

The Write Line

~ April 2019 ~

**SALINA
REGION**
SPORTS CAR CLUB OF AMERICA



Conner Herrick, JA CRG Black Star, 2018 Most Improved

The official newsletter of the Salina Region SCCA

Regional Executive Views

Our annual Evolution School was this past weekend. Given the opportunity to chair the event was a great experience. We had students from Kansas, Missouri, Oklahoma, Colorado, Illinois, and California and the weather was almost perfect. I had been around the event before but never had the opportunity to talk to the students like this before.

One major thing I learned is we are one of the very few regions that offer a three-day school. Like the father and son who drove from San Diego, and the husband and wife from Chicago, who came here for that exact reason, they were going to have to drive to multiple places to get the same training we offer in one weekend.

I hope this can be a reoccurring school for a long time. We have a great site, and lots of places to rest and dine after a long day of instruction. If you ever want to do something to make your car go faster I highly recommend this school.

Our next event is May 11 – yes, it is a Saturday, and about the only day in May that was open (May 12 is Mother's Day). Event registration will close on Thursday instead of Friday to provide time to do all the paperwork for the event so please register now and avoid the rush.

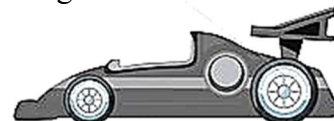
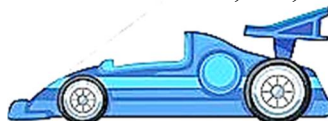
There are still spots on the calendar for chairs and safety stewards so if you are interested in designing your own course here is your chance. There are always people around to assist if you prefer so don't be timid, we will help you. Not only do we need people to be event chairs but there are simpler tasks to complete prior to the event start. Things like setting out cones to block the entrances and helping setup the timing system are a few of the things that need to be done before we can play so please get involved.

We are also in need of a new Tech Chief and a new Treasurer. The work done by Rodney Walters with the Annual Tech program to get our season started is highly appreciated. A new Chief of Tech would take care of pre-event car inspections for entrants who do not have annuals, and it satisfies the event work requirement. Our Treasurer, Ken Kennedy, has moved to Hays. He has diligently taken cares of our finances the past couple of years and continues for now, but the distance makes it more difficult and having a local Salina-area person in the post would be more efficient.

We should be through the cold part of the season by now so I hope to see a lot more of you out to support your club and enjoy some spirited driving!

See you on course,

—Monte Rans, RE, Salina Region SCCA



► Next Events ◀

Saturday Solo - May 11

On-site registration opens 8:00, closes 9:30 ~ Course open to walk by 8:30
Novice Coursewalk 9:30 ~ Driver's meeting 10:00 ~ Cars on course by 10:30

Salina Region events at East Crawford Recreation Area

Pre-register (save \$5) – use link at www.salinascca.org

Next Business Meeting

May 11
After the Solo
Location TBA

*Business meetings
are open to all
members and guests*

Divisional Championship - June 8-9

REGISTRATION OPEN NOW! ~ MotorsportsReg.com, search "Salina" ~ all events are there



Board Members ~ 2019

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• **Assistant R.E./Webmaster**

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• **Secretary**

CONNIE PREHEIM, Minneapolis
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• **Treasurer / Asst. Equipment Manager**

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• **Past R.E.**

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• **Solo Chair/Chief of Safety**

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• **Member At Large**

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• **Member At Large**
Chief Registrar

NANCY SMITH, Concordia
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• **Member At Large**
Chief of Tech

► **POSITION OPEN** ◀

Contact RE if you could do this

• **Member At Large**
Equipment Manager

ABNER PERNEY, Salina
785-822-8570 / abscars@yahoo.com

• **Member At Large**

Social Media /Facebook/Youth Steward
ARTT MANN, Manhattan
785-565-3155 / kskartracing@gmail.com

