

The Write Line

~April 2014~



Lizzie Enlow-Brown Photo

The official newsletter of the Salina Region SCCA

Regional Executive Views

The summer's solo schedule may still be a work-in-progress, but Salina's solo season is under way. We were treated to a Test & Tune session on Saturday, complete with a 90-foot diameter skidpad. Event Chair & course designer for the weekend, Rocky Entriiken, provided us with an elemental short (20 second) course Saturday. Each of the two heats were allowed two sessions, and were able to make as many runs as they wished. A good way to wake up from the winter's hibernation.

Sunday's course was long (80-90 seconds) and required considerable car control discipline. It challenged the competitor to shed speed for certain elements, earlier than was first apparent, in order to get through quickly. Mental concentration was required.

Mark Donohue's book, *The Unfair Advantage*, has a chapter with his take on using a skidpad effectively. My take on that chapter is anyone can use a skidpad, which makes the advantage fair. My experience with a skidpad, in a nutshell is: Drive around the circle at a quick but steady rate, until you are making a full circle without moving the steering wheel. Slowly increase speed until you need to change steering input to stay on the steady arc. If you add more steering lock to stay on the steady arc, your car is under-steering. If you need to back off on steering input to maintain your steady arc, your car is over-steering.

My observation with radial tires: More air pressure reduces the size of the contact patch, and decreases traction. Less air pressure increases the size of the contact area, and increases traction.

Last year, I decided to compete in STR (Street Tire Roadster) with our 2001 Miata. I bought some 9-inch-wide wheels with 225/45-15 tires. I made a 1¼" front anti-roll bar, a 9/16" rear bar, and solid aluminum mounts for both. When I used the Test & Tune skidpad, I encountered horrible under-steer. Adjusting the front tire pressure to fifteen pounds less air pressure than the rear, at least allowed me to log competitive times in both Saturday's and Sunday's Solos. Front tire wear was extreme. I went home and made a 5/8" rear anti-roll bar.

Several weeks later, during the Evo School weekend, skidpad results were much better. I was able, with tire pressure equal front & rear, to increase speed until the Miata did a four wheel drift. If memory serves me, I started with 35 lbs. air pressure all-round. By lowering air pressure, in 2 lb. increments, I was able to increase the speed where the four wheel drift started. My speed increased until I dropped below 25 lbs. At 25 lbs. air pressure, rotating front to rear between each solo, tire wear was even across the full width of the tread, and had useable rubber remaining at the end of the season.

Connie & I use our Miata for daily commuting and for road trips. To be competitive in STR would have required modifications that would not have been beneficial to our all-around enjoyment of the Miata. This year we are competing in ES. The Test & Tune skidpad, with stock ant-roll bars, 15 X 7 wheels, and 195/50-15 200 wear rating Dunlops, indicated some under-steer with 35 front & 37 rear. 37-37 was worse. Lowering the fronts incrementally, 31 front & 37 rear seemed best. I suspect more experimentation will be beneficial.

—Bill Preheim

~ ~ Next Events ~ ~

April 12-13 - Evolution Schools

Phase 1 Saturday ~ Phase 2 Sunday ~ See Pg. 3 for Information

April 12-13 ~ Twin Solos - 2 separate events

\$30 members - \$35 non-members each day

\$45 members - \$50 non-members both days

April 27 ~ Solo

Entry fees \$30/\$35

Events at East Crawford Recreation Area, Salina

\$5 discount for pre-registering - www.salinasc.ca.com or www.motorsportreg.com

Next Business Meeting

April 27, 2014

After the solo event

Site TBA

**Will be announced
At the event**

*Business meetings
are open to all
members and guests*



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Salina Region Schedule ~ 2014

All at East Crawford Recreation Area unless noted elsewhere

Event	Chair	Safety
April 12-13 - Evolution Schools	Rocky Entriem	—
April 12-13 - Twin Solos	Kyle Edwards	—
April 27 - Solo	Bill Dayton	—
May 18 - Solo	—	—
June 8 - Solo	—	—
June 29 - Solo	—	—
Aug. 3 - Solo	Abner Perney	—
Sept. 7 - R.E. Challenge 14.1	Bill Preheim	—
Sept. 21 - R.E. Challenge 14.2	at Yoder	—
Oct. 5 - Octoberfest 25	Salina Region Board	—
Oct 26 - Solo - at Ft. Riley	Artt Mann	—
Nov. 9 - Solo	—	—

**Event Chairs
Needed!
(Call Dennis)**

Two "Challenge" events will comprise the Wichita-Salina Challenge, each region's drivers scoring points for an overall RE's Cup championship. Both the Salina and Wichita events count in the Salina Region championship.

MiDiv



SPS/R&S MiDiv Solo Series - 2014

June 21-22 — Neosho, Mo.

July 19-20 — Ft. Riley, Ks.

Aug. 16-17 — Lincoln, Neb

SCCA 2014 Solo Nationals ~ Sep. 2-5 ~ Lincoln. Neb.

MEETING MINUTES

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

March 29, 2014

Salina Region SCCA March 29, 2014 meeting was called to order by R.E. Bill Preheim at 3:20 p.m. at Legends Bar and Grill, Salina, KS. Board members present were Rocky Entriem, Artt Mann, Connie & Bill Preheim, Monte Rans, Dennis & Nancy Smith, and Ken Kennedy. Abner Perney arrived at 4:00 p.m. Guests-Sandy Entriem, Samantha Terrill, Haylee Terrill and Radlee Bien.

The Feb. 8, 2014 minutes were approved with the correction of the board meeting date to Feb. 8 in the first paragraph. Motion to approve, Connie; second, Dennis. Passed 8-0.

The treasurer's report was presented and approved. Motion to approve, Ken; second, Artt. Passed 8-0.

