

The Write Line

~ January 2020 ~



Infamous Jim's Auto Art

The official newsletter of the Salina Region SCCA

Regional Executive Views

Happy 2020, a new year and a new racing season. Salina Region begins its 31st year. In about eight weeks (March 14-15) our season will be starting with a test and tune on Saturday then the next day with the first solo. It will be here soon. The schedule is available online and here in the *Write Line* (always on Pg. 2) so mark your calendars now so you don't miss any of the action.

I would like to thank last year's board for all the hard work that allowed all of us to get our competition fix, and I look forward to the newest board members joining us this year. The board is working hard to have everything in place by the time the season starts so please thank them for their efforts.

Because of the large gap in the availability of Salina's East Crawford Recreation Area site we have added a third region to join the R.E. challenge, now dubbed the Sunflower Solo Showdown. This year Kansas Region has joined the mix so there will be "away" events at Topeka and Wichita, both of which will be points events for us. We will need your help to retain the cup which we reclaimed last year.

Some other important dates to remember:

- April 24-26 is our annual Evolution Performance

Driving School, one week later than last year because of conflicts and holidays, and so hopefully better weather. Plus there is the usual twin solos that same weekend. The Evo School is conducted on the north end of the site with the solos on the south end. The solo course is short and usually ends up being a two-lap run so times are very comparable to a full course.

- May 9, the Saturday before Mother's Day – we did a Saturday solo on this same weekend last year and it was well received.

- June 6-7, our round in the Midwest Division Solo Series. People will be coming from several states to participate so this is great way to experience the next level of competition.

Coming up Feb. 22 is the Salina Region awards banquet at Martinelli's Little Italy in Salina. Join us for some good food, camaraderie and bench racing plus some great awards – including a special new award! There will be a sign-up sheet for those who want to chair an event so don't be bashful about show us your course-design skills. There is always someone there to help and for your convenience there is a scaled layout of the site available.

Also, all members are invited to the board meeting prior to the Banquet starting at 4:30. Members are always welcome to Salina Region board meetings.

See you at the Banquet,

—Monte Rans, RE Salina Region

► Next Events ◀

Annual Awards Banquet • Feb. 22



Social 6:00 p.m. ~ Dinner 6:30
Martinelli's Little Italy
158 S. Santa Fe, Salina
See flyer Page 5

Next Business Meeting

Saturday, Feb 22
4:30 p.m.

Martinelli's
158 S. Santa Fe, Salina

*Business meetings
are open to all
members and guests*



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Salina Region Schedule ~ 2020

All at East Crawford Recreation Area unless noted otherwise

Event

Chair

Feb. 22 – Salina Region Banquet – 6 pm at Martinelli's, 158 S. Santa Fe, Salina
Mar 14 – Test & Tune
Mar 15 – Solo
Apr 5 – Solo
Apr 24-25-26 – Evo Schools
Apr 25-26 – Twin Solos
May 9 – Saturday Solo (Sunday is Mother's Day)
July 19 – Sunflower Showdown Solo Series – **Topeka**
Aug 2 – Sunflower Showdown Solo Series – **Yoder**
Aug 23 – Sunflower Showdown Solo Series – **Salina**
Sep 13 – Solo
Oct 11 – Solo
Oct 25 – Solo, Octoberfast 31
Nov 8 – Solo

Rocky Entriem

Kansas Region

Wichita Region

Monte Rans

The Salina Divisional (June 6-7) and Solo Nationals (Sep. 7-11) also score in the Salina Region championship, with bonus points. Lowest four scores are thrown out.

MiDiv



SPS/R&S MiDiv Solo Series – 2020

May 16-17 — Topeka (Heartland Motorsports Park)
June 6-7 — Salina (East Crawford Rec. Area)
June 20-21 — Neosho, Mo. (Crowder College)
July 11-12 — St. Charles, Mo. (Family Arena)
Aug 8-9 — Lincoln, Neb. (Lincoln Airpark)

SCCA 2020 Solo Nationals ~ Sep. 7-11 ~ Lincoln, Neb.

MEETING MINUTES

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

RE Monte Rans called the Jan. 19 meeting of the Salina Region SCCA to order at 1:47 at Mokas Coffee. Also present were Dennis and Nancy Smith, Rocky Entriem, Brett Grier, Michael Mace, Abner Perney and Bill and Connie Preheim.

Dennis moved to accept the minutes as written, Bill seconded, passed.

The co-treasurers were not present. The treasurer's report was given by Monte. Receipts and copies of the treasurer's report were given to Brett for delivery to Tim. Moved to accept, passed.

Old Business: The final draft of specifications for the Richards Award were presented by Rocky with a nominee to be chosen by the committee by the awards banquet.

MiDiv dues were discussed with \$50.00 and two entry fees for the silent auction given and \$30.00 dues paid by the club.

Michael reported he has updated the region's website.

RallyCross site possibilities were discussed with Dennis proposing a site in the future. An event could be filled in the open midyear spot in the schedule.