Salina Region Schedule ~ 2019

All at East Crawford Recreation Area unless noted otherwise

<u>Event</u>	<u>Chair</u>	<u>Safety</u>	<u>Youth</u>
May 11 – <u>Saturday</u> Solo	Michael Mace		
June 8-9 – Divisional Solo			
June 30 – Solo			
July 21 – Solo			
Aug 18 – Solo			
Sep 8 – Solo	Powercat Mspts	Artt Mann	
Sep 29 – Solo-RE Challenge 19.1 Monte Rans			
Oct 6 – Solo-RE Challenge 19.2 Wichita Region at Yoder			
Oct 20 – Solo-Octoberfest 30	Salina Region Board		
Nov 3 – Solo (Enduro?)	Rocky Entrién		

MiDiv



SPS/R&S MiDiv Solo Series – 2019

May 4-5 — Topeka (Heartland Motorsports Park)
June 8-9 — Salina (East Crawford Rec. Area)
Jun 22-23 — Oklahoma City (Remington Park)
Jul 20-21 — Neosho, Mo. (Crowder College)
Aug 3-4 — Lincoln, Neb. (Lincoln Airpark)

SCCA 2019 Solo Nationals ~ Sep. 3-6 ~ Lincoln, Neb.

MEETING MINUTES

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

The April 14 meeting of Salina Region SCCA was called to order at 2:17 pm at Dean Evans Stadium, East Crawford Recreation Area, by Assistant Regional Executive Michael Mace. Board members attending were Monte Rans, Abner Perney, Rocky Entrién, Dennis and Nancy Smith, and Bill and Connie Preheim.

Minutes -- Abner moved and Rocky seconded to approve. Passed. The Treasurer's report was not available. There was no other old business.

New Business -- Rocky presented a copy of the emergency plan last revised in 2007. He will check telephone numbers for accuracy and will add the Salina Parks number and dog park number. The revised plan will be posted in the trailer.

Discussion was held concerning people coming onto the ECRA while the club was holding an autocross. Nancy reminded everyone that children under 17 need to complete a waiver form signed by an adult and they do not sign the waiver book. All club members need to be aware of new people coming onto the autocross site and to remind them to sign the insurance waiver with a welcoming chat about the club.

The new SCCA solo audit form was presented by Rocky and since it is more detailed than the old one any safety incidents need to be reported with the proper form and date incurred with the information given to Rocky to include on the audit.

Monte reported on the Evolution School in progress and said it has attracted attendees this year from San Diego and Chicago because Salina Region is the only host offering all three phases of the school – Phase 1, Phase 2 and Challenge School.

Our next event is May 11, which is the Saturday before Mother's Day. Dennis moved for adjournment at 2:49 pm. Monte seconded, approved. Submitted by Connie Preheim, Secretary

Events Elsewhere - 2019



A calendar of AutoX and RallyX events by the Wichita, Kansas, Kansas City, Nebraska, NeOkla and Oklahoma Regions of SCCA. Go see how others do it!

ALWAYS CONFIRM THE EVENT BEFORE MAKING A LONG TRIP!

(* = Salina Region event on this date)

AUTOCROSS

- Apr 27 Nebraska @ Lincoln Airpark (Test & Tune)
 Apr 28 Nebraska @ Lincoln Airpark
 Wichita @ Yoder
 May 5 * NeOkla @ Fair Meadows, Tulsa State Fairgrounds
 May 19 Oklahoma @ Remington Park, Okla. City
 May 25 Wichita @ Yoder (Ladies' Solo)
 May 26 Wichita @ Yoder
 Jun 2 Kansas City @ MCC-Blue River, Independence, Mo.
 Nebraska @ Lincoln Airpark
 NeOkla @ Old Tanger Outlet Mall, Stroud
 Oklahoma @ Remington Park, Okla. City
 Jun 15-16... Kansas @ Heartland Motorsports Park, Topeka
 Jun 16 Wichita @ Yoder

RALLYCROSS

- Apr 20 Kansas @ Santa Fe Cycle Park, Carbondale, Ks
 Apr 27 Kansas City @ Stonegate Motorplaza, Stilwell, Ks. (T&T)
 Apr 28 Kansas City @ Stonegate Motorplaza, Stilwell, Ks.
 May 4-5 Nebraska @ I-80 Speedway, Greenwood, Neb.
 May 5 Wichita @ 81 Speedway, Wichita
 May 25 Kansas City @ ThunderValleySandDrags (Novice School)
 May 26 Kansas City @ ThunderValleySandDrags, GrainValley, Mo.
 Jun 9 Nebraska @ I-80 Speedway, Greenwood, Neb.
 Jun 16 Wichita @ 51 Road, Howard, Ks

Go

Racing!



