

# The Write Line

~ December 2020 ~



Bill Preheim, F5P MG Midget (Jim Gillett Photo)

The official newsletter of the Salina Region SCCA

## Regional Executive Views

Well, here it is the middle of December and not much is going on. Christmas is just a couple weeks away I hope everyone has their lists to Santa in time for the big day. Remember to support our national sponsors for all your racing needs.

We have not started working on our schedule because of delay in some of the national events scheduling. But we will still try to provide you the opportunity to pick a weekend and find only one event to go to. For the Salina Region we have tried to create a schedule with no overlaps with Wichita Region and Kansas Region which gets very difficult at times. I would also like to avoid events with the Nebraska region and Kansas City region but is getting next to impossible. Our intention is to have the schedule out very soon so you can start planning your summer racing.

Our board positions will be filled with the upcoming elections. These positions are vital to the success and well-being of the club so please vote when the ballot comes to you. I would also like to thank all those who have stepped up and volunteered to be a board member, your help is greatly appreciated. Board meetings are

usually held following the monthly event, sometimes at a Salina locale where we can enjoy a beverage and bite to eat. Based on current Covid restrictions or if the agenda is short and the weather cooperates, we'll gather under the Evans Field grandstand.

We are currently investigating a potential banquet but will need to evaluate the risks and regulations for the time suggested. Information will be provided once determined.

Everyone have a great off season. See you next March, hopefully!

—Monte Rans, RE Salina Region







## Board Members ~ 2020

• **Regional Executive**  
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 620-327-2711 / mcrans@cox.net

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• **Past R.E.**  
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• **Member At Large/Chief Registrar**  
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• **Member At Large**  
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**ARTT MANN, Manhattan**  
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## Salina Region Schedule ~ 2021

All at Berkley Family Recreational Area unless noted otherwise

### Event

### Chair

Schedule is pending – Want to chair an event? Contact Dennis Smith!

The Salina Divisional (June x-x) and Solo Nationals (Sep. 6-10) also score in the Salina Region championship, with bonus points. Lowest four scores are thrown out.

