

The Write Line

~ April 2020 ~



(Tony Litton Photo)

The official newsletter of the Salina Region SCCA

Regional Executive Views

Well, here we are four months into the year, two months into the season and still no racing. How many of you have your car all ready and just sitting in the garage waiting to play?

Our May 9 event, the day before Mother's Day, may be in jeopardy of being cancelled because of the shutdown. If this happens the next event is our Divisional, June 6-7. Who knows what will become of it?

The good news is most of our events ended up being more towards the end of the year so we may luck out and have a respectable season despite the state's stay-at-home orders.

Whenever our season begins there will probably be some major changes. People may want to bring their own water, masks, and hand sanitizer, and helmets. Gloves may be required when operating radios, replacing cones or handling any other club equipment – we have a small supply of nitrile gloves in three sizes. Of course, social distancing will need to be practiced, and no more riders except for significant others.

All these issues will be discussed at our next board meeting so stay tuned. We all are anxious for the season to get started but we must be vigilant and not share

more than we realize. One request, as I mentioned last month, *if you do not feel 100% please stay home*. This will be the most respectable to your fellow drivers and to help not spread what you may be carrying. As you probably have heard we are all in this together so do your due diligence.

This is going to be a great opportunity to try out the new registration process because it keeps people at the registration area for a much shorter time and please don't be offended if we ask to see your membership card and drivers licenses from outside the window while held up to the glass. As always, we ask for you to be pre-registered. Registration is open for May 9 on MotorsportsReg.com (search "Salina"), and will be soon for the Divisional. We will have electronic registration on-site as well, but pre-registering is preferred and it also saves you \$5.00 so please, pre-register.

Tech will also be a participation exercise because each driver will inspect their own vehicle while the tech inspector supervises. If you had an annual tech last year at the end of the year you will be offered an annual tech at our first event which, will be good for the year unless there is an incident with the car or you make changes. Please come prepared

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

► Next Events ◀

Solo Season Opener - Saturday, May 9

Annual tech begins 8:00 – drivers wanting annual tech should arrive early

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

Midwest Division Solo Championship - June 6-7

Information, pre-registration, at MotorsportReg.com

Next Business Meeting

Wednesday, April 29
7 p.m.

Online Via Zoom

*This meeting open to
board members only*



Board Members ~ 2020

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Salina Region Schedule ~ 2020

All at East Crawford Recreation Area unless noted otherwise
ALL DATES TENTATIVE – ESPECIALLY THIS YEAR!

Event

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, Octoberfest 31
 Nov 8 – Solo

Chair

Brian Tefft Jr.
Kansas Region
Wichita Region
 Monte Rans
 Powercat Motorsports
 Salina Region Board
 Aaron Loggan

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.

Getting started in Autocross

Someone asked on another region's Facebook page what was the easiest way to get started in autocross. I posted this reply:

The "easiest" way to get started is, like the Nike ads say, "Just Do It." IOW, don't feel the need to wait for the "right" event. Find an event, go, sign in, and do it. DO announce "I've never done this before," and you will find help. They may introduce you to someone who can get you started.

Now if a Novice School or a Test & Tune presents itself as your first opportunity, then by all means take advantage of that. Just don't feel it is a necessity as a starting point -- it isn't. Probably 95% of us started by just going to one and doing it.

In advance, make sure your car is in good operating condition -- lugnuts are tight, battery securely held in place (a bungee cord is not sufficient!), throttle linkage works freely, tires aren't bald, brakes actually stop the car, etc. Then pump about 10 extra pounds in your tires, and ask someone at the event what pressure to set them at (having a tire gauge is good). Helmet? The club usually has loaners, good idea to test some before you buy. You have a valid driver's license, right?

Don't worry about how well you'll do -- you won't. Your only expectation first time out is just figure out the game, ask questions, listen to people, try to make 2-3 of the things you hear work for you. Sign up for a late heat so you can watch the earlier ones. Then just try to do the second run better than the first one, and so forth. And then, come back. Get a few events under your belt and things begin to click.

But the prime directive is: have fun.

—Rocky Entrien

From the SCCA President



Like many organizations across the United States and worldwide, we are in a holding pattern until local, state and federal mandates are lifted and we can once again gather with motorsports enthusiasts and friends.

We are working hard behind the scenes with tracks and other venues to reschedule events where possible. **All event- and program-related announcements will be made on scca.com. Click the “Coronavirus Updates” bar at the top of the home page.**

Our thoughts continue to be with those members and families affected by this pandemic. When we have organization-wide news to share, this is where you’ll find it.