Trailer updates by Dennis and Bill have not been done yet with plans to repair cone carts with a bar in the trailer so the carts can be loaded correctly. Dennis also has a possible holder for the timing display.

Trophies for the banquet have been ordered. Rocky presented a proposed design for the Richards Award, which was accepted.

The banquet will be Feb. 22 at Martinelli's with a charge of \$20.00 per person. An Italian dinner will be served with two entrees and a salad, coffee and tea. Registrations need to be made by Feb. 15 on motorsportsreg.com. Special diets are also available. The club business meeting will be held at Martinelli's at 4:30, with a social time at 6pm and dinner at 6:30pm.

New Business: Votes were counted for the slate of officers for the coming ►►►

Solo News from the SCCA National Convention

Two New Supplemental Classes – Xtreme Street (XS) and Electric Vehicle X (EVX).

The purpose of the Xtreme Street Category is to attract automobile enthusiasts interested in autocross events with street vehicles using minimal rules that allow for creative modifications with limited restrictions. This category is intended to appeal to regional/local competitors who would like to compete with a modified car on street tires, but would be classed in high-prep race tire categories. XS will be eligible for competition at Tire Rack Solo Championship Tour and ProSolo events.

The EV-X class is aimed at 100% electric sports car-based automobiles giving them a home to highlight their unique capabilities. This category is intended to appeal to regional/local competitors as well as National Solo events. It will also be eligible for competition at Tire Rack Championship Tour and ProSolo events, giving 100% electric vehicles a home that highlights their unique capabilities.

The two new classes are not eligible for contingency or Super or Ladies Challenges but will be eligible for the Bonus Challenge.

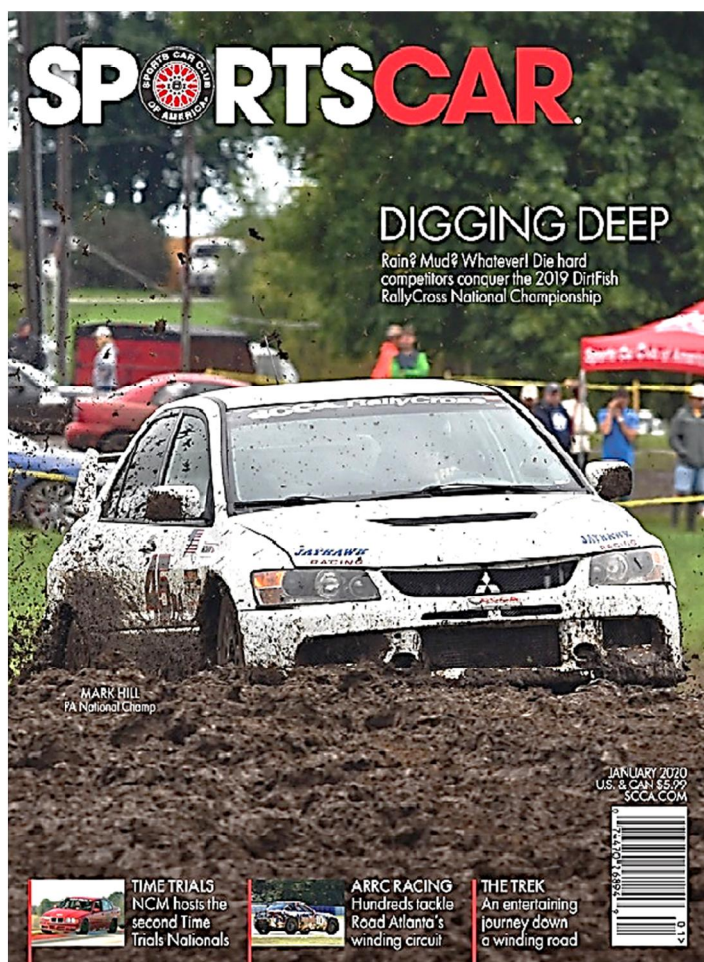
Top Cone – 2020 Tire Rack SCCA National Championships theme will be Top Cone, home to the Top Guns of Autocross from across the USA.

Nationals Run Order – At the 2020 Tire Rack SCCA Solo National Championships, competition will be split differently than in the past. Competitors will now have a day off between competition runs allowing for more time walk course, prepare your car, and just provide more time to have #funwithcars.

Approximately half of all classes will run on Tuesday/Thursday, with the other half competing on Wednesday/Friday.

ProSolo – Payouts for Tire Rack ProSolo Event and Year End Championships– Thanks to partner support and funds from the sale of ProSolo SuperPasses, the Challenge prize purse will increase dramatically to almost \$50,000 in 2020.

Also new for 2020, ProSolo competitors will now be able to score a bonus point towards the year-end class championship for leading after Saturday morning run heat as well as Saturday afternoon heats for up to two bonus points per weekend.



National Champion!

Salina Region member **Mark Hill**, driving his Mitsubishi Evo at the muddy RallyCross Nationals in Indianola, Iowa, made the January cover of SportsCar. He won the Prepared AWD class championship by 20.158 sec over the previous year's champion.

