

# The Write Line

~ March 2019 ~



Tyler Naden, STR Mazda Miata, 2018 Rookie of the Year (Tyler Wolcott Photo)

The official newsletter of the Salina Region SCCA

## Regional Executive Views

Our first event was a bright and sunny 60-degree weekend, a little chilly in the morning but nice later on. For the first event we had some great competition and a good turnout on a very fun course. We had some start-up issues but nothing that could not be corrected in a short time and by the second runs of the first heat everything was running smoothly. Hopefully winter has given up and gone for the season so our next event will be just as nice.

Speaking of our next event, it is a twin solo in conjunction with the Evolution School. There is still time to sign up for the Evo School so if you want to spend some money on a great item to make your car go fast this is it. I have been told this is the best bang for your buck you can get for decreasing your times.

The instructors for the school are all national caliber drivers and you will spend time with each one of them along with some discussion time for questions and answers. This is a three day event, Phase One, Friday, features 24 runs with our team of National Caliber instructors, and each student will work with two different instructors through the day. As of now we have 12 students signed up and can take up to 24, so don't delay sign up now.

Saturday's Phase Two program is great for anyone who has taken a Phase One, and is looking to take their driving to the next level. This program focuses on visualization, as well as mental preparation, and also features 24 runs on four different course configurations.

Sunday's Challenge School is intended for anyone who has taken our Phase One and Phase Two, and is looking to grab those last final tenths. The Challenge program also features 24 runs on three different course configurations. The Challenge school will review the skills learned during the Phase One and Phase Two, as well as use a technique that will help prove the importance of looking ahead. Challenge students will also be pitted against their instructors in the final session to help push the students to new levels.

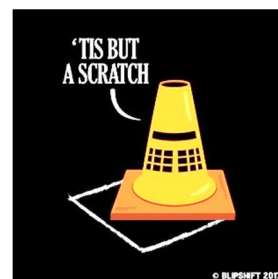
As I mentioned last month registration is open for all of the events on our 2019 schedule, so don't delay and get registered if you even think you might come (save \$5 too). No-show entries are easier for us to deal with than walk-ins.

One last item, our Treasurer, Ken Kennedy, is moving to Hays imminently which limits his ability to take care of his board-member duties. So we are seeking a trustworthy individual, a member preferably living in Salina (or has a branch of the Sunflower Bank convenient) to take on the task. Duties are basically making deposits, balancing the checkbook, paying some bills and attending board meetings. Anybody interested, please contact me. (mcrans@cox.net).

See you on course,

—Monte Rans, RE, Salina Region, SCCA

**NOTE:**  
Pre-registration  
for the entire  
Salina solo  
season is now  
open.



### ► Next Events ◀

## Evolution Schools - April 12-13-14

Phase 1 Friday ~ Phase 2 Saturday ~ Challenge School Sunday ~ More Info, Page 4  
Pre-Registration at [www.salinasccta.org](http://www.salinasccta.org) or [www.evoschool.org](http://www.evoschool.org)

## Twin Solos - April 13-14

South end of ECRA

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.salinasccta.org](http://www.salinasccta.org)

### Next Business Meeting

April 13  
After the Solo  
Mokas Bistro & Espresso  
2424 S. Ninth, Salina

*Business meetings  
are open to all  
members and guests*



## Board Members ~ 2019

• **Regional Executive**

**MONTE RANS, Hesston**  
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• **Assistant R.E./Webmaster**

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• **Secretary**

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• **Treasurer / Asst. Equipment Manager**

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• **Past R.E.**

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• **Solo Chair/Chief of Safety**

**DENNIS SMITH, Concordia**  
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• **Member At Large**

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• **Member At Large**

**Chief Registrar**

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• **Member At Large**

**Chief of Tech**

**RODNEY WALTERS, Abilene**  
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• **Member At Large**

**Equipment Manager**

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• **Member At Large**

**Social Media /Facebook/Youth Steward**

**ARTT MANN, Manhattan**  
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## 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>
Apr 12-14 – Evolution Schools	Monte Rans	Bill Preheim	
Apr 13-14 – Twin Solos	Abner Perney		
May 11 – Saturday 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 Entriem		