Until then, be safe and be healthy.

Mike Cobb, President & CEO

HARD CARDS

Consider doing an SCCA Annual Waiver and getting a hard card. It’s free, and means you never have to sign the waiver at events all year. One less thing to hassle with.

Go to scca.com/downloads, under “Insurance Forms” click SCCA Adult Annual Waiver. You’ll get a PDF of the form. Print it in color, don’t forget to finish the date at the top, fill it out, have your signature witnessed by an SCCA official or a notary, and send it in to SCCA.

I made a scan of the finished document and e-mailed that to membership@scca.com. The photo they used was the one on my membership page on the SCCA website (if you gave a photo of your car, that won’t work). Or you can include a headshot with your e-mail. All hard cards expire Dec. 31.

**COMING TOGETHER
IS A BEGINNING.**

**KEEPING TOGETHER
IS PROGRESS.**

**WORKING TOGETHER IS
SUCCESS.**

HPLYRIKZ.COM

All dressed up and no place to go



By Philip Royle

Editor, SportsCar

The May 2020 issue of *SportsCar*, SCCA’s official member magazine, has by now reached SCCA member mailboxes, but it went to print as the world was only just beginning to grind to a halt. The COVID-19 pandemic was spreading wildly through the U.S. and beyond, and the residents of this planet began the process of hunkering down for an unknown length of isolation.

In the SCCA world, many events were immediately canceled as host SCCA regions and the SCCA national office opted to set **#funwithcars** aside over the greater good of humanity. Truly, the old SCCA adage of “We came for the cars but stayed for the people,” took on new light as the SCCA banded together by temporarily disbanding, placing the health of the membership and the world as top priority.

Yet this is not a column about a destructive virus. Yes, motorsports both small and large have been postponed, and many individuals have found themselves fighting for toilet paper, but it’s important to remember that the SCCA will once again compete on the nation’s greatest road courses, parking lots, and dirt fields. Our days of getting up at 5 a.m. for the privilege of standing in parking lots are far from over. If you want me to pull out some relatively incoherent automotive metaphor (as automotive scribes often do), I could say that motorsports is not hitting the brakes, we’re actually pushing the clutch. This is a temporary pause before clicking back into gear. If anything, greater things are to come.

As the editor of *SportsCar*, I holed up in my home office clacking away at my keyboard producing the May 2020 issue of *SportsCar*, desperately wanting to fast-forward to see what the world was like when the issue hit mailboxes. Beyond that, how will the 2020 Tire Rack Solo National Championships, DirtFish RallyCross National Championship, United States RoadRally Challenge, and the National Championship Runoffs cope with this unthinkable disruption? I’m curious, yet I already know the answer. Rewind the clock 19 years to 9/11, and you’ll find the SCCA membership to be a remarkable group.

Indeed, these are unprecedented times, but we will race again – and we will do so together.

The Salina Region Solo Championship ~ 2020

These are the **proposed** rules for 2020, to be voted on at the upcoming board meeting. Some changes, intended for one year only, are suggested in response to the abbreviation of the schedule as a result of the coronavirus restrictions.

1. Points will be scored at all of Salina Region's Regional Solo events (also referred to as "local" events, including the Sunflower Solo Showdown events at Topeka and Yoder). Points also will be scored at the MiDiv Solo Series Divisional in Salina June 6-7 and at the SCCA Solo Nationals in Lincoln, Neb. Sep. 7-11.

2. Points will be scored for every driver at each event on the basis of: 12-9-7-6-5-4-3-2-1 for the top nine drivers. Any driver placing 10th or lower will also receive one point.

3. Points will be compiled at year-end only for Salina Region members. Drivers eligible for the Salina Region Solo Championships must be Salina Region members (Region of Record or Associate) by the end of September. Weekend Membership does **NOT** satisfy this requirement.

4. To encourage participation in a Divisional Championship event conducted by Salina Region (if held) and the SCCA Solo Nationals, those events will score regular points as in Item 2 above, plus competitors will score a bonus of up to 10 points for every car they beat. For example, a driver placing 15th at Nationals (1 point) in a 28-car class will score a total of 11 points; a driver placing 4th (6 points) in a 5-car class will score a total of 7 points. The Divisional will be scored as two separate events for region points, but the bonus will be calculated only on the two-day result.