Four road course tracks are within a 3½-hour drive of Salina. Be part of the action as a race worker -- flagging on corners, timing, grid, tech, etc. Or driver?

- Hallett Motor Racing Circuit, Hallett, Okla.
- Heartland Motorsports Park Topeka, Ks.
- Motorsports Park Hastings, Hastings, Neb.
- Raceway Park o/t Midlands, Pacific Jct. Iowa

ROAD RACING

- May 18-19 Majors @ Heartland (with Track Event)
 Jun 29-30 *MidAm @ Hallett (with Track Event)

MIDV TIME TRIALS SERIES

- May 18-19 @ Heartland Motorsports Park
 Jun 15-16 TT National Tour @ High Plains (NOT a series event)
 Jun 22-23 TT National Tour @ Heartland (this is a series event)

TRACK NIGHT IN AMERICA

- Apr 25 @ Heartland Motorsports Park, Topeka
 May 17 @ Heartland Motorsports Park, Topeka
 May 29 @ High Plains Raceway, Deer Trail, Colo
 Jun 13 @ Heartland Motorsports Park, Topeka



WELCOME NEW MEMBERS!

- Larry MacIntire, Natoma, became a member on April 9. He was formerly a member of Central Florida Region and first joined SCCA in 1990.



CONEBREAKER

While the Evolution School was going on at the north end of our site, we gathered at the south end for our annual 2-day/2-lap doubleheader event. And just to extend the theme, we did two sessions each day – three runs in the morning, three runs in the afternoon. Best of the six counts for time.

Abner Perney's Saturday course opened with a curvy slalom, a dash past the dog park to a near-360° clockwise skidpad circle, a pair of big sweepers, Chicago box, and do it again. Runs were in the 55-60 sec range. And it was a conebreaker, 57 of the Orange Walkers were crunched underfoot (underwheel?) by 18 drivers.

Gang Green returned with their Backdraft Cobra replica. Joey Green pretty much stomped the field with a 50.137 that was not only FTD but held up for top PAX. The only other drivers below 55 were Tyler Naden's Miata (2nd in PAX), running STO4, at 54.1, and Gang Green patriarch James Green at 54.6. Fast Lady was the closest contest. Nancy Smith's 57.648 in CAM-CL was less than one sec ahead of Sharon Brillhart's 58.1 in ESL and Lori Gill's 58.4 in CS.

CONEKEEPER

For Sunday, Abner turned the circle into a basic lefty turnaround. That and a couple other subtle changes took about 12 seconds off the run time. FTD was Mason Herrick's Junior A kart at 40.499 sec. Dad Mike was Fast Fender and Top PAX at 42.755 in his GSA Honda Civic. Fast Lady was Nancy Smith again at 45.585 in CAM-CL, holding off Ann LaRondeau's 45.9 in FSL.

Not so many dead cones this time, 21 drivers this day but only 31 smushed pylons. And several very close classes.

Closest was H Street. You don't get any closer than a tie to the thousandth. Don Herrick posted a 44.928 on his second run, but could never beat it. Then on his final shot Monte Rans matched it with another 44.928. Rulebook says score the second-best times, giving Herrick the win, 45.007 to 45.403.

That was not the only final-run heroics. Rocky Entriken had a 45.916 on his third run, last of his morning set. But in the p.m. rounds, on his sixth run, Henry Brillhart improved by a full second, coming home at 45.804 to win by 0.112 sec.

Almost as close were the big thumpers in CAM-Traditional. Bob Lambert, fresh from participating in the Evo School, put his muscular Plymouth GTX through the cones at 46.569 on his last morning run. Then Jeremy Spink's Camaro opened the afternoon set at 45.447. For the win by 0.122 sec.