MEETING MINUTES

►►►► year. Results are Monte Rans, RE; Brett Grier, assistant RE; and Secretary Connie Preheim. Bill Preheim continues as Past RE. Per the Bylaws, Dennis Smith was reappointed as Solo Chair. The formal appointment of treasurer was tabled.

The board then appointed as Members at Large: Registrar, Nancy Smith; Newsletter and Membership, Rocky Enriken; Webmaster, Michael Mace; Chief of Tech, Hank Brillhart and possibly Kale Morris as assistant tech; Equipment Manager, Abner Pemey; Social Media/Youth Steward, Artt Mann. Bill moved to accept the at-large nominees, Brett seconded, passed.

A final schedule with updates will be emailed to members by Monte.

Rocky volunteered to have magnets with the club schedule to have for handouts. It was decided to have the full year's schedule listed on MotorsportsReg.

Sanctions will be taken care of by Dennis. Rocky has approached the City of Salina to book the East Crawford site.

A By-laws update proposal to establish that the statutory board members as listed in the By-laws must be Region of Record members was presented by Rocky. Dennis moved to accept the changes, Bill seconded, passed.

Entry fees were discussed and will be addressed in the newsletter pending information from SCCA.

Fire extinguishers need to be taken to Weis Fire & Safety Equipment for checking and updates. Abner volunteered to do that. Radios also need to be relicensed and checked for batteries.

Those members having debit cards were Dennis, Monte and Rocky.

Dennis asked that the start time of events held on cold days be moved until 10am.

Dennis moved to adjourn, Nancy seconded, passed.

Submitted, Connie Preheim, Secretary



Three-way battle for state supremacy

Something new! What for the past several years has been the R.E. Challenge between Salina and Wichita Regions, now becomes a three-way Sunflower Solo Showdown with Kansas Region joining the fray.

The showdown is reminiscent of a series from back in the 1980s, the Kansas State Solo II Championship or KS2C, that lasted until the Midwest Division Solo Series was inaugurated. The KS2C pitched Kansas, Kansas City and Wichita Regions against each other, each designating three events, in class championships for individual drivers. Salina Region did not exist but the Mirror Khana in Salina, a Wichita Region round, was a keystone event of the series.

In contrast, the Sunflower Solo Showdown is an inter-regional competition. Drivers score points for their region. The events also are points-scoring events for each local region. Salina Region designates all three rounds as points events in the Salina Region Solo Championship.

The 2020 schedule is:

- July 19 – Kansas Region at Topeka
- Aug. 2 – Wichita Region at Yoder
- Aug 23 – Salina Region at Salina

The basic rules of the competition are expected to be unchanged from the R.E. Challenge. Each region puts on one event to which the other two are invited.

Scoring is on a system where last place gets 10 points, each place above it gets 10 more. Or to state it another way, the class winner gets 10 points times the number of drivers

in his class (6-car class, winner gets 60), with everyone below getting 10 less down to 10 for last.

Total points are added for each region, then divided by number of region competitors for a final score. Any member of a region (region-of-record or associate) may score for a region, but if a driver is a member of more than one region his region-of-record

determines which one gets his points.

In addition to the friendly inter-regional meeting and the opportunity to run at different sites allowing more variety and concepts of course design, the series also fills some scheduling holes for each region.

Salina had a big mid-summer hole now where the LeadSled Spectacular on the last weekend of July makes our ECRA site unavailable for a three-week period because of a setup and teardown involving moving dozens of two-ton Jersey barriers. The Showdown puts two events into a 2½-month gap in our schedule.

Salina's event fills a similar 7-week gap in Wichita's schedule created largely by the Solo Nationals.

Kansas Region runs at Heartland Motorsports Park, which is a pricey rental that limits their opportunities. After their Showdown round they don't run again until October. The July 19 round, however, coincides with a 2-day race weekend offering opportunity to try being a race official or to participate in the Time Trials or Track Event also scheduled.



Helmets for 2020



Here's the easy answer: If your helmet was legal in 2019, it's legal in 2020 for Solo, RallyCross, Time Trials, even Road Racing.

The question comes up every year divisible by 5 – “Do I need a new helmet?” The Snell Foundation issues new standards every five years, but they don't make the required sticker available until October. You won't be able to find a 2020 helmet for sale until the season is over. But you may need to budget one in 2021.

If you're racer with an SA2010 helmet, you'll need a new one next

year. Ditto if you're an autocrosser with an M2005, K2005 or SA2005.

SA is the racer's “Special Application” helmet (orange sticker). Among other things it's Nomex-lined, fire-resistant. Or you can use the newer EA2016 – “Elite Automotive” (yellow sticker) – which translates as ridiculously expensive.

The autocrosser's budget often favors the M-rated helmet (tan sticker), the motorcycle standard. You can also find the K-rating for karts (blue sticker), which is identical to the SA except it doesn't have the Nomex.