5a. Of the possible events that can be scored in 2020, the number to be counted will be the total of local events plus the Divisional and Nationals, minus the worst four. The bonus will be included with the best day's score.

5b. A driver must score points in a minimum of four local Salina Region events, which includes the Sunflower Solo Showdown events at Topeka and Yoder, but does not include the Divisional at Salina because it is a bonus event. (NOTE: the throw-out total of four events is calculated by taking the Nationals, our Divisional when held, plus two Regional events.)

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

7. A driver may compete only once for points at any event. Second-entry runs (fun runs) will not count for points and will not take positions away. The first class in which a driver competes is the class in which points are scored.

8. A driver competing in more than one class during the year will score points in each class separately.

9. Drivers competing in three or more classes through the year will be considered for the "Wild Car-d" awards. Points scored in Wild Car-d will be those scored in the regular class. Wild Car-d award winners cannot be an award winner in any other class.

10. Ties for awards will be broken first by going to the driver who scores the most wins; second to the driver who beats the other the most in head-to-head competition. If still tied, it will stand and duplicate awards will be given.

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

PAX Champion – A separate championship award will be given to the driver with the top overall PAX score through the season. The score is determined by the top PAX receiving 100 points, 2nd receiving 99, 3rd receiving 98 and so forth. All local events will be counted including the Topeka and Yoder rounds and each day of a Salina Region Divisional if held, but not Nationals. The three lowest PAX scores will not be counted. If at an event two or more drivers have an equal PAX score, they shall receive the same points with the next corresponding points position(s) left blank.



Paul Newman loved to make ridiculous bets. He called me to bet \$1.72 on the Super Bowl, or 15,349 Italian lire on the World Series, or two million Russian rubles on the U.S. Open. And he'd deliver the goods; I still have those rubles. He took time for nonsense. He came to my house once driving an older model, very nondescript Volvo station wagon. A car couldn't be any more ordinary than that. Funny thing was, he had a 600-horsepower turbocharged engine stuffed in it. I laughed so hard. Imagine being in the car next to him at the stop light – and Paul blasting away in that thing. He was a colorful character. Bigger than life, but also trying to be extraordinarily ordinary. Wanting to be just one of the guys.

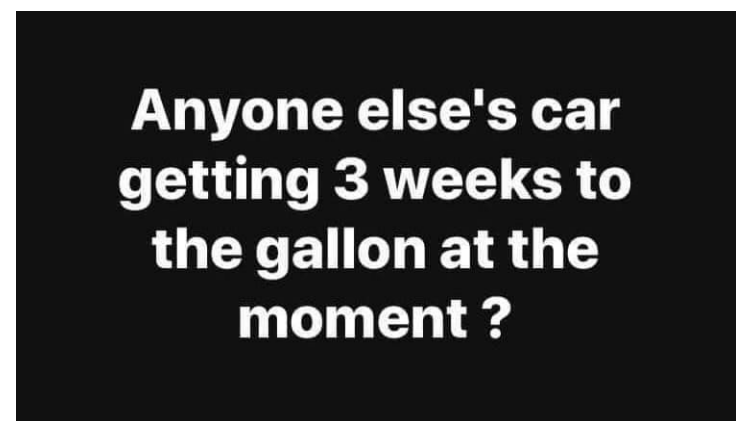
—Mario Andretti, reminiscing in *Racer Magazine*

You might be a racer if...

- You've paid \$10.00 a gallon for gas without complaining.
- Your garage holds more cars than your house has bedrooms.
- You have a separate drawer for 'garage clothes.'
- You tire of people asking how fast your car is and expecting top speed in MPH, not a lap time at your local track.
- You've ever repaired your lawn mower with AN hardware.
- You plan your wedding around the race schedule.
- You call home and your 3-year-old son asks what your best time was.
- A neighbor asks to borrow some oil; you ask "synthetic or organic?" and they reply, "Vegetable or corn."
- A friend asks for a good hardware supply, you give them the number for Summit or Jeg's.
- You look at the fire hydrant at that corner and see an apex marker.
- You complain the seatbelts in the family car aren't tight enough.
- You save broken car parts as "mementos."