Michael Mace shared Tyler Naden's quick Miata. Compared to HS, ES and CAM-T, their STO4 contest was anticlimactic, Naden taking the win by 0.663.

~~~ Conebreaker • PAX Rankings ~~~

Driver	Class	Time	Index	PAX
Joey Green	CAM-S	50.137	0.833	41.764
Tyler Naden	STO4	54.160	0.791	42.840
Monte Rans	HS	55.736	0.780	43.474
Rocky Entriken	ES	56.794	0.789	44.810
John LaRondeau	FS	56.178	0.803	45.110
Doug Gill	CS	55.776	0.809	45.122
James Green	CAM-S	54.664	0.833	45.535
Sharon Brillhart	ESL	58.145	0.789	45.876
Dennis Smith	CAM-C	57.020	0.820	46.756
Abner Perney	STO8	58.777	0.798	46.904
Ann LaRondeau	FSL	58.752	0.803	47.177
Lori Gill	CS	58.429	0.809	47.269
Nancy Smith	CAM-CL	57.648	0.820	47.271
Jim Gillett	BS	58.819	0.810	47.643
Jeremy Spink	CAM-T	58.676	0.812	47.644
Henry Brillhart	ES	61.272	0.789	48.343
Michael Mace	STO8	60.866	0.798	48.571
Luke Rosebraugh	STO8	70.710	0.798	56.426

~~~ Conekeeper • PAX Rankings ~~~

Driver	Class	Time	Index	PAX
Mike Herrick	GS	42.755	0.788	33.690
Tyler Naden	STO4	42.800	0.791	33.854
Michael Mace	STO4	43.463	0.791	34.379
Mason Herrick	JA	40.499	0.856	34.667
Don Herrick	HS	44.928	0.780	35.043
Monte Rans	HS	44.928	0.780	35.043
Abner Perney	STO8	44.913	0.798	35.840
John LaRondeau	FS	44.683	0.803	35.880
Henry Brillhart	ES	45.804	0.789	36.139
Rocky Entriken	ES	45.916	0.789	36.227
Dennis Smith	CAM-C	44.615	0.820	36.584
Sharon Brillhart	ESL	46.571	0.789	36.744
Ann LaRondeau	FSL	45.946	0.803	36.894
Conner Herrick	JA	43.136	0.856	36.924
Jim Gillett	BS	45.811	0.810	37.106
Nancy Smith	CAM-CL	45.585	0.820	37.379
Kale Morris	ES	47.685	0.789	37.623
Jeremy Spink	CAM-T	46.447	0.812	37.715
Bob Lambert	CAM-T	46.569	0.812	37.814
Matthew Polzin	CAM-C	46.645	0.820	38.248
Simon Crowder	STO6	53.291	0.795	42.366



SALINA REGION SOLO CHAMPIONSHIP • 2019

• SALINA REGION MEMBER

Points following Conekeeper

* HAS RUN THE MINIMUM 4 LOCAL EVENTS

BS	Jim Gillett•	33
	Michael Mace•	12
	John Mace•	7
BSL	Susan Puls•	12
CS	Doug Gill	12
	Lori Gill	9
DS	Timothy Thompson•	12
	James Hood	9
ES	Henry Brillhart•	25
	Rocky Entriken•	24
	Brian Tefft Jr•	12
	Joey Green	9
	Kale Morris•	7
	Brian Tefft Sr	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, and run at least four local events. As of Oct. 1 all non-member points are stripped. Associate Memberships received Oct. 1 or later are good for the following year.

