

The Write Line

~ December 2024 ~



Will Fulkerson, CS Porsche Boxster (Rocky Entriken Photo)

The official newsletter of the Salina Region SCCA

Regional Executive Views

It is true when people say that time flies. Tempus fugit! Thanksgiving is behind us, Christmas is just a few weeks away and the new year is just right after. With all the hustle and bustle, just remember to be kind and thankful this season.

Region elections! It is that time so check your emails please and reply back. If you want to make a difference please vote for the Board members for next year.

Would you like fill a board position? Yes, you can. Just send an email to me. Just got word that we need a Timing Chief and if you would like just a simple entry position let us know. A little goes a long way with helping us progress as a Region and Team.

AWARDS! We are working on them as we speak, to be presented at our annual banquet in February (date TBA), and will be putting out a MotorsportsReg listing when we can confirm the details. Keep a lookout and sign up ASAP when it is posted so we can have a head count. I have heard there might be a few fun and new recognitions to be

presented alongside the championship awards, so you do not want to miss it.

On that note, bringing me back to when I purchased the All-Trac more than 13 years ago. If everyone did not know by now, I am something of a Toyota enthusiast. I have always wanted a Celica since high school, and a Supra but obviously the Celica was more obtainable. Before Facebook marketplace and even before Craigslist, and yes I am showing my age.

I found the All-Trac on an online forum dedicated to Celicas. At the time it was not as nice as it is now, it would be something you would call a "project car. Needed a wheel bearing replaced, various boost leaks, trim pieces missing or broken, rubber mounts broken and faded paint, which was the least of my worries at the time. But for \$1000 it couldn't pass it up. Yes, I said \$1000.

Fast forward through the first few years being my daily driver and the last four to five years progressing with how you see it now. It has been one heck of a journey but it is nice to look back at the pictures and remember where it was and where it is now. Makes me appreciate it even more knowing, unfortunately for my amazing wife, the All-Trac is not going anywhere. 😊



On behalf of the Salina Region, have an amazing Christmas and Happy New Year.

—Andlee
RE Salina Region

Next Business Meeting

7:00 pm, January 9
On Zoom!

Business meetings are open to all members and guests

Email Andlee (see Pg. 2) to get the connection links



Board Members ~ 2024

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VACANT

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Salina Region Schedule ~ 2024

All events at Berkley Family Recreational Area unless noted otherwise

Event

Chair

— 2025 Schedule in progress —

Would you like to chair an event? Contact Phelan Gagnon

A Salina Divisional (if held) and Solo Nationals (Sep. 1-5, 2025) also score in Salina Region's Championship, with bonus points. Lowest three scores are thrown out, four if we do a Divisional

MiDiv



SPS/R&S MiDiv Solo Series - 2024

- ~~Apr 13-14 - NeOkla @ Muskogee (Davis Field)~~
- ~~May 4-5 - Kansas/Wichita @ Independence KS (Independence Airport)~~
- ~~May 18-19 - Oklahoma @ Burns Flat (Clinton-Sherman Airport)~~
- ~~June 1-2 - Salina @ Salina (Berkley Family Rec Area)~~
- ~~June 29-30 - Kansas City @ Independence MO (Metro CC Driving Center)~~
- ~~Aug 3-4 - Nebraska @ Lincoln (Lincoln Airpark)~~

SCCA Solo Nationals ~ Sep. 1-5, 2025 ~ Lincoln, NE

MEETING MINUTES

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

Meeting Called to Order: By RE Andlee Phengphachanh at 7:06 p.m., Dec. 5, 2024, via Zoom.

Also attending: Chandler Brown, Rocky Entriken, Phelan Gagnon, Mason Libby, Dennis and Nancy Smith. Sharon Brillhart was a late arrival.

Minutes: Mason moved to approve as submitted, Rocky seconded. Passed

Treasurers Report: Reviewed recent transactions. Chandler moved to approve as presented, Mason seconded. Passed.

Old Business:

- Axware – Will purchase updated copy in February.
- Computers – Aaron Loggan was going to look for a good deal and make motion to purchase at a later date. Chandler suggesting buying a mini-computer for timing and refreshing existing laptops for registration and such. Chandler will send email motion regarding mini-computer purchase a few weeks before first event and will refresh existing laptops.
- Club email address. Rocky verified that Mark Walker (DVTI) can do, using info@salinascca.org address. Andlee will reach out to him.
- Elections – Rocky to send email ballots mid-December.
- MiDiv Championship event – Good source of revenue, but a lot of work. Vote last month was 5-4 in favor. Tentative June 6-8. Andlee will send out final email vote with commitment to help.