More CaroWNeRvIRuS



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

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
May 30.....Kansas City @ MCC Blue River, Indep., Mo (Street Survival)
May 31.....Kansas City @ MCC Blue River, Independence, Mo
Jun 7.....*Oklahoma @ Remington Park, OKC
Jun 14.....Wichita @ Sunflower Aerodrome, Yoder
Jun 21.....Kansas City @ MCC Blue River, Independence, Mo
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 (**Sunflower Showdown 20.1**)
Jul 25.....Kansas City @ MCC Blue River, Indep, Mo (Starting Line)
Jul 26.....Kansas City @ MCC Blue River, Independence, Mo
Nebraska @ Lincoln Airpark
Aug 2.....Wichita @ Sunflower Aerodrome, Yoder (**Sunflower Showdown 20.2**)
Aug 15.....Kansas City @ MCC Blue River, Indep, Mo (Solo school)
Aug 16.....Kansas City @ MCC Blue River, Independence, Mo
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.....Kansas City @ MCC Blue River, Independence, Mo
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.....* Kansas City @ MCC Blue River, Independence, Mo
Nebraska @ Lincoln Airpark
Oct 18.....Wichita @ Sunflower Aerodrome, Yoder (Endurocross)
Oct 25.....* Kansas City @ MCC Blue River, Indep, Mo (Halloweenie)
Nov 1.....Wichita @ Sunflower Aerodrome, Yoder
Nov 8.....* NeOkla @ Fair Meadows, Tulsa

RALLYCROSS

May 3.....Kansas City @ I-35 Speedway, Winston, Mo.
May 30.....Kansas @ Santa Fe Trail Cycle Park, Carbondale
May 31.....Wichita @ 81 Speedway, Park City
Jun 7.....*Nebraska @ I-80 Speedway, Greenwood, Neb.

Because of the Coronavirus outbreak, it would be wise to confirm any event before leaving on a trip to participate in it.
 Known cancellations marked in crossout

Jun 14.....Kansas City @ I-35 Speedway, Winston, Mo.
Jul 19.....*Nebraska @ I-80 Speedway, Greenwood, Neb.
Jul 26.....Wichita @ Howard, Ks.
Aug 15-16.....**RallyCross Nat'l's @ Road America, Elkhart Lake, Wisc**
Aug 29.....Kansas @ Santa Fe Trail Cycle Park, Carbondale
Aug 30.....Wichita @ 81 Speedway, Park City
Sep 6.....Kansas City @ I-35 Speedway, Winston, Mo.
Sep 20.....Nebraska @ I-80 Speedway, Greenwood, Neb.
Wichita @ Howard, Ks.
Sep 27.....Kansas @ Santa Fe Trail Cycle Park, Carbondale
Oct 11.....*Wichita @ 81 Speedway, Park City
Oct 18.....Nebraska @ I-80 Speedway, Greenwood, Neb.
Oct 24.....Kansas City @ Thunder Valley Sand Drags, Grain Valley, Mo
Oct 31.....Kansas @ Santa Fe Trail Cycle Park, Carbondale
Nov 8.....*Kansas City @ I-35 Speedway, Winston, Mo.
Nov 22.....Kansas @ Santa Fe Trail Cycle Park, Carbondale
Dec 13.....Kansas @ Santa Fe Trail Cycle Park, Carbondale

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

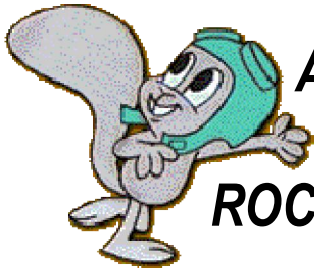
Jun 27-28.....Majors @ Hallett MRC, Hallett, Okla.
Jul 18-19.....*Majors @ Heartland Motorsports Park, Topeka
Oct 5-11.....**The Runoffs @ Road America, Elkhart Lake, Wisc.**

MIDWINTER TRIALS SERIES

Jun 27-28.....Hallett Motor Racing Circuit, Hallett, Okla.
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

May 12.....@ High Plains Raceway, Deer Trail, Colo
May 14.....@ Heartland Motorsports Park, Topeka
Jun 9.....@ Pikes Peak Int'l Raceway, Fountain, Colo
Jun 18.....@ Heartland Motorsports Park, Topeka
Jul 14.....@ Pikes Peak Int'l Raceway, Fountain, Colo
Jul 17.....@ Heartland Motorsports Park, Topeka
Aug 11.....@ High Plains Raceway, Deer Trail, Colo
Aug 18.....@ Heartland Motorsports Park, Topeka
Sep 15.....@ Heartland Motorsports Park, Topeka
Oct 15.....@ Heartland Motorsports Park, Topeka



ASSORTED NUTS FROM ROCKET J. SQUIRREL

—ROCKY ENTRIKEN

And we wait. We've cancelled March and April, including our Evo School. May's schedule includes our day-before-Mother's Day event which was very successful last year, and then the season's first Solo Divisional in Topeka. Maybe. Then comes Salina Region's Divisional first weekend in June.