Junior Kart competitors may also use the CM standard – “children's motorsports” – dated 2007 or 2016. There's CMS (red) and CMR (gray), the latter standing for “restricted” helmets with a narrower field of vision, but still legal for Junior Karts.

We don't see them much, but also legal are some SFI, FIA, ECE and BSI standards.

Ignore the DOT sticker. Those are meaningless to us. And if you see a “Snell approved” label on the back of the helmet? Equally worthless without the real Snell sticker inside.



Salina Region SCCA

Awards BANQUET

Martinelli's Little Italy
158 S. Santa Fe, Salina

Saturday, February 22
Dinner at 6:30PM



*Salina Region Board Meeting at 4:30
All members and guests are welcome*



Behind the scenes of SCCA's struggle to endure

by Jack Baruth // Hagerty.com

The club endures. Eighteen years ago, I was just a rookie autocrosser attending my first Sports Car Club of America event. One of the old hands took me aside and offered a few words of wisdom regarding the club and its unique qualities.

"The SCCA rulebook, like the operations book of the transcontinental railroads, is written in blood," he told me. "Every safety-related rule you see in those pages, even the ones that seem silly or paranoid – hell, especially the ones that seem silly or paranoid – those rules are there because someone was hurt or killed. Respect them."

Last Feb. 26, The Sports Car Club of America and its 50,000 members celebrated 75 years of endurance and change. The endurance aspect is obvious; the change, somewhat less so. But SCCA thrives because it has always managed to strike a balance between respect for tradition and enthusiasm for the future.

Founded in 1944 as a deliberately exclusive and patrician organization, without a particular focus on competition, the SCCA expanded its remit almost immediately to include hill climbs. In 1948, SCCA member Cameron Argetsinger proposed the "Watkins Glen Grand Prix" to the chamber of commerce of that city in the Finger Lakes region of upstate New York. Three years later, the 1952 national championship season boasted 11 events, ranging from hill climbs to public road-course races to a circuit at Turner Air Force Base in Albany, Georgia.

"Many of us raced the cars we drove every day on the street. And most of us drove them to the track and – hopefully – back again," said historian Art Evans in a *Sports Car Digest* article about early races at Pebble Beach. "One of the racing rules then was that competing sports cars had to be licensed for the road and include such items as a passenger seat and spare tire. Owning a sports car then put us in an exclusive society."

The excitement and glamour of that society proved irresistible to the dashing young gentlemen of the day. Miles and Sam Collier, heirs to and administrators of their father's Florida real estate fortune, shone brightly even in that distinguished company. Their first race cars were built for them at home by the family chauffeur, but the brothers soon expanded their purview to include sporting endeavors as diverse as operating the country's sole MG importer and racing outrageous contraptions like the flathead-Mercury-powered Ardent Alligator in the early 1940s.

Both Colliers survived the war, but neither would long survive the peace. During the 1950 Watkins Glen Grand Prix, Sam lost control of the Ferrari 166 Inter he had borrowed from Briggs Cunningham and suffered a violent ejection from the cockpit. He was pronounced dead that evening. To honor his brother, Miles organized a six-hour endurance race at a converted airport road course in Florida. That event became the 12 Hours of Sebring we know today. Four years later, Miles succumbed to polio. Not all of SCCA racing's early victims were so aristocratic, or so well-known. In the 1952 Watkins Glen event, the Cadillac-Allard driven by SCCA president Fred Wacker, Jr., veered off the road into a group of spectators. Twelve adults were injured, and a child was killed, setting a chain of events into motion that would eventually culminate in the establishment of a permanent road



Primitive helmets, short-sleeve shirts, not a roll bar in sight – SCCA's early racers were made of stern stuff. (Photo: The Revs Institute)

course outside Watkins Glen. The SCCA endured—despite the uncertainties, despite the controversies, despite the loss of life—and the rulebook, written in blood from the earliest days, continued to evolve.

By the early '60s, the SCCA had experienced a complete change of purpose. No longer was it a club for the well to do, one in which prospective members were "sponsored in" by existing ones after satisfying a committee as to

their vehicular and personal bona fides. It now welcomed all and sundry. Miles Collier's son, also named Miles, began racing about a decade after his father's passing.

"SCCA had this misapprehension, early on, of being some kind of snooty social club," he recalls. "Well, they figured that problem out pretty quickly, and it wasn't like that by the time I started racing."

Another form of inclusion practiced by the SCCA at the time: the introduction of the low-cost, Beetle-based Formula Vee series in 1963. Anyone with a welder, a set of wrenches, and access to a nearly worthless used Volkswagen could build and enter a car. The class was a roaring success, often forming the largest race group at an SCCA weekend.

Yet the club was not entirely satisfied with mere expansion of its traditional programs. Although sports car racing had become enough of a spectator attraction to warrant its own professional presence, this was an era when pro sports were often considered the moral and competitive inferior of their amateur equivalents.

"I feel this organization should be a simon-pure amateur organization," wrote SCCA board member Jack Hinkle in a 1958 letter to members. "Let us be the best racing outfit in the country," he continued. "Our personnel, our flags, our ambulance, our everything, puts on the race.... This is an amateur club, and for my vote it should stay an amateur club."

