T)
Aug 11..... Wichita @ Howard, Ks
Aug 24..... Kansas @ TBD
Sep 14..... Kansas @ TBD
Sep 15..... Nebraska @ I-80 Speedway, Greenwood, Neb.
Oct 20.....* Nebraska @ I-80 Speedway, Greenwood, Neb.
Nov 10..... Nebraska @ I-80 Speedway, Greenwood, Neb.
Nov 24..... Kansas @ Santa Fe Cycle Park, Carbondale, Ks
Dec 15..... Kansas @ Santa Fe Cycle Park, Carbondale, Ks

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

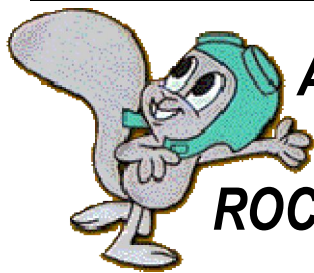
Mar 30-31..... Hoosier Super Tour @ Hallett
May 18-19..... Majors @ Heartland (with Track Event)
Jun 29-30.....* MidAm @ Hallett (with Track Event)
Jul 13-14..... MidAm @ Heartland (with Track Event)
Aug 10-11..... MidAm @ Raceway Park o/t Midlands (w/Track Event)
Oct 16-21..... The Runoffs @ VIRginia Int'l Raceway, Alton, Va.

MIDWINTER TRIALS SERIES

May 18-19..... @ Heartland
Jun 22-23..... TT National Tour, Heartland (not a series event)
Jun 29-30.....* @ Hallett
Jul 13-14..... @ Heartland
Aug 10-11..... @ Raceway Park of the Midlands
Sep 27-29..... Time Trial Nat'ls @ NCM Mspts Park, Bowling Green, Ky.

TRACK NIGHT IN AMERICA

May 24..... @ Heartland Motorsports Park, Topeka
May 31..... @ Heartland Motorsports Park, Topeka
Jun 28..... @ Heartland Motorsports Park, Topeka
Jul 19..... @ Heartland Motorsports Park, Topeka
Aug 16..... @ Heartland Motorsports Park, Topeka
Sep 20..... @ Heartland Motorsports Park, Topeka
Oct 11..... @ Heartland Motorsports Park, Topeka



ASSORTED NUTS FROM ROCKET J. SQUIRREL

—ROCKY ENTRIKEN

Courage is overrated.

When racing, perhaps especially in autocrossing, bravery can cost you more than it gains you. We're not talking here about serious injury-prone situations, but those that simply ruin your lap or your run.

"I can go deeper into this corner." Sure you can, but how often is it that it messes up the corner? You carry a tad more speed into the braking zone, brake too late, and suddenly you are behind in the turn and struggling to get back on the line.

Courage probably gets me in more trouble than anything. Oh, how often I've gotten a corner well, come out of it beautifully on line and thinking "man, I really got that one!" And then I arrive at the next element sooner than expected and lose everything I'd just gained.

One of my favorite photos taken of me at the Solo Nationals comes from the 2000 event at Forbes Field. It's an exciting picture, car all jacked up, inside rear tire off the ground, right edge of the spoiler scraping pavement. It's a fun photo, taken on my first run, but it's really a bad turn. I braked too late, yanked the wheel to get the car upset, and lost time trying to get the car around the corner.

The other photo is from my third run, same 2000 Nationals, kind of a boring picture by comparison. Similar corner, but this time I've braked earlier. I'm tracking through the corner and where before I was still on brakes now I'm on the gas. All four tires on pavement, nose up, and it was my fastest run.

Less "courage," more technique.

Autocross and road racing demand a high level of mental sophistication and self-discipline. To analyze a course, make a run, then re-analyze it to do the next run quicker, requires knowing what you did here, and here, and here too, and understanding why it could be done better. Then redesign your attack of the course based on elements you decide you can improve upon.

So often, "better" means not so fast. Brake earlier. Go in smoother. Hit that late apex. Come out hard, but remember the next element just ahead.

Slideways is slow.

Smooth is fast.

Watch a run by a smooth driver and so often it looks boring. Not much skidding and sliding, just an easy meander through the course. And then a killer time comes up on the clock.

We speak in terms of "fast" when what we really mean is "quick." Fast is about speed, top end, miles per hour. Quick is about getting through this element or that with efficiency, shaving tenths and hundredths of seconds. Fast is often the enemy. Slow down! Brake earlier! Quick is the success of executing an element in the least amount of time. Late apex! Early on the gas at exit.