Second weekend in June is when Salina's annual Smoky River Festival Happens, as it has every year since the 1976 U.S. Bicentennial. Not this year.

I could cite more of this dreary news. Nah. How 'bout some bench racing?

I've been doing this most of my life. First autocross 1965. Began going to races in '69 as a worker. First race 1972. That first race season was a voyage of discovery.

SCCA created a new category that year, Showroom Stock Sedan. Ten cars were chosen for the class. Only 1971-72 models. None could have a list price over \$3000. No modifications allowed, and when they said no modifications they meant it. In my novice ignorance, I later realized, my car was illegal eight ways.

My racer was my daily driver, a 1971 Ford Pinto. SCCA specified it with a 2000cc engine, stickshift and front disc brakes, exactly how I'd ordered mine the year before. Dealer then said it wasn't available – I could get the 1600 with a stick or the 2-liter with automatic. Might be a couple months before the 2000/stick was tooled up. I'll wait, I said. Grabber Blue. Added an accent in Grabber yellow.

Cars were supposed to be base models, front discs were options, but SCCA spec'd it that way. Slap in a rollbar, competition belts, carry a firebottle and it was ready to go.

One change – I had to buy a set of base 4½" wheels. I'd ordered it with the option 5-inchers for autocross. One of the shocks was leaking so I put new shocks on all around. Gabriels. "Ya going racing? You need these heavy duty's." Oh, no, can't do that, has to be basic shocks. "Really? We only ever sell those things to used car dealers."

First race – Woody Creek Raceway in Aspen, Colo. Fun little 1.2-mile circuit, almost a 12-hour drive in 1972. First I had to do Saturday's driver school.

You were supposed to do two schools but this was the last one of the year, so I plead to the chief steward and got a waiver to race on Sunday even though I almost ran over the chief instructor at one point. He went chasing the students in his low-slung sportsracer. I could barely see the

top of his rollbar out the Pinto's passenger window. Went to tuck in behind a train of Bugeye Sprites and there he was. Lesson: watch your mirrors!

There were three entries in SSS, but one guy blew his Corolla engine in the school. Amidst all the loud "real" race cars he could not hear his own motor and forgot he was in second gear. Omigod, and I drove my car to Aspen! How would I get home, if... Lesson: be aware.

The other remaining SSS driver said he was going to protest me. Those bright yellow Gabriels. He said my car should have Ford-brand Autolites. But his Datsun 510 qualified 2 sec faster than me, so he didn't protest.

The race was uneventful (whew!). The Pinto survived to drive home again, and it went immediately to the Ford dealer to be fitted with new (white) Autolites.

Later I would realize the other things illegal, mostly because they weren't Autolite – Fram oil filter, Atlas air filter, Atlas fan belt, extra-long alternator bolt with locknut, Sears Die-Hard battery, Kendall GT1 oil (yes, there was Autolite oil available). And I'd done that yellow accent. All decoration was supposed to be removable stickers.

Within two years, all my illegalities had become legal.

Second race – Sunflower Aerodrome south of

Hutchinson, one week after Aspen. Two of us SSS cars, my Pinto and George England's Datsun 510 up from Oklahoma City. I outqualified him which only meant I was inside on the back row.

For the whole race every time I checked my mirror it was full of

George's Datsun. Made me nervous. Late in the race I overcooked the hairpin and damn near drove off the track. Looked up ahead, no George. Finally checked the mirror again and there he was.

After the race he told me, "I was focusing on you so hard I followed you right off!" It was my first race win.

Third race – Mid-America Raceway west of St. Louis. Borrowed my brother's trailer to be sure I'd get home again, but it began to whip if I went too fast. Could not do more than 53 on a 75 mph I-70. Sunday night, the trailer went home empty. I drove the Pinto back to Salina.

Six SSS cars entered and we had our own race. Three Pintos, two Opel Mantas and a Chevy Vega.

I managed to qualify not-last again, 0.2 sec ahead of Bayne Yarborough's Pinto up from Memphis. The third Pinto was on pole, but quickly gobbled up in the race by the winning Opel. I managed to open a nice gap on Yarborough and finished 5th.