(Hinkle, a member of Wichita Region, enjoyed much success racing CanAm-type cars in the A Sports Racing class at events such as the Lake Afton and Ponca City Grands Prix. —ed.)

Hinkle's position, however eloquently stated, eventually became the minority one. The SCCA jumped with both feet into the active development and sanctioning of professional competition. Although the racing (*Can-Am, Trans-Am and Formula 5000, —ed.*) was often spectacular, the business side was fraught with disappointments for all parties.

The partial collapse, and eventual restructuring, of SCCA Pro Racing in the mid-1970s obscured an even more troubling problem: A growing number of members could no longer afford to contend at the amateur level. The post-Vietnam recession had significantly impacted the ability, if not the desire, of members to compete regularly. A sharp rise in fuel prices didn't help.

The root of the problem, however, lay in what Miles Collier called the human impulse to compete and win. "Ninety- ►►►

►►► five percent of the class was trailering in by 1969,” he said. “You could still drive your street car to the race, but you wouldn’t get anywhere.

“It started a battle the SCCA has been fighting ever since. Everybody wants to get the advantage through spending money. That’s a lot easier than becoming a better driver.”

SCCA Showroom Stock classes, which debuted in 1972 and used unmodified street cars, were a reaction to this. The rules were significantly tighter than those of the Production classes. The old hands liked to say that “you can’t even take the knob off the radio.”

During the Carter administration, however, the price of new cars started to climb out of proportion with inflation, and by 1985, significant increases in the value of the yen and deutsche mark had made the prices of new imports daunting. A 1973 Datsun 240Z cost \$5100 with all the options, but a 1985 300ZX could ring the register for 20 grand. Compensation, particularly blue-collar compensation, hadn’t kept pace.

At the same time, the club was learning more about safety, particularly in the area of rollover protection. Well into the late 1950s, it was still possible to buy a new MG at a dealership, slap on a few numbers, and run in a Production class. By 1965, the rulebook specified a roll hoop with minimal bracing, but the increased pace of Production-class cars was turning a lot of heads. By 1979, a fully braced cage was required for closed-cockpit racers. Since few states permitted the operation of such a vehicle on public roads, the club had inadvertently started a new tradition: The cars that won on Sunday sat idle in garages on Monday.

The solution adopted by many SCCA regions was a new group of classes called Improved Touring, which consisted of used cars with minimal upgrades, usually four-cylinder economy cars like the Renault Encore, Ford Escort, and Honda Civic. The racing was often rough-and-ready stuff that bore a distinct resemblance to the “compact class” at dirt and asphalt ovals around the country.

The ’90s introduced the low-cost Spec Miata class, which offered drivers a chance to compete in inexpensive used Mazdas with a standardized and cost-controlled package of modifications, arrived and quickly became the most popular class at many SCCA local races. As the number of SMs headed toward four figures, the club had no choice but to make it a national championship class. Yet this, in turn, caused the cost of competitive cars to leap to \$50,000 and above. Prices of front-running Improved Touring cars also soared, perhaps because Miatas were appearing there, too.

Heyward Wagner, a national-caliber autocrosser who left the sport after 10 years due to “significant burnout,” he fled to Northern California to teach summer camps and operate part of a ski resort. When his club called him, he returned as SCCA’s Director of Experiential Programs. What does a ski resort have in common with a racetrack, you might ask? More than you’d think.

“Here’s the thing about a ski resort,” Wagner explains. “It’s designed to let people enjoy themselves. I like to say that if the SCCA ran a ski resort, we’d slap a number on your back before you went down the hill for the first time, and when you got to the bottom, we’d hand you a slip of paper showing you how terrible you were at skiing.” Wagner clearly has a sense of humor.

He also has a lot of ideas for making the SCCA relevant to young drivers. His first major program, called Track Night in America, offered thousands of people the opportunity to drive their street cars on racetracks in a friendly, nonthreatening format. The follow-up, the SCCA Targa, combined a variety of time trial, autocrossing, and road-rally activities in a sort of barnstormer’s

tour around the American Southwest. His newest baby, a revamped Time Trial program, held its first national championship in 2018. All of these programs are designed to let people experience the SCCA on their own terms.

“The SCCA has been process driven, measurement driven, competition focused for a long time,” says Wagner. “That’s great if you’re that kind of person, but programs like Formula Vee and Improved Touring didn’t address the real problems facing the SCCA. They addressed the symptoms of the problem, cut the costs for a bit, and then it was back to business as usual.

“Our goal now is to create events that generate great experiences for everyone. It’s a fundamental shift. We are no longer interested in creating a culture where we value the winner of an event more than the other competitors.”

Although he is a change agent, Wagner hastens to make clear that he’s not ditching everything you think of when you think SCCA. “Programs like the Runoffs, National Solo,” he assures me, “are never going away. Never.”

Accommodations to traditionalists aside, Wagner imagines an SCCA that caters to people who won’t or can’t commit to a complete racing lifestyle.