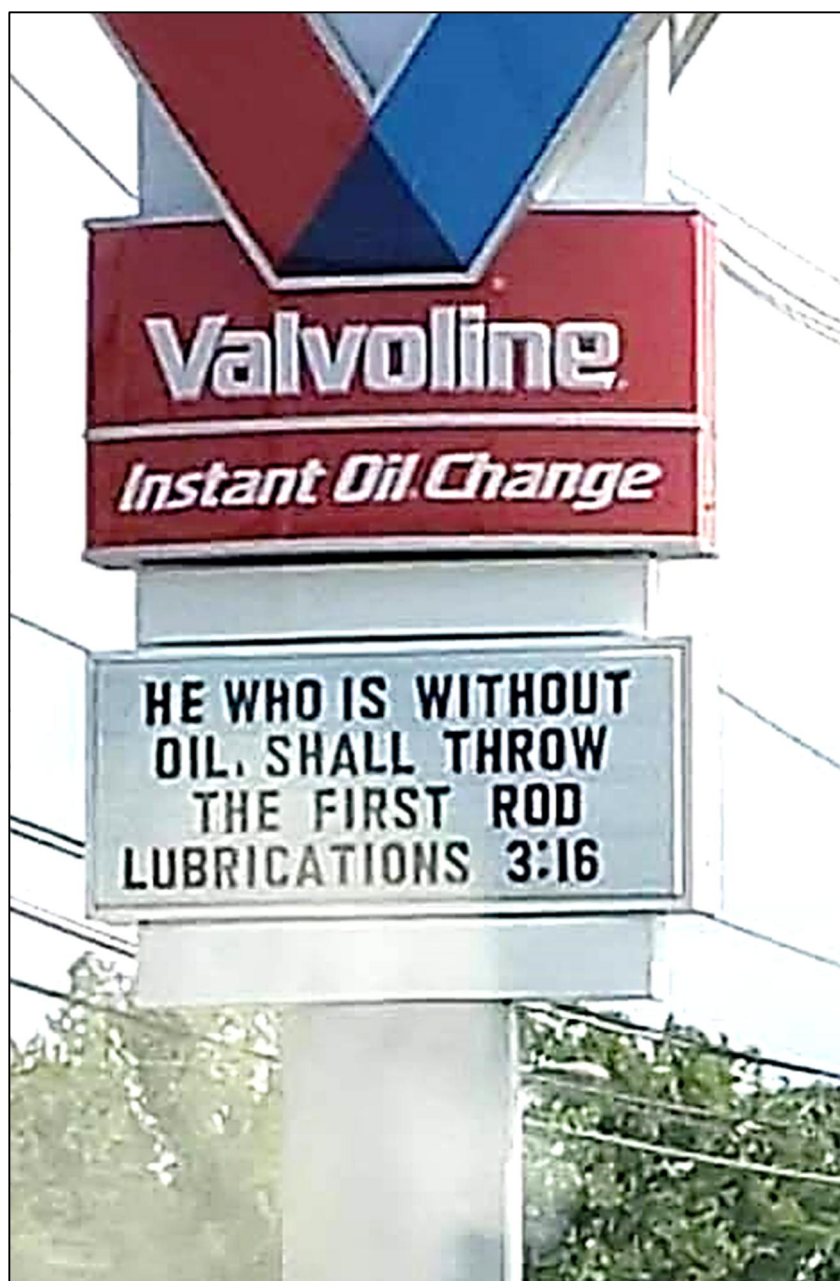
### **MiDiv**



### SPS/R&S MiDiv Solo Series – 2020

June 6-7 — Salina (East Crawford Rec. Area)  
 July 18-19 — St. Charles, Mo. (CANCELLED)  
 Aug. 8-9 — Lincoln, Neb. (Lincoln Airpark)  
 Oct. 3-4 — Topeka (Heartland Motorsports Park)  
 Oct. 17-18 — Neosho, Mo. (CANCELLED)

**SCCA 2021 Solo Nationals ~ Sep. 6-10 ~ Lincoln, Neb.**



## Could you use a free

# HELMET?

They're expired for autocrossing after this year, but could still be good for street riding, maybe as a spare or for someone riding the pillion.

They're all Snell M2005. We have new M2020s coming in to replace them for 2021.

There are 1 Small, 1 Medium, 2 Large and 1 Extra Large. And free.

So we won't ship them. You gotta come get them. Any claimed, we'll hang onto them until it's convenient to do the pick-up. Any unclaimed within a couple of months will end up in the landfill. To claim one (or more) send an e-mail to rocky@spitfire4.com.

Check your own helmet too. If your helmet's Snell date is 2005 it's no longer legal for autocrossing. Helmets built to the 2020 standard became available in October.

## SCCA sets virtual 2021 Convention

While the best part of the Convention is seeing old friends and familiar faces from across the country, the second-best part is the amount of knowledge we bring home to our Regions. While that first part can't happen in 2021 due to the COVID-19 pandemic and travel restrictions, we're excited that the part where we share knowledge and do some networking will be happening – virtually!

Of course, the move to virtual will bring with it some additional changes to format—some out of necessity and others out of convenience for our attendees. One known change is that instead of stacking all sessions into one weekend, this year's Convention will stretch out over nearly a month, providing convenient times for live and pre-recorded seminars, from Jan. 23 through Feb. 21.

The Convention will open Jan. 23 with a kick-off from SCCA President Mike Cobb, program town halls, and a virtual celebration for the 2021 SCCA Hall of Fame class (an in-person induction ceremony is being planned for the 2021 SCCA National Championship Runoffs at Indianapolis Motor Speedway).

The second quarterly virtual President's Update with SCCA's President and CEO Mike Cobb has been scheduled for Wednesday, Dec. 16 at 8 p.m. CST, but it's going to look a little bit different this time as it's paired with a presentation of 2020 Road Racing Awards.

"We received great, positive feedback after the first virtual town hall back in September and in these ever-changing times, it's important that we have paths to keeping the SCCA membership informed," Cobb said. "We're looking at ways to fill these sessions with useful information

## ★ Elections ★

Salina Region members will soon receive an e-mail ballot to vote in the regional elections. Candidates are:

- **Monte Rans** – Regional Executive
- **Colton Maxwell** – Assistant RE
- **Bailey Martin** – Secretary

Monte has agreed to stand for another term although he has been seeking a successor for at least two years. Colton and Bailey are Salina residents, Colton a member since 2017 and Bailey since mid-2019.

Per Salina Region bylaws, those three positions are the elected officers of the region, along with the immediate past RE (currently Bill Preheim). Those four then select two more designated board members, the Treasurer (currently Theresa Walton) and the Solo Chair (now Dennis Smith).