New Business:

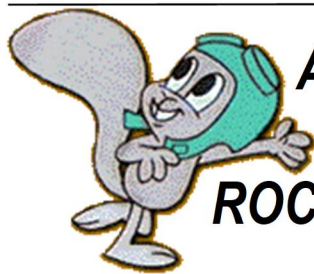
- Schedule 2025 season – Phelan will adjust from 2024 schedule. Would like to have schedule prior to banquet.
- Banquet – Phelan working on location and awards. Thinking of fun trophies.
- Proposed changes to Bylaws and Regional Championship rules – Rocky provided suggested clarifications. Dennis moved to approve Bylaw updates as presented, Chandler seconded. Passed. Andlee moved to approve Regional Championship rules as presented, Dennis seconded. Motion Passed.

Open Forum: Aaron stepping down as timing chair. Looking for new timing chair. Geoff Leazer?

Next meeting: Jan. 9, 2025

Andlee moved to adjourn 8:19 p.m.

Submitted, Chandler Brown, Secretary



ASSORTED NUTS FROM ROCKET J. SQUIRREL

—ROCKY ENTRIKEN

In a week or so all Salina Region members will receive an email ballot to vote for 2025 officers. The ballot will have a deadline date of Jan. 8, in time for the annual meeting of Jan. 9.

The region 's 2024 elected officers have agreed to stand for another term:

Regional Executive: Andlee Phengphachanh

Asst. Regional Executive: Mason Libby

Secretary: Chandler Brown

But any member who would like to run for any of the three elected positions is encouraged to do so. Contact me to be included on the ballot.

Most of the other appointed officers will also be continuing, but we do have needs to replace a couple of positions.

Primarily we need a new a **Chief of Timing**, whose job it is to set up the timing equipment at each event, and recruit an assistant to assist and take over the task as necessary.

Autocross is a sport in which the competitors are also the officials, an arrangement which makes the pastime possible and affordable. In other words, *WE NEED YOU!* Anyone who would like to be more involved in the club is invited to join the board as an at-large member and to take on the various tasks needed to run our events.

SCCA is a member-oriented organization. Every person in a leadership position is a member who stepped up to answer the call, to do a task that needed doing. It may originally have been nothing more than being a specialty chief at an event, but that's the type of thing where SCCA's President, Board of Directors, top staff members, and the rule-makers such as the Solo Events Board started. They got involved, learned things about the club, and wanted to help improve it. In the process they found it was both rewarding and fun. Everybody began as a rookie.

In October of 1973 I got a phone call from someone (I forget who) in Kansas Region telling me I'd been nominated to run for RE. The practice then was for a nominating committee to come up with candidates, two for each office. A fellow named George Olson was the other. Nobody asked me, they just told me. I had not been a member even a full two years yet although I'd been competing in their events since 1969, when they made me an honorary member because I'd been drawing their dash plaque designs.

WELCOME NEW MEMBER

• **Drew Shelton**, Wichita, drives an NA Mazda Miata in Street Touring Sport. We met him when he came up to run our Octoberfast.

Well, I won that election, and in the process I'd also led the push for a Kansas Region bid to be host of the next SCCA Solo Nationals (Solo II, as it was known then).

The very first Nationals had just been held in St. Louis, and SportsCar Magazine had sent me there to cover it. And that's how I got involved in SCCA leadership as well as covering the Nationals for 50 years. A fortunate stroke of serendipity.

I believed Kansas Region could do the Nationals better. SCCA received two bids, from Kansas and from Chicago Region. In their infinite wisdom the SCCA Solo Events Board awarded the Nationals to both regions, Chicago would do the event in 1974 and Kansas in 1975. I was chair of that '75 event, which used the site where we now run Salina Region's events.

But when I was elected, I didn't know a damn thing about running a region. And as a journalist I was still in the beginner phases of learning to do that job. You learn by doing. There is no such thing as you don't know enough if you're willing to learn.