Problem is – and this is the challenge to every racer – is not to be too conservative. Set up the turn, use the good technique, then trust the car and the tires.

Once in a road race at the "old" Heartland Park layout – the dragstrip was still the frontstraight – the course on this

day was using "NASCAR 1," a sweeping lefthander. In practice a very good racer named Jack Beck "taught" me how to do that turn.

I'm approaching the turn, brake, downshift, and Beck comes flying past. I'm in my G Production Spitfire, he's in a GT4 Alfa Romeo GTA Jr. I hear a momentary lift at turn-in then he's right back on the gas. No downshift, no brake lights.

Jeez! He's arriving at the corner faster than I am, his car is heavier

than mine with a higher center of gravity, and he has the exact same tires I do. If he can do that, I can do that.

Next lap, I pucker up and try it. Yee-haa! It works! The car sticks! I never leave 4th gear. And I come out of the corner so much faster.

In the race that afternoon I chase another GP car into that same corner and I see its brake lights flash, and I think, Gotcha! I catch it in the next corner because now I have more speed up, and I pass it in that next corner.

Yes, there was some courage involved, but more was that Jack illustrated the possibility to me. The courage was to try it his way, not just to go into the turn faster or attempt something not possible.

I often quote a line from Al Unser Jr.: "There are old racers and there are bold racers, but there are no old, bold racers." Me, I'm an old racer.





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.

Just Idling Around

—Abner Perney

Motoring westward for Christmas, I was watching the fuel range magically increase due to the change from city driving to highway cruising. Left Salina hoping to make it to Colby nearly empty to get maximum advantage of my Dillon's fuel points. At the edge of town, the computer was forecasting only 141 miles, but Colby is 200. Thanks to rolling averages or whatever trick formula the Ford uses, I arrived at the Colby pumps still showing six miles range – but it did take 17.1 gallons to fill. Perfect!

The last car deal of 2018 was to sell the 2014 Toyota Venza. This reduced our red car collection to 6 examples. Took a 2008 Prius in trade, which I had sold in January 2015. You have to appreciate repeat customers! The wackiness of the six red cars is that only one is really for sale, and even that one, the 1988 Buick Reatta, would be fun to keep around for the 2019 Rallycross season. The remaining five are: 1988 Chrysler LeBaron convertible, owned since new; 1968 Ford Falcon Futura Sport Coupe, in family since 1978; 1965 Triumph TR4, in family since 1967; 2014 VW Eos and 2017 Ford Fusion Sport. This last one ought to be For Sale also, but, I like it.

The used car market is really odd right now. The supply of used cars seems to have tightened up to the point that good cars under \$5000 are increasingly rare. On the late model side, the big auctions that used to have 3000 cars every week, are now down to 1500 or so. Rental cars are being held to the 40,000 mile range, when they used to always be released to auction in the teens to low 20s.

It also seems that the larger new car retailers are keeping more of their trade-ins, and selling many more of them in subsidiary used car operations that use a different name than the new car franchises. All in all, the great capitalist “Bigger is always better” syndrome is making it more difficult for the little guys. But, I reupped my dealer license one more time!

For 2019, the reduction in car lines promises to become an even stronger trend. I'm thinking I will stick with economy cars, hybrids, plug-in hybrids and electrics; all the while trying to move my older “collectibles.” I always seem to choose the contrarian way, and hope there will be other contrarians to help me out.

The first trade of the new year, I took back another car I had sold in 2015 – a 2013 Ford Focus electric! Once again, I really think more households that have more than one car should have an electric for an around town car. The Focus is quiet, fast enough and goes far enough. And there is virtually no regular maintenance. No oil changes, no transmission changes for at least 150,000 miles. Just take care of the tires, check the coolant, top up the windshield washer fluid, replace the AC cabin air filter about 20-

30,000 miles, and that's it. Plug it in every night, drive 30-60 miles a day and repeat.

With the winding down of cars as cars, I am having trouble getting interested in the new trucks and SUVs being offered. I really liked the Ford Ranger 4.0 two-wheel-drives which ended production in 2011. I've been only slightly interested in the new Ranger, because it seems like it is probably too big and too high off the ground to be equivalent to the old ones. But, I did go to the factory website to see what they are offering as close as possible to my old favorite Ranger.