	James Green•	6		Don Herrick•	21
	Randy Puls•	5		Abner Perney•	7
ESL	Sharon Brillhart•	36	STO8	Abner Perney•	24
	Theresa Walton	9		Michael Mace•	9
FS	John LaRondeau•	36		Luke Rosebraugh	7
FSL	Ann LaRondeau•	36	STO6	Simon Crowder	12
HS	Monte Rans•	33	STO4	Tyler Naden•	36

	Michael Mace	9
CAM-C	Dennis Smith•	36
	Matthew Polzin•	18
CAM-CL	Nancy Smith•	36
CAM-S	Joey Green	12
	James Green•	9
CAM-T	Jeremy Spink•	36

	Bob Lambert•	9
FSP	Bill Preheim•	12
FSPL	Connie Preheim•	12
CP	Rodney Walters•	12
JA	Mason Herrick•	12
	Conner Herrick•	9
Wild	Abner Perney•	31
	Michael Mace•	†30
	Joey Green	21
	James Green•	15

† has run three classes

* NOTE: Divisional is not counted as a "local" event

"That's what I do: I autocross and I know things."

—Paraphrasing Tyrion Lannister, GoT Season 6 Episode 2

CONEBREAKER

Salina Region SCCA ~ April 13, 2019 ~ East Crawford Recreation Area, Salina

Class	Driver	No.	Car	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Best
BS	• Jim Gillett	51	Corvette FRC	D.N.F.	61.211	58.819	68.988+1	58.272+2	59.142+3	58.819
CS	• Doug Gill	96	Mazda MX-5	57.649	56.707	56.351	57.186	55.776	55.710+1	55.776
	Lori Gill	196	Mazda MX-5	60.434	59.854+1	58.981	58.120+2	59.032+1	58.429	58.429
ES	• Rocky Entriiken	4	Mazda Miata	58.475	56.794	D.N.F.	57.552	58.490	57.155	56.794
	Henry Brillhart	48	Mazda Miata	59.546+1	59.455+2	D.N.F.	62.993+2	59.272+1	58.983+2	61.272
ESL	• Sharon Brillhart	28	Mazda Miata	60.992	58.514	58.087+1	58.145	58.255+1	58.454+1	58.145
FS	• John LaRondeau	92	Mustang GT	59.363	59.079	57.897	56.926	56.178	56.662	56.178
FSL	• Ann LaRondeau	92	Mustang GT	D.N.F.	61.358	59.239	60.220+1	D.N.F.	58.752	58.752
HS	• Monte Rans	52	Mini Cooper	60.819	56.523+1	65.545	58.124+1	56.201	55.736	55.736
STO4	• Tyler Naden	67	Mazda Miata	D.N.F.	54.739	54.291	54.856	54.423	54.160	54.160
STO8	• Abner Perney	6	Ford Fusion Sport	60.390	D.N.F.	59.312	59.476	59.513+2	58.777	58.777
	Michael Mace	86	Mustang	60.402+1	60.827+2	60.497+1	61.262	60.866	63.579	60.866
	Luke Rosebraugh	187	Mustang	84.534	75.118	70.890	71.856	70.710	70.804+1	70.710
CAM·C	• Dennis Smith	6	Mustang Cobra	58.711	57.442	57.020	75.893	58.711+1	58.846	57.020
CAM·CL	• Nancy Smith	9	Mustang Cobra	57.648	57.809	58.615+1	60.182	58.145	58.131	57.648 FL
CAM·S	• Joey Green	198	Shelby Backdraft Cobra	52.113+4	51.318+2	52.204+1	50.137	49.326+3	49.629+2	50.137 FTD/PAX
	James Green	98	Shelby Backdraft Cobra	56.739	55.468	54.984	55.177+1	53.815+1	54.664	54.664
CAM·T	• Jeremy Spink	38	Camaro	61.679+5	59.880+1	58.680	58.676	58.798	58.980+3	58.676

• = Trophy FTD - Fast Time Of Day FL - Fast Lady PAX - Top PAX

"There's so much good in all of us. The best we can do is to help each other bring it out."