* * *

Another subject, but it follows from the same beginnings. SportsCar liked what I had been writing for them – when I came to Salina in 1969 it was to be a reporter for The Salina Journal – and so SportsCar sent me to cover the National Convention. Several of them.

There I was walking the halls of some fancy hotel with SCCA's movers and shakers. I met Mark Donohue! I interviewed George Follmer! I ate dinner with Cameron Argetsinger! I drove a snow-khana with Gordon Smiley! I watched Paul Newman race Bob Tullius on tricycles!

And I learned things. I found out how SCCA insurance works. I did the first Solo Safety Steward class. I attended a session that told us how the Snell Foundation tests helmets.

SCCA's **2025 National Convention** happens next month. Jan. 16-24. You should go. Only nowadays (since Covid) it's virtual. And free! All you have to do is go to <https://www.scca.com/articles/2019073> and sign up.

Virtual means you download a Whova app on your computer and check in whenever you want. For free!

There will be dozens of sessions there on every SCCA subject imaginable. There just might be one you'd be interested in. Several will cover Solo subjects. Even if you never find one that interests you it hasn't cost you anything, but if you do find one, even just one, it's worth the price. Did I mention it's free?



5 Things to Know Before You Drive Someone Else's Car

By Rob Krider
SCCA.com

I think we can all agree that race cars are cool. They're colorful, make loud noises, and they're fast. As racers, we can't wait to drive them. Whether it's our own car, a friend's car, or the car of a student you're instructing, you need to know five specific things before you actually drive the car.

These five things can ensure you don't harm the car (especially if it isn't yours) and help you to perform better in the driver's seat. Some of the things can also save your life.

The more you attend SCCA® events, the more likely it is that you'll find yourself driving someone else's car. When those opportunities arise (sometimes in a rushed manner before a session begins), we sometimes forget that almost every race car is different. Switches are in different locations, interiors may have been modified (including door handles), cars come with different transmissions, with engines having different redlines.

So before you head out on track (or the autocross or RallyCross course), it's time to educate yourself about the car you're in. Buckle up, bud, because here are the five things you need to know.

1. Know How to Get Out!

Like I said, race cars are colorful, loud, and fast, and thus these machines just beg you to climb inside. I remember being 8 years old and walking around the paddock of a track with my dad and a pro racing team member asked me if I wanted to sit inside their race car. "Please, Dad!"

I remember the smell of oil and rubber, the simplicity of the interior, and the stiff driver's seat. They buckled me into the five-point harness and closed the door. My dad snapped a Polaroid. Then somebody said, "OK, try to get out!" That was when I realized I had no idea how to get out. Everybody had a laugh at my expense, and I learned an important lesson: Know how to get out of an unfamiliar race car.

(Harness manufacturers often use different mechanical systems to release the belts. You need to be able to manually disconnect the belts simply by feel.)

Many years later, I built my own road racing car out of a 1990 Acura Integra. To make the car as light and fast as possible, I cut about everything I could out of the interior, including the insides of the doors. In order to get the door latch to work from the driver's seat, I used



a thin metal cable that I made a loop out of and passed through a small hole in the door. You tugged on the loop and the door opened. I thought it was pretty ingenious, but I was the only person who knew how to open the door. Nobody else could figure it out...until I told them.

The point is, every race car is different, but regardless of those differences, you still need to be able to get out of a car in case of an emergency. And race cars are becoming harder and harder to get out of. Some cars even have two window nets on the left side (do you know how to get them both to drop?). Also, driver harness releases are not universal (do you twist to disconnect or flip a lever?). Some cars have fixed plexiglass side windows that you can't lower. Did some shade tree race engineer remove the door handle and replace it with a hard to see piece of wire? Simply put, before you drive a race car, make sure you can get out quickly.

2. Know Where the Kill Switch Is

Nearly all road racing cars come with a kill switch – and they're never in the same location. It might be the ignition key, it might be a separate knob or lever.

Before you drive a car, you need to be familiar with the location and operation of the kill switch (by feel, not just sight) because when things go wrong (and in racing, things sometimes go quite wrong), you will want to kill the fuel pump and/or shut the engine off quickly.