Old Business – Trailer Repair – Dennis reported the trailer repairs are completed and the trailer and contents are ready for use. A detailed listing of repairs and related purchases for the trailer work was presented. **Trailer Contents** – An inventory of the trailer contents was started but needs to be completed.

Ft. Riley/MiDiv Solo – The Ft. Riley Divisional Championship event has been cancelled. Salina Region will not host a MiDiv Solo in 2014. Replacement Regional Event – Salina will host a regional solo on July 20, 2014; site to be determined. [Possibly un-cancelled as the needed approval was received March 31 –Ed.]

2014 Mirror Khana – Will be hosted by Salina Regional on June 8, 2014 at East Crawford Rec. Area. [Possibly not if Ft. Riley Divisional happens. –Ed.]

Club Growth and Recruitment – A recruiting event with display cars and information on the club was suggested as following: Setting up a display of cars at Salina's Central Mall was mentioned. Ken will check on the Salina Area Technical College car show about a display. Monte mentioned the McPherson College car show as an option. Artt will check on putting up an information board at the soldier garage at Ft. Riley.

New Business – FJ Ride-Alongs – These may be allowed for educational purposes for ages 10 and 11. Bill Preheim will call SCCA and check on the specifics in regard to the ride-alongs.

Street/Stock Class – Discussion was held in regard to the new class designations. Changes will be updated on the Salina SCCA Region website. Bill Dayton will be asked to complete the update.

East Crawford Recreation Area Pavement Repairs – It was noted that repairs are badly needed at the site. Ken will ask the city to assist with repairs. The club (Continued to Page 3) aside to assist with repairs.

Events Elsewhere - 2014

A calendar of Solo 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

(Tentative)

- Apr 12-13**.....* NeOkla @ Fair Meadows, Tulsa State Fgds (Double)
.....Wichita @ Sunflower Aerodrome, Yoder
- Apr 13**.....* Kansas City @ Blue River Driving Cntr, Independence
- Apr 27**.....Nebraska @ Lincoln Airpark
- May 4**.....Kansas City @ Blue River Driving Cntr, Independence
.....NeOkla @ Fair Meadows, Tulsa State Fairgrounds
.....Oklahoma @ Remington Park, Oklahoma City
.....Wichita @ Sunflower Aerodrome, Yoder
- May 10**.....Nebraska @ Motorsports Park Hastings
- May 18**.....* Oklahoma @ Remington Park, Oklahoma City
- May 23-26**...Nebraska @ Lincoln Airpark/Spring Nationals
- May 26**.....Nebraska @ Motorsports Park Hastings
- June 1**.....Kansas City @ Blue River Driving Cntr, Independence
.....NeOkla @ Lot 14E, Tulsa State Fairgrounds
.....Wichita @ Sunflower Aerodrome, Yoder
- June 8**.....* Oklahoma @ Remington Park, Oklahoma City
- June 15**.....Wichita @ Sunflower Aerodrome, Yoder
- June 22**.....Nebraska @ Lincoln Airpark
- June 29**.....* Kansas City @ Blue River Driving Cntr, Independence
.....Oklahoma @ Remington Park, Oklahoma City

RALLYCROSS

- May 18**.....Nebraska @ I-80 Speedway, Greenwood, Neb
- June 15**.....Nebraska @ I-80 Speedway, Greenwood, Neb
- Sep 14**.....Nebraska @ I-80 Speedway, Greenwood, Neb
- Oct 4-5**.....SCCA RallyX Nat'l's @ I-80 Spwy, Greenwood, Neb
- Nov 2**.....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?

- Heartland Park Topeka, Topeka, Ks.
- Hallett Motor Racing Circuit, Hallett, Okla.
- Mid-America Motorplex, Pacific Jct., Iowa
- Motorsports Park Hastings, Hastings, Neb.

- July 5-6**.....Double Mid-Am @ Mid-America
- July 26-27**.....Double Mid-Am @ Hastings
- Aug. 30-31**.....Double Majors @ Heartland Park Topeka

Welcome New Members

Dan Deener, Arkansas City, signed up at the test & tune event. He runs a Mini Cooper S in D Street



Last chance to sign up for Salina Region's annual visit from the Evolution Performance Driving School. Phase 1 class April 12, Phase 2 class April 13. Right here in Salina.