### 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 Salina Region SCCA board met on Saturday, March 16, at Mokas Bistro & Espresso, Salina.. RE Monte Rans called the meeting to order at 2:11 p.m. Also present were board members Artt Mann, Abner Perney, Rodney Walters, Ken Kennedy, Rocky Entriem, Michael Mace, Bill and Connie Preheim. Guests attending were Jeremy Spink, Lorna Mann, Sharon and Hank Brillhart, Tyler Naden, John Mace, and Lori Walters.

The treasurer's report was presented. Rocky moved to approve and Abner seconded. Passed.

Minutes from the last meeting were reviewed with Bill moving to approve and Abner seconded. Passed.

**Old business:** The Richards award was discussed. Artt moved to table it, Ken seconded. Passed

Rocky moved we accept all regions' annual tech with verification by stickers on the car and helmet. SCCA rule book specifications should be followed by the regions. Michael seconded. Passed.

Rocky has provided the Salina Regions schedule on business cards and magnets.

Artt is in discussion with Ft. Riley about an event there.

The annual update on Junior kart safety was presented to the board by Artt. No cars can be moving when a cart is running. Junior kart drivers should have a minimum of two course walks and karts must be teched every time (no annual tech for Junior karts).

Jeremy is in discussion with K-State at Salina about students attending an event. The open house at K-State on April 6 would be a good time to represent our club. Invitation dates were suggested as possibilities. Michael and Jeremy will continue discussions with the college to see if there is interest in an event.

Monte asked if our region's certificate was in good standing with the State and Ken stated it was. Ken will sent information on that to Rick Myers at SCCA.

**New business:** The regional championship rules were reviewed with discussion. Artt moved to approve and accept the 2019 rules as written. Abner seconded. Passed.

(Continued to Page 3)



# The Salina Region Solo Championship ~ 2019

1. Points will be scored at all of Salina Region's Regional Solo events (also referred to as "local" events, including the R.E. Challenge at Yoder). Points also will be scored at the MiDiv Solo Series Divisional in Salina June 8-9 and at the SCCA Solo Nationals in Lincoln, Neb. Sep. 2-6 (*NOTE: for 2019 that is 12 local events, plus a Divisional event and the Nationals, total 14 events.*)

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

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

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

5. Of the possible 14 events that can be scored in 2019, the best 10 will be counted. A driver must score points in a minimum of four local Salina Region events, which includes the R.E. Challenge event at Yoder, but does not include the Divisional at Salina because it is a bonus event. (*NOTE: the throw-out total is calculated by taking the Nationals, our Divisional when held, plus two Regional events.*)

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

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

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

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

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

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

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


This is Bill

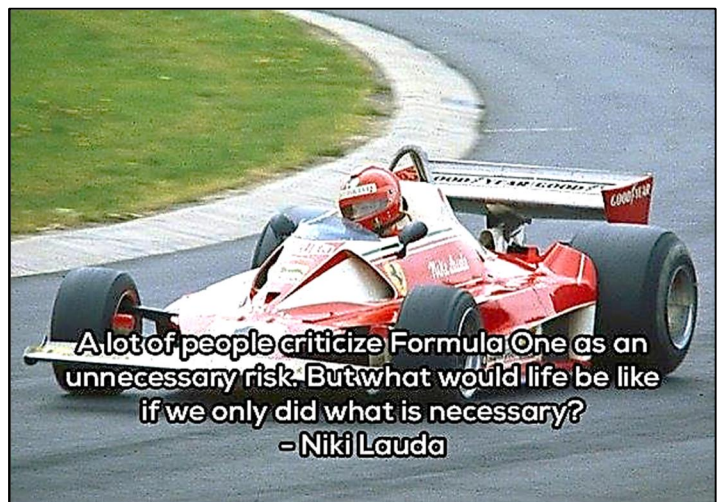
Bill will be waving flags at race cars next weekend (Mar 30-31) at the SCCA Super Tour races at Hallett Motor Racing Circuit, near Tulsa.