That full board may then select additional at-large board members, who often have specific duties assigned, which currently include the editor/membership chair, chief registrar, tech chief, timing chief, equipment manager, webmaster, safety chief, youth steward and webmaster.

about Club operations while tossing in some fun stuff, too."

This time around, Cobb will share a 2020 Year in Review that addresses such topics as Time Trials Nationals and Runoffs successes, SCCA Board of Directors election results, and projected 2020 financial outcomes. Following that, Cobb will look ahead to 2021 and how we'll be "Fueling the Future." Expect more details about SCCA's upcoming Virtual Convention, key dates to mark on calendars, plans for the Annual Meeting, changes to SportsCar magazine, and staff updates.

From there, Eric Prill, SCCA's Vice President and COO, and Road Racing Director Deanna Flanagan will join the virtual stage to present several Road Racing Awards, including:

- Jim Fitzgerald Award: Rookie of the Year
- Kimberly Cup: Most Improved Driver
- David Morrell Memorial Award: Outstanding Steward
- John McGill Award: Significant contribution to the Road Racing program
- President's Cup: Outstanding Runoffs driving performance

"We want to make sure we appropriately recognize great accomplishments from 2020, and with so much going 'virtual' this year, this seems like the perfect opportunity to present our annual Road Racing awards," Prill said. "The goal is to make it look and feel like what we've done annually at National Convention, and we may even have an exciting announcement to share at the end."

Details on how to join in the fun will be posted on [scca.com](http://scca.com) and included in SCCA's e-mailed *Up to Speed* newsletter. Stay tuned!

# The Complete Guide To Snell's 2020 Standards

In 2021 new helmet standards will become the rule for SCCA competition. For Solo, all helmets meeting the Snell Foundation's 2005 standards become obsolete. Helmets meeting 2010 and 2015 standards remain legal.

Newly legal for Solo will be the Snell SA2020, K2020, M2020D and M2020R standards. Also legal are the CMR and CMS (child motorsport) standards dated 2007 and 2016 for Junior Karters. Other standards (FIA, SFT, ECE, BSI) also remain valid; check the relevant SCCA rulebooks to determine if such standards are SCCA-legal.

The articles below, edited to apply to our purpose, explain some of the differences.

## The M Standard

By Wade Thiel

Webbikeworld.com

The Snell Foundation is a non-profit organization that creates helmet standards for vehicular activities. Its mission is the research, education, testing, and development of helmet safety standards. This isn't just for motorcycles, but also for automobile racing, karting, bicycle, equestrian, harness racing, and other sports that require helmets. Snell has been an important force in the helmet industry since its founding in 1957, recognized in the U.S. and around the world.

Every five years, Snell updates its standards for motorcycle and automotive helmets. The new standard for motorcycle helmets is M2020. While it's a lot like the previous standard, it's not the same.

Much of Snell's M2015 standard and the M2020 is the same. The M2020 standard simply takes things a step further. It improves upon the already quality standard Snell put out. There are some important updates. One of the most important is that there are actually two standards for impact.

The **M2020D** is for markets that use DOT. The "D" in M2020D stands for DOT, and it means that the impact standard will be the same as M2015. The **M2020R** is for other markets. The R in the standard name stands for Regulation 22.

Why two impact standards? Industry leaders maintain, and Snell agrees, M2020D reflects the most impact energy management possible in a motorcycle helmet consistent with motorcyclists' needs and with the requirements of mandatory standards in the United States and Japan. However, since compliance with mandatory standards in place in Europe and other parts of the world is necessary, the M2020 draft allows a second impact test option, M2020R, with test severities chosen to identify headgear with the greatest impact energy management consistent with motorcyclists' needs and with the requirements of ECE Regulation 22 (ECE 22-05). Snell intends that M2020R will also enable compliance with FRHPhe-01 which will apply to helmets used in FIM-sponsored competitive events.

Snell sees both ECE and FIM standards to be inadequate and has offered a special M2020 standard because of that. The difference is that some prefer a softer helmet liner to absorb more energy. But at higher speeds or if contact is with a sharper object, that softer liner can be problematic. Snell's standard protects the head for higher-level impacts.