Evolution Schools are hands-on, foot-to-the-floor autocross driving schools. Evolution instructors are national caliber drivers, with years of experience, wins, and national championships to their credit in all different types of cars.

~~~ **Go to [www.evoschool.com](http://www.evoschool.com) to register** ~~~

**PHASE 1:** Basic techniques. This course will improve the performance of all drivers on both road and track, no matter what type of car you drive.

**PHASE 2:** Advanced techniques. Takes the driver into new areas of mental race preparation, visual and mental imaging of the course, reinforcing Phase 1 skills and transferring of those skills to every autocross course you may encounter.

## MEETING MINUTES

(Continued) does have some funds set aside to assist with repairs.

**Evo School/Twin Solo** – Rocky will chair the Evolution school scheduled in conjunction with a twin solo to be held April 12-13 at the ECRA.

**Powercat Motorsports (K-State FSAE Racing Program) Sponsorship** – A letter requesting a cash sponsorship was received from Powercat Motorsports. Rocky moved, Monte seconded, to provide a \$500 donation to this program. Passed 9-0.

**Other Business** – **Old Radios** - Donated to the Salina Parks and Recreation Dept.

**Rule Books** – Rocky will call SCCA headquarters and order new rule books.

**Replacement Cones** – Dennis will order four cases of orange cones.

**Next Meeting** - April 27, 2014 immediately following the autocross event. Location to be determined by R.E. Bill Preheim and he will notify board members of the location.

Meeting adjourned at 4:35 p.m.

Submitted by: Ken Kennedy, Secretary

## Awards

Salina Region is holding 2013 awards for those listed below to pick up at future events. A name with a <sup>2</sup> or <sup>3</sup> by it means that person has more than one coming.

If you've moved away – e-mail [rocky@spitfire4.com](mailto:rocky@spitfire4.com) – and we'll get yours to you.

|                             |                            |                             |
|-----------------------------|----------------------------|-----------------------------|
| Aldis Auzins                | Jim Harrison               | Deborah McIntire            |
| Jeff Bartz                  | Bryan Haslock <sup>2</sup> | Ryan Ostmeyer               |
| Russell Boylan              | Eric Herbers               | Ryan Plourde                |
| Eric Brown                  | Al Hermans                 | Courtney Potter             |
| Cameron Dawson              | John Herrman               | Joshua Reich                |
| Dan Deener                  | Mark Hill                  | Guy Roberts                 |
| Jake Diehl                  | Michael Hill               | Brad Smith                  |
| Paula Diehl                 | Doug Hitchcock             | Dylan Smith                 |
| Karen Eickhoff              | Mike Johnson               | Tom Stoermann               |
| Randy Eickhoff              | David Knudsen <sup>3</sup> | Brandon Tapp                |
| Ryan Estes                  | Ann LaRandeau              | Nathanael Tramm             |
| Kurt Ewert                  | John LaRandeau             | Justin Vazeii               |
| Franklyn Finks <sup>2</sup> | Thompson Liu               | Opie Viets                  |
| Georgia Finks               | Craig Lutz                 | Jason Vinsonhaler           |
| Bill Gray                   | Geoff Maggay               | Brock Weaver                |
| David Green                 | Kyle Martinez              | Charles Wilson <sup>2</sup> |
| Gordon Hanisch              |                            | Casey Zimmerman             |
| Tim Harmon <sup>2</sup>     |                            | Jesse Zimmerman             |

# OLYMPIC SLALOM

Some days things don't quite work out as planned. It was a good event, people told me it was a fun, challenging course, and we had a nice entry of 34 drivers. It was just, well....

I mean, you think you put down a smooth, flowing course to run for about a minute, then you go drive it and find you've created a technical, disciplined course that's closer to 90 seconds. And then you plan a one-car-at-a-time course anticipating a couple dozen entries and get nearly three dozen. Which is nice, but it takes longer to run. Really didn't mean to keep workers out there that long!

The idea was to use the concepts of a skiing slalom race, more giant slalom really, as seen in the recently-completed Sochi Olympics. What can I say? I'm an Olympics junkie. So, sweeping turns back and forth on the ~~snow~~ pavement, all marked with gates and ~~blue paint~~ white marble dust defining the curves.

And then something Sochi didn't have to deal with: **WIND!** A Kansas gale sweeping across the concrete. Half expected a house to fly by or perhaps a young girl clutching a Cairn terrier. At least it was a somewhat warm south wind.

Good to see several newcomers. We guarantee the wind

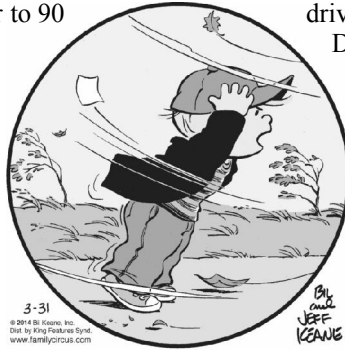
doesn't blow like that every time, and not all heats take so long – especially if the event chair draws a course that accommodates two cars at a time, which is the more common.

The closest contests were not class duels but matchups for overall fast time. Brian Hagen's 71.598, the K Modified winner driving Artt Mann's FirstKart, held up for Fast Time of Day, and would have been a wider gap had he not hit a pylon on that run (69.5 on the clock). As a result Jim French's 74.404 to win Super Street-R was only 2.808 behind as the second-quick time of the day and winner of the Fast Fender.

And then there was Fast Kid – not a recognition we've made before but this time we had five entries in Junior Karts (equal in number to Ladies' class entries). Mason Herrick, the JB winner, demonstrated that winning Salina Region's 2013 Driver of the Year award was no quirk, his 79.132 the day's seventh-quickest time overall. But just 2.936 behind was Srdjan Ortiz, a JA driver doing a nice job in his first-ever autocross.

Fast Lady went to Nancy Smith, whose 80.903 was also the fastest STO8 time of the day (yes, 0.769 quicker than Dennis!).

—Rocky Entriiken



"Hey! What happened to March goin' out like a lamb?"

## SCCA names Lisa Noble as president & CEO

TOPEKA, Kan. (March 31, 2014) – The Sports Car Club of America's board of directors has selected Lisa Noble as the club's new president and chief executive officer. Noble has served as interim president and CEO since October 2013.