“I envision that our participants, when you see them away from the track, aren’t completely wrapped up in racing,” Wagner says. “They don’t have a primary identity as race car drivers, at least not like the old club hands do. Instead, we offer a sort of alternate reality to our participants. A barista at a coffee shop is perhaps a chief steward on weekends. The doctor you saw yesterday? On Saturday, he’s the hot shoe of the hottest Unlimited Time Trials class. These people will come to us and experience something great. Then they’ll go home and not think about it all week.”

The astounding success of the Time Trials suggests Wagner is on to something. In an era when many amateur racing programs are struggling for funding, Time Trials is welcoming a slew of new partners, including Hagerty, which offers insurance specifically to cover the events.

So, what of the experiential programs down the road?

“I can’t tell you what will happen 20 years from now,” Wagner says, “but in the short term, we are going to bring everybody we can into this program and make sure they have the time of their lives.” He acknowledges that the rulebook might thicken over time and costs might rise, as they have done in the past. It’s okay. The club has always suffered that push and pull, the unavoidable conflict between the needs of its entry-level members and the desires of its aristocrats.

After I witnessed the deaths of two drivers in other, more footloose organizations, I finally understood how right that grizzled fellow at my first SCCA race had been about the SCCA rulebook. Again and again, I saw brand-new clubs, businesses, and racing sanctions promise a “reasonable and rational” rulebook. Each group subsequently experienced raw tragedy or mere liability, and each eventually adopted a set of regulations remarkably similar to those written, in blood, by those old fuddy-duddies in the SCCA.

The other thing that veteran told me, back on day one: “This club will outlast your participation. It will outlast your enthusiasm. You’ll have ideas about changes. Try to assume you’re not the first smart guy to hold a membership card. The club endures, I think, because we are patient about change. Be patient with us, too, and the club will endure. Even as it changes.”

Again, he was right. The remarkable virtue of the SCCA, at its heart, is that the club endures – and thrives – even as it changes.

As Of: January 20, 2020

Events: **MAJORS (Mid-States Conference)** **MidAm (Regional Runoffs Qualifier)** **National Solo** **Divisional Solo Series**
Majors within the Midwest Division also count as MidAm races **TT = MiDiv Time Trials Series** **Rally**
TE = Track Event (formerly PDX/Performance Driving Experience) **OTHER EVENTS**

Events Elsewhere - 2020



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 21** Oklahoma @ Remington Park, OKC (Test & Tune)
Mar 22 NeOkla @ Fair Meadows, Tulsa
 Oklahoma @ Remington Park, OKC
 Wichita @ Sunflower Aerodrome, Yoder
Mar 28 Kansas @ Heartland, Topeka (Starting Line School)
Mar 29 Kansas @ Heartland, Topeka
Apr 5 Nebraska @ Lincoln Airpark
 Oklahoma @ Remington Park, OKC
Apr 18-19 ... NeOkla @ Fair Meadows, Tulsa (double solo)
Apr 18 Wichita @ Sunflower Aerodrome, Yoder (Novice school)
Apr 19 Wichita @ Sunflower Aerodrome, Yoder
Apr 26 Oklahoma @ Remington Park, OKC
May 3 Nebraska @ Lincoln Airpark
 NeOkla @ Fair Meadows, Tulsa
 Wichita @ Sunflower Aerodrome, Yoder
May 17 Oklahoma @ Remington Park, OKC
May 23-24 . Solo Spring Nationals Pro/Tour @ Lincoln Airpark
May 24 Wichita @ Sunflower Aerodrome, Yoder
Jun 7 Oklahoma @ Remington Park, OKC
Jun 14 Wichita @ Sunflower Aerodrome, Yoder
Jun 21 Nebraska @ Lincoln Airpark
Jun 27-28 ... ProSolo/CAM Chall. @ Heartland Motorsports Park, Topeka
Jun 28 Oklahoma @ Remington Park, OKC
Jul 5 Nebraska @ Lincoln Airpark
 Wichita @ Sunflower Aerodrome, Yoder
Jul 12 Oklahoma @ Remington Park, OKC
Jul 19 Kansas @ Heartland, Topeka
Jul 26 Nebraska @ Lincoln Airpark
Aug 2 Wichita @ Sunflower Aerodrome, Yoder
Aug 23 Nebraska @ Lincoln Airpark
 NeOkla @ Fair Meadows, Tulsa
Aug 29-30 .. Oklahoma @ Remington Park, OKC (double solo)
Sep 4-6 ProSolo/CAM Finale @ Lincoln Airpark
Sep 13 NeOkla @ Fair Meadows, Tulsa
Sep 20 Oklahoma/NeOkla @ Tanger Mall, Stroud (Turnpike Showdown)
Sep 26 Wichita @ Sunflower Aerodrome, Yoder (Street Survival)
Sep 27 Nebraska @ Lincoln Airpark
 Wichita @ Sunflower Aerodrome, Yoder
Oct 3-4 Kansas @ Heartland, Topeka (Double Solo)
Oct 11 Nebraska @ Lincoln Airpark
Oct 18 Wichita @ Sunflower Aerodrome, Yoder (Endurocross)
Nov 1 Wichita @ Sunflower Aerodrome, Yoder
Nov 8 NeOkla @ Fair Meadows, Tulsa

RALLYCROSS

- Feb 16** Nebraska @ I-80 Speedway, Greenwood, Neb.
Mar 15 Nebraska @ I-80 Speedway, Greenwood, Neb.
Apr 19 Nebraska @ I-80 Speedway, Greenwood, Neb.
Jun 7 Nebraska @ I-80 Speedway, Greenwood, Neb.