In other words: Make sure you can reach the kill switch and be intimately familiar with how it operates so if smoke fills the

▶▶▶ Continued to Page 5

5 Things To Know...

Continued from Page 4 ▶▶▶ cockpit, you can still switch it off. This isn't just for full blown race cars. Some stock cars use key fobs with push button starts that have their own manufacturer-specific requirements – not everybody knows that the start button needs to be pressed and held down for a few seconds to turn an engine off. Every car is different, and it's your job to know those differences before heading out on course.

Conversely, it helps to know how to start a car, too. This may sound elementary, but many cars have different styles of push button starts mounted at random locations. If the car comes with a manual transmission, you may need to depress the clutch before hitting that button or turning the key. If the car owner has disabled the clutch switch, then you need to ensure the car is in neutral before you hit the starter (or the car may lurch forward or backward). Some race cars have a random, non-labeled switch to power the car (for anti-theft measures...or because they never got around to labeling it). In short, unless you ask, you may have no idea how to start the car.

And for modern cars, it helps if the car owner doesn't walk away with the key fob in their pocket. That's not a good start (pun intended) to a fun time.

3. How Does the Fire Suppression System Work?

If the car you are borrowing is a street car, like for an autocross or RallyCross, you can skip this section. But if it's a real race car, it may have a fire suppression system. It's important to know how to use it. Do you push the handle or pull the handle? It could be a button on the dash, or even be temperature activated.

When things get hot in a race car (like you're "on fire" hot) panic sets in, so you need to know how to deal with it if it happens.

Some systems are charged and plumbed to fight fires in the cockpit, the engine bay, and near the fuel tank. But how those activate differ greatly. Some self-activate while others need to be activated by the driver. And some need to have a pin pulled prior to going on track so the handle will work.

Sound complicated? It's not – but at the same time, it is. This is exactly why you need to know how the system works before you leave the paddock.

Pro tip: Don't test it! Unless you want to get wet, have chemicals all over your driving suit, and you want to pay to recharge the system. Just understand how it works and how to activate it from the driver's seat – again, by feel, not sight.

Some cars, meanwhile, utilize a handheld fire extinguisher. That may seem easy, but believe it or not,

even these can get complicated. Handheld units generally need to be easily accessible and quickly removable, but they also need to be secured to the car in a way that they can't become loose during a race. This means accessing a handheld extinguisher is different from car to car. Make sure you know how to remove a fire extinguisher and to pull the pin so you can use it to put out a fire. Trying to figure this out while a fire is going on is not the best way to learn.

4. What is the Shift Pattern? How Many Gears?

One of the first times I drove somebody else's car at an event, I didn't drive it at all. I was given an invitation to drive, and I jumped into a friend's VW Rabbit. I was super excited. My friend parked it with the front of the car near a concrete pit wall and then left to get a hot dog. All I needed to do was back the car up and hit the track – but I couldn't find reverse. I had no clue I needed to push down on the shifter first.

Did your friend replace the OEM shift knob (you know the one with the shift pattern delineated on top)? It may sound dumb, but you need to ask how many gears the car has, as well as what the shift pattern is.

Trying to find fifth gear at speed and discovering reverse instead is an expensive mistake (it's also the last time you'll be asked to drive anybody's car). If the car is an automatic, how do the paddle shifters work. Left is downshift and right is upshift? Maybe.

5. What is the Acceptable Redline?

The fifth and final thing to know before climbing into a race car is what the redline is. If the car is highly modified, there's a chance the redline isn't what's shown on the tachometer. In fact, the car may not have a rev limiter at all. Meanwhile, the owner may not want you to stretch the rods out at 9,000 rpm.

Come to think of it, can you even see the tach from your driving position? We all love jumping into other people's cars to drive them, but nobody enjoys buying their friend a new engine and then spending two weekends at their house busting knuckles to install it. Know what the acceptable redline is – and then just as important: respect that number.

The next time you get that irresistible offer to drive somebody's race car remember these five key things: How to get out, how to use the kill switch, how the fire system works, where the gears are, and what the redline is. After that, it's sweet #funwithcars!

(About the author: Rob Krider is a national champion racer and Solo Nationals trophy-winning autocrosser, the author of the novel Cadet Blues, and host of the Stories and Cocktails podcast.)

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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. 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. Questions? Call Salina Region membership chair Rocky Entriken 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. Any 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 and children age 20 and younger).
- 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 are available to non-members, \$15 for the calendar year.

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, 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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