"We had a number of outstanding candidates for the position, and in the end, we unequivocally concluded that Lisa



was the ideal selection," said John Walsh, chairman of the SCCA board of directors. "She has the right mix of vision, leadership, understanding and passion to drive our organization forward."

"As I look back on my decades of membership and service to the SCCA, and the joy this has brought me," Noble said, "I'm humbled at the opportunity to lead the best amateur motorsports organization in the country. I'm proud to have had the opportunity over the last few months to work with a great staff and base of volunteers to develop dynamic programs that will grow our organization."

Noble's SCCA career started as a

teenager, spanning several decades as a volunteer and driver. She was elected to SCCA's board of directors in 2008, representing the Midwest Division, and has held a variety of positions, including chairman of the board in 2013. As a road racing driver, Noble has been a fixture in the Formula Vee community for years. She received the prestigious Kimberly Cup award for the most improved SCCA Club Racing driver in 1999 and was voted into the Road Racing Drivers Club in 2013. Noble has achieved professional success as owner and CEO in a variety of entrepreneurial ventures including retail jewelry, commercial real estate and motorsports.

Under Noble's leadership stint as chairman and interim president, the club has launched new initiatives including the SCCA U.S. Majors Tour and MSX – the North American MotorSports Expo. Also, SCCA experienced a level of membership growth not seen in more than 10 years.

"I see three primary keys to building on our current momentum: member



engagement, participation and leadership," Noble said. "First, we must continue to work on providing the right mix of programs to engage our membership. Second is redefining how we invite enthusiasts into our sport. This includes being more welcoming, with easier entry points for participation that embrace technology. Finally, we need to continue to find the right support for our members. They make the SCCA the great club that it is and we need to leverage that spirit and passion to improve SCCA."

Noble is from Manhattan, Ks., and she is a member of the Kansas Region SCCA. She begins her post with the national organization immediately.



# OLYMPIC SLALOM

ECRA, Salina ~ March 30, 2014

| Class | Driver               | Mem.     | Car | Make                 | Run 1    | Run 2    | Run 3    | Run 4    | Best    |      |
|-------|----------------------|----------|-----|----------------------|----------|----------|----------|----------|---------|------|
| SS-R  | Jim French           | 143897   | —   | Corvette Z06         | D.N.F.   | 77.790   | 76.003   | 74.404   | 74.404  | FFTD |
| SS    | Fred Johnson         | 98627    | 26  | Corvette Z06         | D.N.F.   | 86.247   | 81.035+1 | 89.618   | 83.035  |      |
|       | Ken Kennedy          | 456185   | 68  | Corvette             | 93.064   | 87.459   | 87.349   | 88.406   | 87.349  |      |
| CS    | Steve Swartz         | 424572   | 77  | Mazda Miata MX5      | 87.359   | 85.359   | 84.379   | 87.078+1 | 84.379  |      |
|       | James Nakrob         | —        | 15  | Honda Civic          | D.N.F.   | D.N.F.   | D.N.F.   | 98.224   | 98.224  |      |
| DS    | Dan Deener           | 340279   | 61  | Mini Cooper S        | 82.535   | 80.163+1 | 81.318   | 79.810+1 | 81.318  |      |
|       | Gavin Cumming        | —        | 79  | Mazdaspeed 3         | 95.339   | 97.372   | 65.249+1 | 91.154   | 91.154  |      |
|       | Don Herrick          | 458722   | 30  | Subaru WRX           | D.N.F.   | D.N.F.   | D.N.F.   | D.N.F.   | D.N.F.  |      |
| ES    | Bill Preheim         | 226858   | 1   | Mazda Miata          | 83.863   | 80.825   | 82.126+1 | 81.446   | 80.825  |      |
|       | Rocky Entriiken      | 19814-1  | 4   | Mazda Miata          | 86.367   | 84.724   | 85.392   | 85.398   | 84.724  |      |
|       | Lloyd Hull           | 386059   | 1   | Pontiac Fiero        | 100.065  | 104.448  | 99.667   | 100.220  | 99.667  |      |
| ESL   | Connie Preheim       | 411440   | 11  | Mazda Miata          | 91.356   | 89.822   | 88.188   | 87.977+1 | 88.188  |      |
| FS    | Radlee Bien          | 431468   | 65  | Camaro SS            | D.N.F.   | 86.157   | 86.742   | 84.087   | 84.087  |      |
|       | Clint Holmes         | —        | 13  | Camaro               | 96.222   | 90.905   | 90.817   | 88.258   | 88.258  |      |
| STO8  | Dennis Smith         | 301907-1 | 6   | Mustang Cobra        | 82.829   | 81.672   | 82.323   | D.N.S.   | 81.672  |      |
| STO8L | Nancy Smith          | 301907-2 | 9   | Mustang Cobra        | 84.646+1 | 82.482   | 81.893   | 80.903   | 80.903  | FL   |
|       | Suzanne Scott-Holmes | —        | 17  | Camaro               | 95.104   | 90.595   | 90.490   | 90.363   | 90.363  |      |
| STO6  | Robert Mix           | 414286   | 1   | Volkswagen R32       | 81.345   | 83.252   | 79.573   | 78.087   | 78.087  |      |
|       | Aaron Loggan         | —        | 69  | Mercedes-Benz 230SLK | 81.885   | 81.864   | 81.8328  | 81.746   | 81.746  |      |
|       | Geoffrey Bradbeer    | —        | 25  | Camaro               | D.N.F.   | D.N.F.   | 97.109   | 92.397   | 92.397  |      |
|       | Reginald Wilson      | —        | 111 | Volkswagen GTI       | 98.502+1 | 96.547   | 93.700+1 | 94.039+2 | 95.700  |      |
| STO4  | Brayden Branham      | —        | 86  | Scion FRS            | 89.913+1 | 87.963   | 88.390   | 89.062   | 87.963  |      |
|       | Adam Mounivong       | —        | 12  | Nissan 240SX         | 99.467+1 | D.N.F.   | 93.139   | 96.326+1 | 93.139  |      |
|       | Mike Dennard         | —        | —   | Mazda Miata          | D.N.F.   | D.N.F.   | 106.451  | 106.073  | 106.073 |      |
| FSP   | Monte Rans           | 412198   | 57  | Renault GTA          | 80.158   | 80.614   | 78.125   | D.N.F.   | 78.125  |      |
| GP    | Mike Herrick         | 260113   | —   | Honda Civic          | D.N.F.   | D.N.F.   | 81.550   | 78.794   | 78.794  |      |
| KM    | Brian Hagen          | 446910   | 8   | FirstKart            | 69.596+1 | 71.772   | 76.905   | 69.819+1 | 71.596  | FTD  |