Bill does this to make racing possible and affordable for race car drivers.

Bill doesn't get paid because he has so much fun. (He gets fed, though.)

Be like Bill





## MEETING MINUTES

(Continued from Page 2)

Sanctions have been received from SCCA for the first three Salina events at ECRA. Permits have been issued by City of Salina for all season.

There was discussion for the position of treasurer as Ken is moving to Hays. Nancy will take care of the deposits and cash for the events. There will be a treasurer's position posted in the newsletter with Ken continuing to do the bookkeeping until the position is filled.

The next board meeting will be April 13 at Mokas.

Artt moved to adjourn, Bill seconded. Passed.

Submitted by Connie Preheim, Secretary



(Noun): The change in drag created by forcefully appending rubberized pylons to your vehicle. —Mycak Sames

# DANCE OF DRAGONS

It's the final season of the Game of Thrones series which has become a worldwide phenomenon, several episode titles providing inspiration for event names. The Dance of Dragons episode comes from Season 5, when Daenerys's dragons have all grown up. Dance we did on Bill Preheim's layout, a 9-cone slalom, several fierce switchbacks, a double-reverse of Chicago boxes, and a deft little wiggle before a storming finish. One had to be precise but aggressive to the max for a good time.



E Street was the largest class, seven cars, but the Cone Throne was a battle between Team Tefft and Gang Green. Brian Tefft Jr. collected the win, FTD and Top PAX, while Joey Green was only 0.083 sec behind, the day's closest margin, and only 0.066 short on the PAX list. Brian Tefft Sr. claimed the final trophy ahead of the Greens' patriarch, James.

The Khaleesi Award, aka Fast Lady, went to Sharon Brillhart. Had she been in the open class, her time was faster than everyone not named Tefft or Green.

One other close class was B Street, Michael Mace in his dad's Mercedes sneaking past Jim Gillett's FRC Corvette by 0.219 sec.

We had 29 drivers for our opening event, six runs for everyone, plus four more drivers who took part in Saturday's Test & Tune session.

## ~~~ Dance Of Dragons • PAX Rankings ~~~

Driver	Class	Time	Index	PAX
Brian Tefft Jr.	ES	48.604	0.789	38.348
Joey Green	ES	48.687	0.789	38.414
Tyler Naden	STO4	50.106	0.791	39.633
Monte Rans	HS	50.989	0.780	39.771
Timothy Thompson	DS	50.137	0.800	40.109
Brian Tefft Sr.	ES	50.940	0.789	40.191
James Green	ES	51.174	0.789	40.376
John LaRondeau	FS	50.741	0.803	40.745
Sharon Brillhart	ESL	51.872	0.789	40.927
Randy Puls	ES	51.884	0.789	40.936
Dennis Smith	CAM-C	50.140	0.820	41.114
Don Herrick	HS	53.427	0.780	41.673
Henry Brillhart	ES	52.904	0.789	41.741
Ann LaRondeau	FSL	52.273	0.803	41.975
Rocky Entriken	ES	53.738	0.789	42.399
Susan Puls	BSL	52.664	0.810	42.657
Nancy Smith	CAM-CL	52.064	0.820	42.692
Michael Mace	BS	53.512	0.810	43.344
Theresa Walton	ESL	55.010	0.789	43.402
Jim Gillett	BS	53.731	0.810	43.522
Matthew Polzin	CAM-C	53.089	0.820	43.533
Abner Perney	HS	55.905	0.780	43.605
James Hood	DS	55.626	0.800	44.500
John Mace	BS	55.071	0.810	44.607
Bill Preheim	FSP	55.526	0.824	45.753
Henry Wegmann	HS	59.734	0.780	46.592
Rodney Walters	CP	55.065	0.848	46.695
Jeremy Spink	CAM-T	57.621	0.812	46.788
Connie Preheim	FSPL	58.684	0.824	48.355