It really comes down to the individual accident you have. For example, an ECE helmet might be just fine if you're on a scooter or small-displacement machine and go down at a low to moderate speed. However, if you're traveling a highway speed, or collide with another vehicle the Snell helmet is likely to protect you better.

Still, because ECE is a government standard, Snell needs to offer a solution that will work with ECE. Hence the two standards: M2020D and M2020R. [Ed. SCCA has deemed both M2020D and M2020R wholly adequate for Solo.]



## The SA Standard

By the Speedway Motors Tech Team

This guide explains what a Snell certification is, identifies the difference

between a Snell SA2015 and SA2020 helmet, and provides tips for determining what helmet certification you require.

The most common Snell standard for motorsports is the Special Applications Standard, abbreviated as SA, which is updated every five years. This standard has strict requirements for impacts, puncture resistance, and face shield integrity but what sets the SA certification apart from motorcycle certifications (and others) is the flame resistance requirements as well as head & neck restraint provisions which are mandatory for all SA2015 and SA2020 certified helmets. The Snell SA certification is the most widely recognized four-wheeled motorsports helmet certification in the US and is used in motorsports worldwide. Sanctioning bodies such as IMCA, Wisconsin, NASCAR, SCCA, NHRA, etc. require competitors to use a helmet with a Snell SA certification.

The **K standard** (for Karting) is identical to the SA with one exception: the flame resistance requirements do not apply.

In October of 2020 Snell began allowing the sale of helmets which conform to the new SA2020 standard. The new standard has a more stringent requirement for impact testing of the helmet shell as compared to the SA2015 standard. This further increases the safety of SA2020 certified helmets. Also, all helmets conforming to SA2020 must have threaded anchors installed for a head & neck restraint, which was carried over from the SA2015 standard. Impact testing requirements for the shield also remain the same as SA2015.

The changes that were made are relatively small, however any step toward a safer helmet than before is a change in the right direction. Many times, the updates to SA standards are seemingly small changes but over time create an evolution of the standard which pushes helmet technology and safety to new levels.

SCCA's requirements differ for Road Racing and Solo. For Road Racing, the current and one previous Snell standards are legal, or SA2015 and SA2020 as of January 2021. For Solo, the current and two previous standards may be used. Hence SA2010, SA2015 and SA2020 (also K and M standards of the same years).

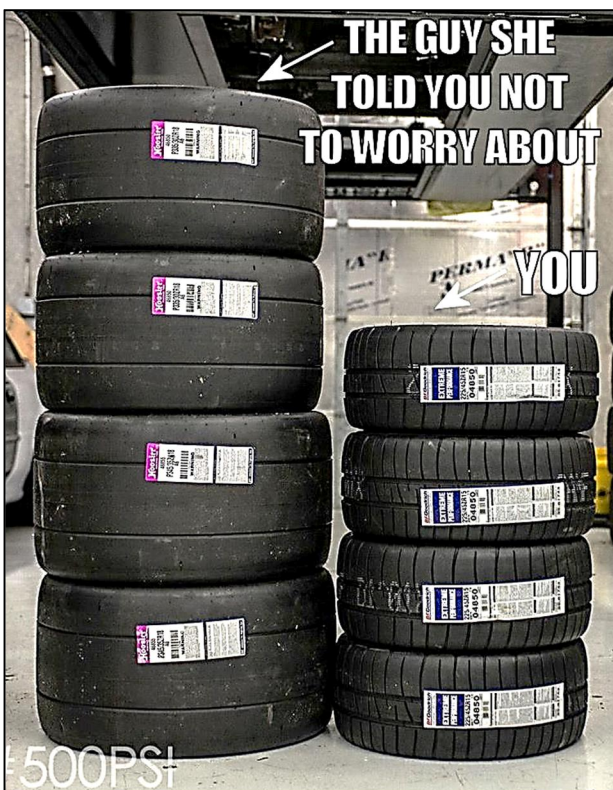
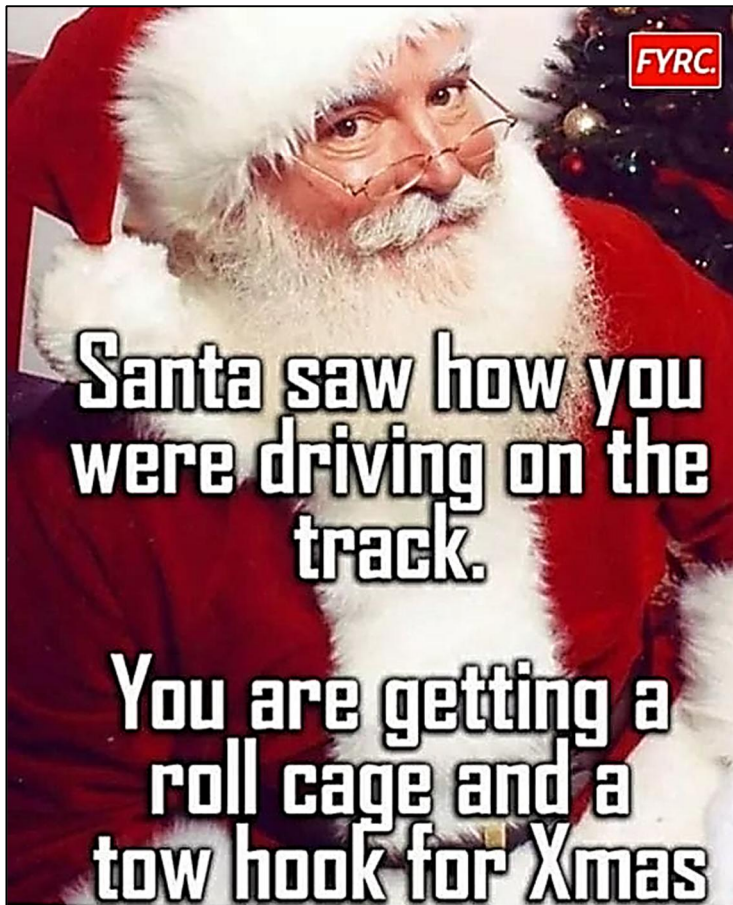
What happens now to unsold SA2015 helmets still in stock? Often times the remaining inventory of older certification helmets, such as SA2015, will be discount priced once the new version of that particular helmet becomes available. This creates an opportunity to acquire a bargain priced helmet while still buying a brand new product. Here at Speedway Motors our older inventory of helmets will be found in the Garage Sale section so that a cost conscious buyer can easily browse our inventory of reduced priced helmets.