|       | Kevin Hagen          | —        | 80  | FirstKart            | D.N.F.   | 76.758   | 116.865  | 74.842   | 74.842  |      |
|       | Artt Mann            | 236415   | 88  | FirstKart            | 87.0093  | 78.792   | 79.736   | D.N.S.   | 78.792  |      |
| JA    | Srdjian Ortiz        | —        | —   | Xox                  | 89.853   | 83.950   | 83.756   | 82.068   | 82.068  |      |
| JB    | Mason Herrick        | 427055   | 89  | CRG Santana          | 81.949   | 80.279   | 79.132   | D.N.F.   | 79.132  | FK   |
|       | Conner Herrick       | 427054   | 8   | CRG Santana          | 101.870  | 97.750   | 92.313   | 96.510   | 92.313  |      |
| JBL   | Samantha Terrill     | 454971   | 44  | Margay Brava         | 128.083  | 116.181  | 107.444  | 111.914  | 107.444 |      |
|       | Haylee Terrill       | —        | 4   | Margay Brava         | D.N.F.   | D.N.F.   | D.N.F.   | D.N.F.   | D.N.F.  |      |

FTD - Fast Time Of Day

FFTD - Fast Fender

FL - Fast Lady

FK - Fast Kid

## SALINA REGION SOLO CHAMPIONSHIP • 2014

• SALINA REGION MEMBER

Points following Olympic Slalom

\* HAS RUN THE MINIMUM 4 LOCAL EVENTS

|      |                  |    |       |                       |    |
|------|------------------|----|-------|-----------------------|----|
| SS-R | Jim French       | 12 | GP    | Mike Herrick•         | 12 |
| SS   | Fred Johnson•    | 12 | KM    | Brian Hagen•          | 12 |
|      | Ken Kennedy      | 9  |       | Kevin Hagen           | 9  |
| CS   | Steve Swartz•    | 12 |       | Artt Mann•            | 7  |
|      | James Nakrob     | 9  | JA    | Srdjian Ortiz         | 12 |
| DS   | Dan Deener•      | 12 | JB    | Mason Herrick•        | 12 |
|      | Gavin Cumming    | 9  |       | Conner Herrick•       | 9  |
|      | Don Herrick      | 7  | JBL   | Samantha Terrill•     | 12 |
| ES   | Bill Preheim•    | 12 |       | Haylee Terrill        | 9  |
|      | Rocky Entriiken• | 9  | Wild  | none yet              | 00 |
|      | Lloyd Hull•      | 7  |       | † - has run 3 classes |    |
| ESL  | Connie Preheim•  | 12 |       |                       |    |
| FS   | Radlee Bien      | 12 | STO8L | Nancy Smith•          | 12 |
|      | Clint Holmes     | 9  | STO6  | Rob Mix•              | 12 |
|      | Rob Mix•         | 12 |       | Aaron Loggan          | 9  |
| STO8 | Dennis Smith•    | 12 |       | Geoffrey Bradbeer     | 7  |
|      |                  |    | FSP   | Monte Rans•           | 12 |
|      |                  |    |       | Reginald Wilson       | 6  |
|      |                  |    |       | Brayden Branham       | 12 |
|      |                  |    |       | Adam Mounivong        | 9  |
|      |                  |    |       | Mike Dennard          | 7  |

*For most of the season all competitors are listed. However, only Salina Region members are eligible for championship awards and must be members before Oct. 1. As of Oct. 1 all non-member points are stripped. Associate Memberships are for the calendar year. Associate Memberships received Oct. 1 or later are good for the following year.*

*The pessimist complains about the wind  
The optimist expects it to change  
The leader adjusts the sails*

*You know you are back up north  
when you get a rental car and  
they offer a complimentary  
ice scraper.  
—Canadian ARCA racer  
Steve Arpin*

# Ten top tips for autocross driving

Thought I'd share some stuff that I must have said a thousand times while teaching at Evolution Schools

**1] Position first, then speed.** Positioning the car perfectly is more important than trying to attain the highest potential speed. For example, you will drop more time by correctly positioning the car nearer to slalom cones than you will by adding 1 or 2 MPH in speed. Same with sweepers (tight line). Same with 90-degree turns (use all of the track). Also, position is a prerequisite for speed. If you are not in the correct place, you will not be able go faster. Or at least not for very long!

**2] Turn earlier ... and less.** To go faster, the arc you are running must be bigger. A bigger arc requires less steering. To make a bigger arc that is centered in the same place, the arc must start sooner (turn earlier).

**3] Brake earlier ... and less.** Waiting until the last possible second approaching a turn and then dropping anchor at precisely the correct place so that the desired entry speed is reached exactly as you come to the turn-in point is quite difficult to execute consistently. Especially when you consider that you get no practice runs on the course, and the surface changes on every run, and you aren't likely to be in exactly the same position with the same approach speed on every run, etc. Better to start braking a little earlier to give some margin of error. And by braking less you can either add or subtract braking effort as you close in on the turn-in point. This will make you consistent and smooth.

**4] Lift early instead of braking later.** Continuing with the philosophy of #3, when you need to reduce speed only a moderate amount, try an early lift of the throttle instead of a later push of the brake. This is less upsetting to the car, is easier to do and thus more consistent, and allows for more precise placement entering the maneuver (remember #1 above).

**5] Easier to add speed in a turn than to get rid of it.** If you are under the limit, a slight push of the right foot will get you more speed with no additional side effects. On the other hand, if you are too fast and the tires have begun slipping, you can only reduce throttle and wait until the tires turn enough of that excess energy into smoke and heat. Don't use your tires as brakes!

**6] Use your right foot to modulate car position in constant radius turns, not the steering wheel.** In a steady-state turn, once you have established the correct steering input to maintain that arc, lifting the throttle slightly will let the car tuck in closer to the inside cones. Conversely, slightly increasing the throttle will push the car out a bit farther to avoid inside cones. It is much easier to make small corrections in position with slight variations in the tires' slip angle (that's what you are doing with the throttle) than with the steering wheel.

**7] Unwind the wheel, then add power.** If the car is using all of the tire's tractive capacity to corner, there is none left for additional acceleration. At corner exit, as you unwind the wheel, you make some available. If you do not unwind the wheel, the tire will start to slide and the car will push out (see #6 above).