—The High Sparrow (Game of Thrones, Season 6 Episode 3, "Oathbreaker")

CONEKEEPER

Salina Region SCCA ~ April 14, 2019 ~ East Crawford Recreation Area, Salina

Class	Driver	No.	Car	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Best
BS	• Jim Gillett	51	Corvette FRC	49.659	46.509	45.572+1	45.942+1	45.811	45.046+3	45.811
ES	• Henry Brillhart	48	Mazda Miata	48.918	46.829	46.331+1	47.141	46.805	45.804	45.804
	Rocky Entriiken	4	Mazda Miata	47.120	46.725	45.916	46.704	46.448	46.246	45.916
	Kale Morris	24	Mazda Miata	49.355	48.187	48.235	48.625+1	47.685	47.232+2	47.685
ESL	• Sharon Brillhart	28	Mazda Miata	D.N.F.	46.571	47.647	46.973+1	46.647	46.650	46.571
FS	• John LaRondeau	92	Mustang GT	45.891	44.404+1	45.028+1	45.275	44.929	44.683	44.683
FSL	• Ann LaRondeau	92	Mustang GT	47.908	47.843	46.314	46.142	46.207+1	45.946	45.946
GS	• Mike Herrick	91	Honda Civic Si	43.668+2	43.793+2	42.755	42.586+2	42.359+1	43.179	42.755 FTD/PAX
HS	• Don Herrick	8	Ford Fiesta ST	45.886	44.928	45.347+1	46.874	45.784	45.007**	44.928
	Monte Rans	52	Mini Cooper	47.313+1	45.871+2	45.944	46.368	45.403**	44.928	44.928
STO4	• Tyler Naden	67	Mazda Miata	45.168	44.219	44.132	43.572+1	43.207	42.800	42.800
	Michael Mace	86	Mazda Miata	45.386+1	44.625	43.463	49.695+1	45.590+1	44.417+1	43.463
STO6	• Simon Crowder	37	BMW 530i	D.N.F.	55.581+1	55.247	54.092	54.415	53.291	53.291
STO8	• Abner Perney	6	Ford Fusion Sport	45.855	46.073	46.327+1	45.593	44.913	45.013	44.913
CAM·C	• Dennis Smith	6	Mustang Cobra	47.821	45.588+1	44.757	45.320	44.965	44.615	44.615
	Matthew Polzin	41	Mustang GT	48.278	47.078	47.031	48.550	45.870+2	46.645	46.645
CAM·CL	• Nancy Smith	9	Mustang Cobra	47.168	47.527	46.906	47.213+1	46.610	45.585	45.585 FL
CAM·T	• Jeremy Spink	38	Camaro	47.600	48.556+1	47.144	46.447	48.728	47.066	46.447
	Bob Lambert	11	Plymouth GTX	47.140	47.593	46.569	47.073	46.855	46.896	46.569
JA	• Mason Herrick	89	CRG Santana	41.148	41.199	41.252	41.204	40.587	40.499	40.499 FTD
	Conner Herrick	98	CRG Black Star	43.425	43.323	43.136	43.581	43.303	43.145	43.136

• = Trophy FTD - Fast Time Of Day FSTD - Fast Fender FL - Fast Lady PAX - Top PAX ** - Tiebreaker (HS), 2nd-best time

Jaime Lannister: They say the best swords have names. Any ideas?
Brienne of Tarth: Oathkeeper.

(Game of Thrones, Season 4 Episode 4, "Oathkeeper")



Membership Application

Dear Prospective SCCA Member:

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

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.

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

Membership Dues

(*Includes Region dues)

<input type="checkbox"/> First Gear	\$50.00	<input type="checkbox"/> Individual	\$85.00	<input type="checkbox"/> Family	\$105.00
<input type="checkbox"/> 2 Year First Gear	\$90.00	<input type="checkbox"/> 2 Year Individual	\$150.00	<input type="checkbox"/> 2 Year Family	\$185.00
<input type="checkbox"/> 3 Year First Gear	\$125.00	<input type="checkbox"/> 3 Year Individual	\$215.00	<input type="checkbox"/> 3 Year Family	\$265.00

* First Gear applies to members 24 years old and younger

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 \$ _____

*I want to belong to **Salina (110)** Region (if no region is selected. The default region will be assigned by address). 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

☐ **Auto-Renew with Credit Card** (Credit Card listed below will automatically be charged National and Regional dues prior to membership expiration date.)