- Jul 19** Nebraska @ I-80 Speedway, Greenwood, Neb.
Aug 15-16... RallyCross Nat'l's @ Road America, Elkhart Lake, Wisc
Sep 10 Nebraska @ I-80 Speedway, Greenwood, Neb.
Oct 18 Nebraska @ I-80 Speedway, Greenwood, Neb.
Nov 8 Nebraska @ I-80 Speedway, Greenwood, Neb.

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

- Apr 4-5** Super Tour @ Hallett MRC, Hallett, Okla
Apr 18-19 Majors @ Heartland Motorsports Park, Topeka
Jul 18-19 MidAm @ Heartland Motorsports Park, Topeka
Oct 5-11 The Runoffs @ Road America, Elkhart Lake, Wisc.

MIDW TIME TRIALS SERIES

- Apr 18-19** Heartland Motorsports Park, Topeka
Jul 18-19 Heartland Motorsports Park, Topeka
Sep 25-27 Time Trial Nat'l's @ NCM Mspts Park, Bowling Green, Ky.

TRACK NIGHT IN AMERICA

- TBA** @ Heartland Motorsports Park, Topeka
TBA @ High Plains Raceway, Deer Trail, Colo



It's not too early to sign up for Salina Region's annual Evolution Schools, April 24-25-26. Registration is open now on motorsportsreg.com, accessible from the Evo School website, evoschool.com – look on their calendar for “Evolution Weekend with Salina Region SCCA.”

Our 2020 schools will again present a Phase 1 school on Friday, Phase 2 on Saturday, and the Challenge School on Sunday. The weekend also offers discount pricing for those taking multiple schools – one school \$265, two schools \$500, three schools \$730.

You learn in your own car. Yes, like at any autocross, you can have multiple drivers in a car.

Phase 1 is the basics, techniques everyone needs and possibly un-learning bad habits.

Phase 2 is the advanced lessons, exercises to maximize finding the quick way though a course.

Challenge is the proof. Different exercises to cement the lessons of P1 and P2, and a head-to-head showdown with your instructor. Can you meet the challenge?



MEMBERSHIP APPLICATION

Join the SCCA at <https://join.scca.com> on any mobile device or complete the form below and return with payment, to SCCA Member Services, P.O. Box 299, Topeka, KS 66601-0299. Dues include payment for monthly subscription to SportsCar magazine (\$24 value). Dues are not deductible as charitable contributions. All membership dues are non-transferable and non-refundable.

CONTACT INFORMATION

Name _____ Birthdate _____
Address _____ Telephone _____
City _____ State _____ Zip _____
E-mail _____

ANNUAL MEMBERSHIP DUES

NATIONAL DUES ☐ INDIVIDUAL MEMBERSHIP \$70.00
REGIONAL DUES ☐ SALINA REGION \$15.00 (VARIES BY REGION)
FAMILY MEMBERSHIP – Go online to scca.com, click on “JOIN SCCA” – Dues \$90 National, \$15 Salina

Sign up online to get an immediate Member ID and to apply credits and discounts.

DISCOUNTS (OFF NATIONAL DUES)

☐ 24 years of age or younger; eligible for \$30.00 discount until age 25.
☐ Active duty or a veteran of the United States Military; eligible for 20% Discount.

The above information regarding discount qualifications will be verified and applied if appropriate.

I hereby certify that the information above is correct. I realize any falsification may result in the loss of a discount and/or membership. By accepting membership in the SCCA and SCCA Region II0 - Salina. 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. I will abide by the Code of Member Conduct both at SCCA-sanctioned events and away and will strive to uphold the SCCA Mission, Vision and Values and the Welcoming Environment.

Applicant's Name (Signature Required)

Date (Required)

PAYMENT METHOD

☐ Cash ☐ Check ☐ Credit Card Amount Paid \$ _____

Credit Card _____ Exp. _____ CVV# _____

Payment Signature _____ Date _____

☐ **Auto-Renew** I understand this credit card will be charged prior to my membership expiration date for my membership dues. Manage your SCCA Membership account at <https://my.scca.com>.

Just Idling Around

—Abner Perney

Last year zipped right along, and I only did two of these columns. So now all of the sudden it's 2020!

Chaos, Calamity, Snow, Ice and who knows what is on the horizon!