**8] Attack the back.** For slaloms (also applicable to most offsets), getting close to the cones is critical for quick times (see #1). To get close, we must move the car less, which means bigger arcs. Bigger arcs come from less steering and require earlier turning (see #2). Now for the fun part.... When you go by a slalom cone and start turning the steering wheel back the other way, when does the car start to actually change direction? Answer: When the wheel crosses the center point (Not when you first start turning back!) How long does that take? If you are smooth, it takes 0.25 to 0.5 seconds. Now, how long is a typical person's reaction time? Answer: about 0.5 seconds. Finally, how long does it take to go between slalom cones? Answer: Typically on the order of 1 second. Given all of that, your brain must make the decision to begin turning the steering wheel back the other way just *before* you go by the previous cone!! Since this is a mental issue, a good visualization technique to get used to this is to think about trying to run over the back side of each slalom cone with the inside rear tire of the car. To hit it with the rear tire (and not the front), the car must be arcing well before the cone and the arc must be shallow. Attack the back!

**9] Hands follow the eyes, car follows the hands.** Look ahead. 'Nuf said.

**10] Scan ahead, don't stare.** Keep the eyes moving. Looking ahead does not mean staring ahead. Your eyes must be constantly moving forward and back, and sometimes left and right. Glance forward, glance back. Your brain can only operate on the information you give it.

**Bonus Tip:** Don't forget the stuff in between the marked maneuvers! Too often we think of a course as series of discrete maneuvers. There is typically more to be gained or lost in the areas that are in between. Pay special attention to the places where there are no cones.

—Andy Hollis

***Never run out of ideas, traction  
and real estate at the same time.***



*Eagles may soar, but  
weasels never get sucked  
into a turbine.*

## Letter From a Founding Father of the Salina Region

It was with great interest and love that I read about the Silver Anniversary of the Salina Region of the SCCA. It seems like just yesterday that a very small, young group of idealists thought they could start an automotive club in a small Midwestern town on the Plains.

Remembering there were only about five of us brave enough (actually foolish enough would have been more appropriate) to think we could start a branch of the Wichita Region, the fact that the initial task of creation has resulted in a well established club that has lasted 25 years sings

everyone's praises. In starting the club we listed everyone from kids to spouses to get the numbers needed for SCCA and though the break away from Wichita was met with some resistance, overall the relationship stayed strong with our parent association.

I know many of us can remember the incredible work a few put in to establish Salina as the place to hold Nationals year in and year out, and when said event moved to Topeka many predicted the demise of this Region established in a tiny town of only 40,000. I do believe when we formed the actual club that Steve Snyder, myself and possibly even Bob Lambert were also present, as it was a rather momentous occasion for those of us who worked so hard to get things started in Salina.

I would have to say that one of my proudest memories in life is the fact that a few of us had the guts to start this club in a somewhat obscure spot, I was President of the initial Salina Chapter, and this group of car crazies is still running strong so many years later. Automotive related organizations are noted for having a very short shelf life and though many expected the demise in Salina, since it's membership drew from a limited geographical area, it is a distinct pleasure to see that machineheads in the Heartland have found this little bastion of conedom still strong and prospering.

I remember, in 1983, winning Mirror Khana (Solo's Daytona 500 in terms of prestige then and now) and my wife waiting til after it was all over to have our son. He (Ryan) was almost born on the cement of the East Crawford Recreation Area, and it

seemed only fitting that he brought his girlfriend (now wife) to the same spot to introduce her to the art of autocrossing.

For the fact that everyone still kept Salina Region strong and viable, as a father I thank you for that, as there is a special feeling the members of this club impart to those that visit the Salina Mecca of Solodom. The article really brought back the pride I have in being a small part of this long term enterprise, and though we moved to Nebraska in 1994, I continued to keep our

membership and follow all the friends ripping around the cones on Crawford.

Though the last 15 years have seen me move to road racing and time trials, I still get out on the pylon appointed pavement occasionally to slice through the slaloms and curves. What a wonderful feeling all the members must have and I do hope to hook up the trailer and

come south in 2014 to visit, run and thank so many of you for keeping the faith. Seems kind of ironic, as also a member now of the Nebraska Region, that they are celebrating their 60th year with SCCA. Congrats to all and I will continue to peruse through every Write Line, as it not only helps me relive fond memories, I see how many old timers and friends are still out there enjoying the gentle breezes of East Crawford, while hanging out with their contemporaries. Salina Region Rules – and there is not another Region in the U.S. that imparts such a fun, laid back atmosphere to its members and guests.

For the experience you have given so many who graced the cement of central Kansas take a bow, you should be equally proud of that accomplishment. Hope I can make it to the 50th celebration, as this intrepid little bunch of Pylonists will surely be careening forward even then!

Yeh, Rocky, loved the story and the memories, so time to send a letter to the Editor, ha. Seems just yesterday and we were actually both young, and playing on the track and pavement is likely what keeps us young in spirit even now.

Bill Pemberton

Viper, SRT Sales Manager