Visa, MasterCard or Discover (only) Acct # _____ Exp. _____ CVV# _____

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

Dues include payment for subscription to SportsCar (\$24 value). Dues are not deductible as charitable contributions

01/17

Military Discount

If you are in active United States Military service, you qualify for a \$35 rebate making your total dues just \$50 (\$70 for family). After joining SCCA and receiving your membership card, then mail, fax or email SCCA Member Services requesting the military rebate. Contact information for Member Services is:

Military Rebate
SCCA Inc.
6620 SE Dwight St.
Topeka, Ks. 66619

Fax: 785-232-7213
Email: militaryrebate@scca.com

* Military deployed to hazardous duty areas are eligible to have SCCA dues waived by contacting SCCA.

THE DRIVER AND HANDLING

How to tell when the driver is causing the handling problem – and how to fix it

By **Don Alexander**

Nasaspeed.news

Part 2: Basic Cornering Theory

Entire books exist covering this topic, but here are five basic principles to get you going in the right direction. While it is crucial to drive the corners as close to limits as possible, the real goal – and the fastest way – is to find the best compromises allowing you to accelerate, preferably at full throttle, the maximum amount of time during a lap. While braking and steering are an absolute necessity, both actually slow the car, so spending the least amount of time steering and braking and the most time accelerating is the key to fast lap times.

1. Turn the steering wheel as little as possible while cornering

The act of steering scrubs off speed. For this reason, spend as little time as possible steering. And turn the steering wheel as little as possible to get through a corner. This is an “area under the curve” exercise. If you plot on a graph the steering angle of the steering wheel versus the time spent turning the steering wheel, the driver with the least area under the curve is the fastest. This requires scribing the largest arc possible through a corner. A line starting from the outside edge of the track, apexing at the geometric center of the corner on the inside of the track and exiting to the outside edge of the track will accomplish this as long as the arc is smooth. Steering corrections, while necessary at times, add to the area under the curve and cost time.

2. Alter your line if you encounter corner-exit wheelspin

The goal is get back on full power as early as possible exiting a corner. Some corners are flat out, allowing full throttle throughout, but most corners require braking (or at least some throttle lift) to negotiate the turn.

Getting back on full power as quickly as possible is the key to fast laps. If full-throttle application induces wheelspin, alter your line so that you can unwind the steering earlier in the exit phase of the corner. This allows the tires to use more traction capacity for acceleration.

This line requires a later turn-in – meaning more steering angle – a later apex, but an earlier throttle application to full power and maximum acceleration.

3. Use limit braking with caution

Braking at the limits of tire traction, also called threshold braking, is important for fast lap times, but it can cause problems at corner turn-in. Keep the traction circle

theory in mind. As you reach the turn-in point, ease off the brakes as you begin to steer. More steering means less braking.

You should be braking for a slow corner about one-third of the way into the turn for maximum tire traction utilization. But you must find the balance between steering and braking to take advantage of the tire’s maximum traction. Too much steering for the amount of braking will cause a handling problem, scrubbing off speed and overheating the tires at the minimum, or resulting in an off track excursion – or a crash – at worst.

4. Control use: Smooth vs. abrupt

Smoothness counts. Abrupt use of the controls can initiate handling problems, overheat tires and accelerate wear. It is almost always slower. There are rare cases where abrupt control inputs can be used to coax the car into a desired behavior, but if such a tactic works, then the car setup needs to be addressed. Long-term abrupt control use destroys tires quickly and costs time in any event lasting longer than a single lap.

Abrupt steering input can cause tire slip angles to increase too quickly, overloading the tires, and can cause the slip angles to be higher than necessary, causing scrub, heat buildup and accelerated wear. Too abrupt on the throttle can cause wheelspin. And an abrupt application of the brakes can cause wheel lock up and force forward weight transfer to take place too quickly, overloading the front tires at turn-in.

So what is smooth? That’s tough to define! The best advice is to try using the controls more slowly. You may not be able to tell when you are using the controls too quickly, but you will know when you are using them too slowly. Slow down control movements until they feel too slow.