The tradeoff is that the 2015 helmet will have five years less of useful life for SCCA competition use. An SA2015 will expire for Road Racing after 2025, for Solo the 2015 standard of all three certifications – SA, K and M – will expire after 2030.





# Merry Christmas







## 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](https://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

This is the story of the 14.3 mpg weekend. On Wednesday, Nov. 18, I thought I ought to go ahead and sign up for the Kansas Region Gobbler 500 RallyCross on Sunday the 22nd. The weather forecast for Carbondale was rain Saturday, sunny and decent temperature for Sunday. Thus I entered to drive my humble Subaru Impreza with the low rolling resistance thin tread tires. It hadn't been that great before at an event in Wichita, but it is what I had available.

Thursday, I had trash and lumber to move, so I was driving the 2005 Dodge Dakota pickup. Naturally I got to thinking about what a decent old truck it is, handier size than most any new truck you can buy – Jeep Gladiator being closest but \$45,000 to get with the equipment I would want – but that's another story. I looked at the entries in the upcoming RallyCross. The only other Stock AWD car was a 2007 Subaru and I knew nothing of the car or driver.

I wavered in my confidence with my crummy tires and lack of interest in dropping \$500-\$600 for tires for a car that had not been particularly pleasing to me. Then I took the Dakota to the car wash. I realized it had aggressively treaded Mastercraft Courser ATX tires. They should be good in mud, and just plain dirt! Why not drive it? Well, it's obviously too big, and the suspension is trucky and the 4WD is just basic, no limited slip diffs, no AWD center differential, either.

My amateur race driving mode has always been on the classic theme that you drive your car to the event, race, pack up and drive it home. Plus, I like to drive an underdog or relatively obscure or unlikely vehicle, and then I am happy if I just do fair to middling in it. So sure, drive the truck!

Saturday it rained. Sunday was looking good as I took off in the Dakota pre-dawn. Arrived in Carbondale, topped up 8 gallons of fuel. Was disappointed that the advertised Mint Hot Chocolate was not dispensing at the Casey's Store, but things were going along nicely at the Santa Fe Trail off-roading motorsports park!

There had only been about a quarter-inch of rain so the course was barely muddy and it was not slimy slick. In the first five morning runs, I ended up with the lead in Stock All and was roughly mid-pack overall.