A win, a 2nd and a 5th were enough to place me second in SSS class in the MiDiv regional-race series. With the 2-year rule the car would be too old to race in 1973. Sold the rollbar. Ran the Pinto at MAR once more the next year, in the inaugural event of the National Solo II Championships. Woulda trophied 5th in G Stock but I coned both my long-course runs, ended up 9th.





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

Social Distancing, Ch. 1

I was all enthused about the NASCAR races proposed for running with no live audiences. But then they decided not to do that and instead substituted Simulator Racing with real NASCAR Drivers. I didn't see it, neither fake live nor in replay.

Then I found out that there are to be Formula One Races simulated with Gamers who have potentially never driven a real car in a real race at all competing for a Million Euros!

Against real Grand Prix drivers! The only simulators I have tried to "drive" were so unnatural to me that I couldn't make a lap! This troubles me, but like the whole

Covid-19 Virus disaster, I don't think I'll ever understand it and I hope I don't get it.

Here's my proposal for an alternative to traditional automobile racing – © R. Abner Perney – Driverless Racing!!

Yes, boys and girls there are a number of self-driving cars testing on the roads today and a few self-driving Semis and large box trucks. So, it's time to race them!

We start with a Road Racing track. Say ... Heartland Motorsports Park in Topeka. We have it striped like an ordinary multi lane divided highway. That is, mostly two lanes thru the curvy parts with three lanes on the secondary straights and four lanes on the long main straight. There shall be plain continuous white lines on both sides of the roadway and dashed white lines separating the lanes. One way traffic, like one side of a freeway. We install regular Red-Yellow-Green Traffic Signals at the start finish line. The pit lane will have to be set up as a left lane freeway exit coming into a rest area with parallel parking pits on the left side. I am assuming that a self-driving car has to be able to park itself and depart from a parking space on either side of a one-way street.

The Performance formula for the cars is pretty simple:

- Any autonomous passenger vehicle capable of the highest legal highway speed in the USA, currently 85 mph.
- Powertrain unlimited. May be gas, electric, hybrid, hydrogen, diesel, or CNG.
- No rollcage or other safety equipment is required because there will be no living beings on board.
- The vehicles shall be pure stock as they are expected to

run on USA streets and roads.

- Tires shall be highway-legal DOT tires having UTQG rating no less than 200.
- For more dramatic effect and developmental testing, vehicles could be occupied by Crash Test Dummies!

Cars are to be pre-programed for the race route in the same manner as for highway use. There will be a 35mph speed limit on the pit row and an 85mph limit for the entire course. There will not be a suggested speed for the curves. Cars need to be able to make their own decisions of appropriate speeds for curves, lane choices and passing.

The race will start with all of the participants in the pit row. Qualifying will consist of each car being sent out by itself. The car will position itself at the red stop light at the Start-Finish line. In 10 seconds the car will be given the green light and is to run two laps. When the car is at the

turn entering the main straight, the signal lights will go yellow for 4 seconds and then red. When the car stops at the red light its qualifying time will be recorded. Upon the light turning green again the car



will proceed around the track at a speed limit of 35 mph and return to its pit. At the same time the next car will be released to proceed to the start for its qualifying run.

Upon completion of qualifying, the cars will be instructed to leave the pit lane and to line up at the start line with the slowest qualifier first, and fastest last. The Greenlight will be given and the cars will be free to complete 10 laps within the 85 mph speed limit. They may pass at any place on the course. On the 10th lap of the lead car, the signal lights will again go yellow and then red and all cars must come to a stop using the four available lanes as they see fit. The order of coming to a complete stop at the finish line is the order of finish for the race.

In the event of a crash or mechanical failure there will be no yellow or red flags. The cars may react to the crash as they deem appropriate. If all cars crash or stop completely, then the order of finish shall be determined by the distances traveled by each car at the time.

This could be boring or hilarious. If more action is needed, an Autonomous Truck could be placed at the Front of the Start, given a 55 mph speed limit, instructed to drive say 8 laps and then park in Pit Row.

If this can't be made to work at all, then my next suggestion is to race real cars with remote drivers using simulator type driving controls and actual television views from the car. Drone Car Racing, in effect!

—Abner, who wrote this before the more serious stay-at-home orders were in effect.

Sure hope we get to meet and compete sometime this year!!!

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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.salinasccla.org, www.scca.com, or call Salina Region membership chair Rocky Enriken at 785-827-5143 or e-mail rocky@spitfire4.com.

Associate memberships • • •

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