5. Where you look is where you go

By looking farther down the track, you relax and things happen more slowly. The driving is more fun and is actually much safer. And now you start to go faster than ever without added stress.

Where you look determines nearly every aspect of your driving: speed, comfort, style and safety. It is important to use your eyes effectively to become a better driver and to go faster as well.

Visual fields are one of the most important areas of attention for any driver, but especially for the competition driver. What you see determines how you implement and modify your game plan. If you fail to see something important, it can cause problems. Knowing where to look, and what to look for is crucial for success,

as well as safety, in all forms of driving.

Visual fields

Visual fields are simply where you look and what the eyes are taking in. Most of the data you gather for decision-making in a racecar is taken in visually. Your visual field could be the dashboard, down the road 300 yards, into a corner, a billboard, or anywhere you look.

A short visual field limits data gathering, while a long visual field promotes greater data intake. The data you gather is needed to make decisions. “Where do I apply the brakes? When do I turn the steering wheel, and how much? What are the other cars doing?”

Each of these questions, and dozens of others are answered by visual data you take in while on the track. If the visual data you take in is faulty, inaccurate or incomplete, the result will be lost time on the track and greater risk on the highway. You’ll either be too slow or too scared.

Focal points

Your focal point determines what your visual field encompasses. Try this exercise right now. Focus on the page you are now reading. Don’t change your focal point, but notice what is in your peripheral visual field. What you see is limited, so the data you can gather from your visual field is limited. Now focus on an object several feet away. Do the same thing with your peripheral vision. You can take in more data. Try this on objects even farther away.

As your focal point moves out away from you, your ability to gather important data improves. Within reason, the longer your focal point, the larger your visual field and the more data you can take in with your eyes. What you focus your eyes on is very important. Look ahead!

The crystal ball

Your visual field is like a crystal ball. It allows you to take a look into the future. For example, at 65 mph, you are traveling at about 100 feet per second. If you look 100 feet ahead, you have a 1.0 sec look at what will occur in 100 feet. But if you look at the bumper of the car just ahead, you have only 0.1 sec to look into the future.

During the time you give yourself with your visual field, three important factors occur. First, that is the time you have to implement your plan. Second, it is the time you have to plan tactics based on the cars around you. Third, it is the most amount of time you have to take evasive action in an emergency. You may have less time if the situation occurs within your visual field closer to you.

SCCA Membership notes:

In order to be eligible for all the programs of SCCA you need to be a National member, which includes a "local" region of your choice. This becomes your Region of Record.

Normally your RoR is the area in which you live, but it doesn't have to be. We have members who live in other Regions' territories, and some of those regions have members who live in our territory.

You may also join as many other regions as you like, paying their local dues for the purpose of winning local championship points and participating in their programs. These are "Associate" or "Dual Region" memberships. Salina Region's Associate Members are fully-vested members eligible for all our championships, voting rights, region offices and other member benefits. Associate membership only means region-of-record is elsewhere.

You must be a member to enter SCCA events. There are several different types of membership available, including Regular, Family, First Gear (under 25) and Military, plus short-term Weekend Memberships (we charge \$10, the minimum amount). More information is available at www.salinascga.org, www.scca.com, or call Salina Region membership chair Rocky Entriaken at 785-827-5143 or e-mail rocky@spitfire4.com.

Associate memberships • • •

- As of October 2018, Associate Memberships in Salina Region will expire concurrent with National and Region-of-Record memberships. All Associate memberships paid direct to Salina Region for Calendar Year 2018 expired Dec. 31, 2018, or on their National expiration date prior to October 1, 2019 (if renewed). Associates are fully-vested members of Salina Region.

- 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, as well as any other additional regions you may desire. The Region's local dues will be paid at that time and added to your renewal fees.

- 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.

- Dues are \$15.00 both for single memberships and for family memberships (which includes spouse). If you are a First Gear member with Region of Record in another region, Associate Member dues to Salina Region are \$10.

- Mailed subscriptions to The Write Line are available for non-SCCA members at \$15.00 per calendar year. Or, subscribers may choose to receive issues as a PDF document by e-mail blast, just let us know.

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