Conditions remained practically perfect for the afternoon, though the course turned hard packed and almost pavement like. I managed to go faster each run, and even slip-sliding around in the too-big Dodge, I only picked up one cone penalty all day! By the end of the day there were wisps of dust rising off some parts of the course, but it was a great little event! Overall I was 14th of 27, and first in Stock All Wheel Drive. I just doesn't get any more Fair to Middling than that!

Normally, the Dakota delivers only about 11 mpg knocking around Salina, but I make up for it by normally driving economy cars. The weekend overall in the Dakota was 14.3 mpg with 224 miles of 65-75 MPH highways and 508 seconds of full throttle first gear RallyCross.

Now I am contemplating trying this foolishness in the Battery Electric Bolt! Zero to 60 in 6.5 shiftless seconds. But must do something about those Low Rolling Resistance Energy saving tires if I am going to Dare to Do Dirt, and also must find a DC Fast Charger close enough to the venue to be able to return home!

—Abner, Mediocre and halfway proud of it!



I am giving up my little loss leading used car dealership sometime early next year. Here are cars I need to dispose of:

- **2001 Mazda Protege MP3.** This is the race car I have had since 2008. Several Solo Regional championships. Blew engine at Octoberfest 2013. Engine replaced in 2019 by Michael Mace. JDM engine alleged to have only 54,000 km. Also added a limited slip front diff.

This car has never been titled for the road. Was originally an SCCA Showroom Stock C car. Has roll cage and pop off steering wheel and racing seat. Has been used for Autocross (most recently in F Street Prepared), RallyCross (Stock FWD) and Track Days. Needs Younger Driver! I can barely get in and out of it anymore! Has two sets of 17 inch Racing Beat Wheels (OEM) Many extra parts including front half shaft, taillights, springs, and boxes of mechanical stuff I've never opened.

Shows 6,220 miles – all on weekends and special occasions as fast as its little 2-liter can push it! Will deliver free within 200 miles of Salina.

Can be made street legal with rebuilder title. I have driven it to events in Topeka and Wichita on my dealer tags. Never been cop stopped!

Sold on Bill of Sale asking \$5,000.

- **2014 Prius Plug-in Hybrid.** 112,000 Miles. New tires this summer. Excellent mechanically. Serviced last four years at Conklin Cars Salina. Asking \$9,000 no warning lights, everything works, heated seats. Plug-in fully electric range is only 13 miles but if you use it and drive only about 20 miles a day or less you end up with 90 mpg! \$9,300.

- **2017 Chevrolet Bolt Battery Electric.** 239-mile range, heated seats and steering wheel, optional DC fast charging so you can travel cross country with a little planning and subscriptions to Electrify America and ChargePoint. Will include a 32 Amp 240 volt fast charger which will give a full charge in 9 hours. Needs a 40 Amp 240 outlet at your house. Also includes 120 volt charger for slow but sure charge most anywhere. 25,000 miles. \$16,000. You don't need a Tesla to drive electrically!

- **1974 Land Rover 88 Station Wagon.** Tropical Roof all original, no rust. Includes 7 wheels, some other spare parts, \$12,000.

- **2017 Ford Fusion Sport,** 335 HP All Wheel Drive yet looks like a humble rental car. Set of 18 inch wheels with worn autocross tires included. OEM wheels are 19 inch with about half tread left on the original tires. Under 13,000 miles. Great Road trip car. Won two Regional STO8 autocross championships in spite of elderly driver and being of the too big size realm. \$24,000.

Text or call 785-822-8570. Or email [abscars@yahoo.com](mailto:abscars@yahoo.com).

**SCCA Membership notes •••**

If you are a Region-of-Record member of Salina Region, the code on your mailing label (such as RR 02-21) is your expiration date.

National membership 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 (coded A or FA). 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 (free) and Weekend (\$15) Memberships. More information is available at [www.salinascga.org](http://www.salinascga.org), [www.scca.com](http://www.scca.com), or call Salina Region membership chair Rocky Entriken at 785-827-5143 or e-mail [rocky@spitfire4.com](mailto: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.

**E-mail or U.S. Mail?**

If you received the e-mail version but would prefer to receive *The Write Line* by mail, just send a message to the editor ([rocky@spitfire4.com](mailto: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 (in color!) would better meet your preferences, just say so.

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