Being cheap and simple minded, I started with the basic XL Supercab. The only drivetrain is the 2.3 liter Ecoboost turbo with 10-speed automatic transmission. With 270 horsepower it should easily outdrag the old 4.0. I ended up clicking on the package 101A to get the hands free ignition and power basics we all expect, windows and locks, cruise. The new truck also has a remote locking tailgate. Since I'm going 2wd, I did want the electronic limited slip rear axle. I also added the trailer package. That puts me at \$27,545.00 MSRP. This has just plain painted steel wheels, a rubber floor mat, black plastic grill and bumpers; and choice of vinyl or cloth seats for the same price. I think I would actually go for the vinyl. On the Fuel economy website the big plus on the new truck is 23 mpg overall, a 6 mpg, 35 percent improvement over the 2011!

After going through the website to “build” what you want, they give you an option to find one in nearby dealer inventory. At this early date (Feb. 6, 2019), there are no, zero, nada, Supercabs within 100 miles of either Salina or Estes Park. The only units offered were 4x4 Crew Cabs, ranging in price from \$34-45,455.00. This makes me tired and sad.

On a happier note, the RallyCross season is to start the day after our annual banquet, at Carbondale. I am signed up in the 1988 Buick Reatta. I was pleased to be mentioned in the 2018 Nationals Story in the Sports Car Magazine. I will try to campaign the Buick through this whole season. On the autocross front, I have wheels and tires which will fit the Focus Electric, so I may as well run the Salina season in it!

I hereby announce a strategy for 2019. Autocross the Focus Electric in HS and STO4. Then the Fusion Sport in GS and STO8, not more than three events in any class. This equals a Championship as Wild Card! Been there, done that, but not with these cars. RallyCross the 1988 Reatta in Stock Front for the whole season! Simple, but doable without buying anything else. Feel free to change this by buying one of the cars. Asking \$9000 for the 2013 Focus Electric only 24,000 miles, \$30,000 for the Fusion Sport, only 5,600 miles, and \$4,000 for the Reatta, only 180,500 miles as of last week! Even the touch screen was working!!!

Happy trails, See, you at an event near Salina, Wichita, Topeka, KC, or I-80 Speedway, soon

– Abner ... Call or text 785-822-8570.

SCCA Membership notes:

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 and participating in their programs. These are "Associate" or "Dual Region" memberships. Salina Region's Associate Members are fully-vested members eligible for all our championships, voting rights, region offices and other member benefits. Associate membership only means region-of-record is elsewhere.

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, the minimum amount). More information is available at www.salinascga.org, www.scca.com, or call Salina Region membership chair Rocky Entriaken at 785-827-5143 or e-mail rocky@spitfire4.com.

Associate memberships • • •

• As of October 2018, Associate Memberships in Salina Region will expire concurrent with National and Region-of-Record memberships. All Associate memberships paid direct to Salina Region for Calendar Year 2018 expired Dec. 31, 2018, or on their National expiration date prior to October 1, 2019 (if renewed). Associates are fully-vested members of Salina Region.

• To become an Associate Member of Salina Region, contact SCCA Membership (call 1-800-770-2055) and ask to be included as a member in Salina Region, as well as any other additional regions you may desire. The Region's local dues will be paid at that time and added to your renewal fees.

• If you choose to pay dues direct to Salina Region (for example, at an event), we will notify SCCA and your Salina Region membership will become part of your National membership renewal.

• Dues are \$15.00 both for single memberships and for family memberships (which includes spouse). If you are a First Gear member with Region of Record in another region, Associate Member dues to Salina Region are \$10.

• Mailed subscriptions to The Write Line are available for non-SCCA members at \$15.00 per calendar year. Or, subscribers may choose to receive issues as a PDF document by e-mail blast, just let us know.

E-mail or U.S. Mail?

If you received the e-mail version but would prefer to continue receiving *The Write Line* by mail, just send a message to the editor (rocky@spitfire4.com, or 2731 Scott, Salina Ks. 67401) and we'll keep you on the snail-mail list. Likewise, if we sent you the mailed version but the e-mail copy would better meet your preferences, just say so.



Like us on Facebook

www.facebook.com/SalinaSCCA



The Write Line
Newsletter of the Salina Region
Sports Car Club of America
2731 Scott Avenue
Salina, KS 67401