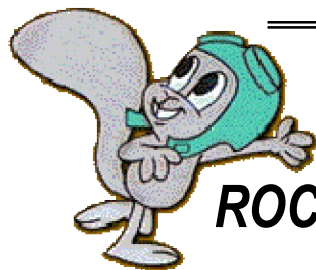
Woodhouse Auto Family

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## ASSORTED NUTS FROM ROCKET J. SQUIRREL

—ROCKY ENTRIKEN

Did you get a chance to look – *really* look – at our trailer last event? If not, you may not have noticed it is almost a wholly new unit, thanks mostly to the off-season labors of Bill Preheim, Dennis Smith, Artt Mann, and sundry other friends and family as they were able to recruit.

The repairs became necessary when the trailer tried to dismember itself as Abner towed it back from Ft. Riley last

October. A professional repair estimate was in the five-figure range. They got it done for less than a quarter of that.

The sheer number of improvements are too many to enumerate here, but include a new roof, glued and riveted to its crossmembers (in the high winds of Sunday's event it didn't flap as it used to!), which themselves were bowed up to provide better support. Also repairing and riveting all the side windows to strengthen them, a spare tire carrier, speaker brackets, electrical work, new cabinets to store necessary stuff in able-to-find-it fashion, brackets for tape rolls, paper towels and brooms, new door panels, and paint.

We acquired this trailer in the early '90s from Speedwagon Trailers, so it is almost as old as Salina Region is – we're celebrating our 25th anniversary, Speedwagon never came close to 25 (or even 10?). Thank you Bill, Dennis *et alia*.



## Membership Application

### Dear Prospective SCCA Member:

To apply for a membership in the Sports Car Club of America, the world's largest motorsports enthusiast organization, please complete the form below and return, with payment, to SCCA Membership Department, P.O. Box 299, Topeka, KS 66601-0299.

### PLEASE PRINT OR TYPE

Name \_\_\_\_\_ Birthdate \_\_\_\_\_

Address \_\_\_\_\_ Telephone \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

E-mail \_\_\_\_\_

Spouse Name \_\_\_\_\_ Birthdate \_\_\_\_\_

Child's Name \_\_\_\_\_ Birthdate \_\_\_\_\_

Child's Name \_\_\_\_\_ Birthdate \_\_\_\_\_

### Primary Interest:

Please indicate the area of SCCA in which you plan to participate, or interests you the most.  
(please check only one box)

☐ Club Racing ☐ Time Trials/PDX ☐ Rally ☐ RallyCross ☐ Solo ☐ Vintage ☐ Pro Racing

### Membership Dues:

(Includes Salina Region dues -- \$15 for individual members, family members including spouse are free with payment of National dues)

☐ Individual \$80.00

☐ New Club Racing Volunteer \$30.00

☐ Family \$100.00

(not an SCCA member in past 18 months, ask for details)

☐ First Gear \$45.00 (Age 24 and under)

☐ Military \$45/\$65 (after rebate, see below)

### Amount Due

Membership Amount \$ \_\_\_\_\_

Weekend Membership #1 \_\_\_\_\_ -\$15.00

Weekend Membership #2 \_\_\_\_\_ -\$15.00

Referred by SCCA Member \_\_\_\_\_ # \_\_\_\_\_ -\$15.00

First / Last Name & Member Number REQUIRED

TOTAL DUE \$ \_\_\_\_\_

# Salina

~~I will become a member in the region I reside in or place me in \_\_\_\_\_ region.~~  
~~By accepting membership in the SCCA and any SCCA Region I agree to conduct myself according to the highest standards of behavior and sportsmanship in a manner that shall not be prejudicial to the reputation of the Club or fellow members.~~

Applicant's Name (Signature Required) \_\_\_\_\_

Date (Required) \_\_\_\_\_

Payment Method: ☐ Check

☐ Credit Card

☐ Money Order

Visa/MasterCard (only) Acct# \_\_\_\_\_ Exp. \_\_\_\_\_

Applications submitted by fax must be accompanied by a Visa or MasterCard account number for payment.

Dues include payment for subscription To SportsCar (\$24 value)

Dues are not deductible as charitable contributions)

12/08

### Military Discount

If you are in active United States Military service, you qualify for a \$35 rebate making your total dues just \$45 (\$65 for family). After joining the SCCA and receiving your membership card, then mail, fax, or email a copy of your active duty orders or military identification card to:

Military Rebate

Fax: (785) 232-7213

SCCA Inc.

Email: [militaryrebate@scca.com](mailto:militaryrebate@scca.com)

P.O. Box 19400

Topeka, KS 66619-0400



# Just Idling Around

I've been through some interesting little cars lately, and trucks. I had a Ford Fiesta and a Fiat 500 at the same time. Both were fun and functional, but I actually prefer the Fiat. The Fiesta was equipped with the 6-speed automatic. It worked well and I was able to get 34-36 mpg on the highway and about 30 in town. The 5-door hatchback is convenient and handy for toolage and other hauling. But it had this annoying jiggle over rough payment, that felt like it was changing direction, whether it really was or not. I could never be certain.

The Fiat was the 5-speed manual and with conscientious driving I could always better the EPA fuel economy rating. Running in and around Denver and the front range up to Estes Park for a couple of weeks, both my son Adam and I were able to consistently get 40 to 42 mpg and still go fast enough not to be run over in the big city traffic. Back in Kansas in the evil cold with short snowy running-around trips I still made over 30 mpg. The Fiat also was quiet and solid feeling, and even seemed to corner with more control and confidence than the Fiesta. It seems odd that it isn't Solo legal, but that's the only reason I sold it.

Thus, I still don't have an autocross car for this season and I missed our first event. In my "why be normal?" approach to most all things, I'm seriously considering a Chevy Volt for my next autocross/personal car. My garage already has a dedicated electrical circuit suitable for the overnight charging. My typical around-town days are within the all-electric range. The Volt is J.D. Powers' Most Reliable Compact Car. It is even respectably rated by Consumer Reports, and I enjoyed both examples I've driven. As a used car the wholesale price is in my range, under \$20,000. I have investigated the wheel/tire combinations and found that a couple ultra-high performance summer tires are made in the correct size, so it would probably be a decent H Street car.