The past year went well, automobile activity wise. Looks like I won STO8 again on participation, but I did have some competition. In RallyCross the World's only RallyCross Buick Reatta held together for the whole year and we won several regional events, but cratered mightily at Nationals. Some mud is just not fun, as it turns out.

As for the coming year, I am definitely not going to run the Ford Fusion Sport again in autocross and I may also retire the Buick in RallyCross because Mike Mace Race Prep installed a different engine in my old Mazda Protégé MP3 and added a limited slip to the differential and it is at least theoretically

ready to campaign in FSP or STO4 autocross and PF RallyCross! RallyCross tires are mounted, as that should be the first available event in late winter or early spring.

In the real world, the big automotive news is the merger of Fiat and Peugeot to form the fourth largest car manufacturer in the world. Jeep is probably the best known car line they own, with Maserati being their most exotic car line. FCA (Fiat Chrysler Automobiles) and PSA (Peugeot Société Anonyme), the merging companies, have not announced a new name for the merged companies. Too bad FCA spun off Ferrari in 2014, because Ferrari-Jeep International would be the coolest company for name recognition ever!

Chrysler was the most successful family named startup ever, having survived since 1925. But It has been in and out of near failure since the 1970's. This time around, it really and apparently permanently is a foreign owned automobile company operating in the USA. Will we still count them as part of the "Big Three" or is startup Tesla now the third of the USA Big Three? Ford remains as the last Family named US car company.

This merger is partially explained as necessary to help the two firms compete in the electrification of cars, which is the biggest trend to dominate the decade of the '20s. It is amazing that all the manufacturers are diving in big time. Ford's announcement of their serious entry into the fray was a shocker to many and is getting plenty of internet buzz, not because it is a reasonably priced electric SUV, similar in size and performance to the Jaguar i-Pace for less money, but because it has the Mustang Mach-E name.

It appears to me to be a slightly reskinned version of the new Ford Escape, which is to be offered in conventionally powered, hybrid and plug-in hybrid versions. It is not as wildly successful in gathering deposits as the Tesla

Cybertruck, or even the Tesla 3 back when it was announced; but it does look to have every likelihood of success.

I have driven a 2013 Ford Focus Electric as my round town nearly daily driver for most of 2019. The advantages of a modern electric car are many:

1. *No oil changes!*
2. *No regular maintenance except tires, and annual check of the cooling system.*
3. *Long brake life due to the dominance of regenerative braking. (hybrids have this advantage, too.)*
4. *Smaller powerplant size giving more interior space options in the design of the vehicle.*



5. *The primary batteries can be configured to put the weight low in the vehicle which makes for better ride and handling.*

6. *Dramatically lower fuel cost. I meter my Focus separately and find that it averages 4 miles per kilowatt*

hour which means only 4-5 cents per mile. That's 55 to 44 miles per gallon at \$2.20 gasoline. And that only gets better as gas prices increase.

The only negatives are the new car price and the range limitations coupled with relatively long charging times. But battery prices have come down dramatically, and range in the realm of 200 to 400 miles means most daily trips are not going to be problem. If you are going to be a one-vehicle household then the best choice becomes a plug-in hybrid. Every multicar household should have an electric for local use.

The used California compliance cars are real bargains with about 60-mile range: Chevy Spark EV, Ford Focus, Fiat 500e, earlier Nissan Leaf, all available with reasonable miles and some battery warranty left under \$10,000.

It is obvious that Ford's next electric will be the F150 as there have been lots of teasers on the internet. It may even beat the Cybertruck to the market, though Ford isn't taking pre-production reservations on it yet. It will probably be conventional in appearance but will have a frunk (front trunk) due to the smaller powerplant. Electric cars have had miniscule market share, about 1.5% in recent years. By 2022 they will probably skyrocket to 6 or 7 %. Then really take off for the rest of the decade.

One interesting car in my sale inventory for the beginning of the year is a 2013 Z4 BMW with under 30,000 miles. I haven't had the opportunity to drive it much yet, but it is one of those cars becoming a rarity – two seater with folding steel top, 8-speed automatic, semi-luxurious yet genuinely sport car-like in driving character. Only \$20,000 if you are interested. Excellent shape, new battery and recent oil change, tires less than two years old. Classed in C Street and totally factory stock at present.

Happy New Year and hope you too can have a fun Winter Road Trip. I'm in Colorado as I post this!

—Abner

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 Trial and 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 Entriiken at 785-827-5143 or e-mail rocky@spitfire4.com.

Associate memberships • • •

• Associate Memberships in Salina Region expire concurrent with National and Region-of-Record memberships. All Associate memberships paid direct to Salina Region are notified to SCCA Membership and expire on their National expiration date. Associate members are fully-vested members of Salina Region, although their Region-of-Record is elsewhere.

• Annual dues are \$15.00 both for single memberships and for family memberships (which includes spouse).

• 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. The Region's dues will be paid at that time and added to your renewal fees.

• Or, at renewal time, renew online and you will find an option to "Add Region." Scroll down to find Salina Region in the drop-down menu.

• 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.

• 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.

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