In the trucking around scene I have had a 30,000-mile F150 4x4 and a 20,000-mile Toyota Tacoma. I still can't fathom the popularity of the Ford. It is so high off the ground, it is a serious climb-in proposition. I'm just 5-foot-7, so the stock, yet silly high, floor is higher than my kneecaps! The bed is mid chest high on me, so putting my snowblower in it for the run to the several rentals I must maintain was a real struggle. I only did that for one of our snow "events" this year. I must admit, once inside the beast, it does drive and handle well. The mpg sucks big time, as it does in every V-8 gasoline truck.

Call me prejudiced, but you know I have always preferred smaller vehicles. The 2WD drive Tacoma works much better for me. Even in the second foot-deep snow, I chose it for hauling the snowblower around town. Surprisingly enough, with the "Automatic Limited Slip" employed, I had no trouble getting around. The fuel mileage stayed up at 20 mpg in town, and the snow removal/powersliding festival was actually fun!

That limited slip feature is interesting, because to get the greatest "move out no matter how slick it is" effect, you turn off the Electronic Stability Control, and just modulate the throttle and braking the old fashioned way – "Driving," it used to be called. In the normal ESC mode it was mostly OK, but if any

sideways movement occurred it would shut off the throttle and buzz the appropriate brakes to straighten itself out. That was kind of neat sometimes, and an irritating interference at others.

The Fiat's front drive and stability control seemed very unobtrusive, on snow and ice, although it too would attempt to correct a skid with a flurry of strategic wheel braking and throttle shutdown, rather than leaving it up to physics and the whims of the driver.

In mid-January I traded a 2009 Subaru Forester for a 1991 Subaru Justy and a few thousand cash, of course. The Justy is a hoot! Five-speed, bigger but lighter than a new Fiat 500, 3-cylinder, 1.2 liters, 73 horsepower, with push button four-wheel-drive. It is geared to be able to climb trees, with the little engine wrapped to 4200 rpms at 70 mph. It seemed much more comfortable at 63 mph, but was still cranking 3700 or so rpms. I took the scenic two-lanes back from Colorado, just in the interest of self and Subi preservation.

A few days later I took a look at the newest 2014 1.2-liter 3-cylinder car available in the USA, the Mitsubishi Mirage. This car could be a contender if people only knew about it and were willing to take the risk of it becoming an orphan, if Mitsubishi sales don't pick up soon. The Mirage is the same size as a Fiesta or Honda Fit, with better combined mpg (40), and a 100,000 mile powertrain warranty. Plus it is lower priced. Ford's 3-cylinder turbo Ecoboost puts out more power and 1 more highway mpg in a Fiesta, but less city, for a 39 combined rating. I'm tempted. But then, there are other temptations. I still like the offbeat styling, yet practical size and interior layout, of the Hyundai Veloster. They don't show a lot of promise as an autocross car. I'm old and slowing down anyway, so don't be surprised if I try one for this season.

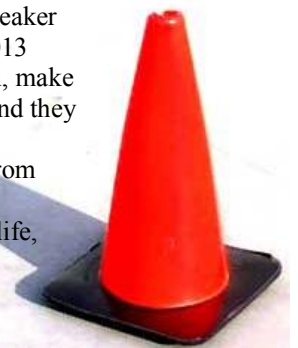
Another interesting fluke of the universe happened the last week of March. Longtime friends and readers might remember that on March 26, 2002, I took delivery of the 4th new Mini from Baron Mini, and drove it everywhere I could for about 18 months. I sold it to a Salina businesswoman who loved it and put 110,000 more miles on it. On March 25 of this year I took it back in trade! I owned it, drove it, detailed it on its 12th anniversary day, the 26th, and then sold it for the second time the very next day. The yellow and black Mini is still in very nicely functioning condition and drives like the autocross champ it is. The new owner loves its around-town zippiness and park-anywhere convenience. She is retaining her big Honda Crosstour, just for road trips.

I didn't drive the first Salina Solo, even though several friends offered me rides, because I had a roof to replace. I did get there to retrieve the Trailer and put it into my storage compound. I am really impressed with the work done over the winter by Dennis Smith, Bill Preheim and a number of their family and friends. The roof, front door, custom interior storage units, spare tire mount, latching details, and speaker mounts, all combined with Preheim's 2013 rebuilding of the tongue and jack system, make the trailer better than it has ever been. And they did it at about a fourth the cost of the "professional estimate" I had obtained from Salina's best RV repair center.

I move we give them free entries for life, or something.

2014. It's really here, ready or not. I'm not, but I wish you all Happy Trails.

—Abner



**SCCA Membership notes:**

The categories of SCCA membership are somewhat confusing. 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 R.o.R. 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, receiving newsletters and participating in their programs. These are "associate," "dual" or "secondary" memberships.

The final option is to simply pay local region dues, in which case you are merely a newsletter subscriber, and not eligible for Regional awards, Divisional points or to compete in major SCCA events.

**Associate memberships are due now for the year 2014.**

Associate memberships are for the calendar year provided your National membership is active. Join now, and your membership begins immediately and runs through 2014. Dues are \$15.00 for single memberships or family memberships (which includes spouse). Subscriptions are available for non-SCCA members also at \$15.00 per calendar year. Please send a check payable to the Salina Region SCCA, c/o The Write Line, 2731 Scott Avenue, Salina, KS 67401.

A code in the corner of your mailing label indicates status. A date (such as 10-14) indicates a Region-of-Record member expiring at the end of that month. A code such as A14 or FA14 indicates an Associate Member expiring at the end of that year. A Month indicates a non-member who ran with us at that event or asked for a newsletter. Other codes refer to complimentary copies sent this year

**You must be a member to enter SCCA events. There are several different types of membership available, including Regular, Family, First Gear (under 25) and Military, plus short-term Weekend Memberships (we charge \$5). For more information go to [www.scca.com](http://www.scca.com), [www.salinascca.org](http://www.salinascca.org) or call Rocky at 785-827-5143 or e-mail [rocky@spitfire4.com](mailto:rocky@spitfire4.com).**



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