## Salina Region Run Groups for 2019

Group A (Grid East, field side)	Group B (Grid West, street side)
SSL / SRL	SS / SSR
ASL	AS
BS	BSL
CSL	CS
DSL	DS
ES	ESL
FSL	FS
GSL	GS
HSL	HS
SSCL	SSC
STUL	STU
STRL	STR
STX	STXL
STS	STSL
STHL	STH
STO8L	STO8
STO6	STO6L
STO4	STO4L
CAM-CL	CAM-C
CAM-SL	CAM-S
CAM-T	CAM-TL
SM Ladies Classes	SM Open Classes
SP Open Classes	SP Ladies Classes
Prepared Open, all	Prepared Ladies, all
Modified Ladies, all	Modified Open, all
Heritage Classic Open	Heritage Classic Ladies
FSAE	FSAEL
KM / KML	All Junior Karts

## WELCOME NEW MEMBERS

• **Timothy Thompson, Leon**, is a member of Wichita Region who ran our Dance of Dragons autocross and added Salina Region to his memberships. He won the D Street class in a Ford Focus RS.



Salina Region will put on its annual **Evolution Performance Driving Schools** on April 12-14 (Friday-Sunday). We will have three different schools. Many of the Evolution instructors are SCCA national champions.

• **Phase 1** (Friday, April 12) – This is the basics, Autocross 101. Lines, apexes and how to find them, common autocross maneuvers. Lots of seat time. Evolution does require a Phase 1 before moving on to more advanced schools.

• **Phase 2** (Saturday, April 13) – This is the next step, Autocross 102. You begin to learn techniques that translate to quicker times on course. You really should do this next before taking other courses.

• **Challenge** (Sunday, April 14) – This one polishes the lessons learned in P1 and P2 with different exercises on a new course. The challenge is, at the end of the day, your instructor takes some runs in your car ... can you beat him?

Each one-day school costs \$265. If you take two schools you get a \$30 discount (\$500), for all three schools there's a \$65 discount (\$730).

The Evolution schools strive for a 6:1 student/instructor ratio. This usually means maximum class sizes of 12 students if we use two instructors, or 18 if we bring in three. Or even 24 with four instructors. To sign up, use the handy link on the Salina Region website which will take you to the right page on motorsportreg.com.

# DANCE OF DRAGONS

Salina Region SCCA ~ March 17, 2019 ~ East Crawford Recreation Area, Salina

Class	Driver	No.	Car	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Best
BS	• Michael Mace	86	Mercedes-Benz SLK32	57.019	D.N.F.	60.740	53.586	53.512	53.774+1	53.512
	Jim Gillett	51	Corvette FRC	58.989	56.379	56.930+1	55.216	56.291+1	53.731	53.731
	John Mace	98	Mercedes-Benz SLK32	60.417	57.441	56.865	55.071	55.764+2	55.488	55.071
BSL	• Susan Puls	77	Corvette	58.173	57.929	56.152	54.526	52.753	52.664	52.664
DS	• Timothy Thompson	63	Ford Focus RS	51.948	50.535+2	50.400+1	49.343+1	68.500	50.137	50.137
	James Hood	33	Camaro	59.606	57.844+2	56.759	55.626	54.796+1	52.628+2	55.626
ES	• Brian Tefft Jr.	191	Toyota MR2 Spyder	51.336+2	50.460+1	49.002	48.733	48.604	50.256+2	48.604
	• Joey Green	196	Toyota MR2	51.732+2	49.903	49.191	48.855+1	48.329+1	48.687	48.687
	• Brian Tefft Sr.	91	Toyota MR2 Spyder	53.209	50.647+2	52.031+3	60.127+3	50.940	49.477+1	50.940
	James Green	96	Toyota MR2	54.785	52.171	52.697+1	51.763	51.174	51.770	51.174
	Randy Puls	8	Mazda Miata	53.014+2	77.232	52.595	52.617+1	51.884	51.887	51.884
	Henry Brillhart	48	Mazda Miata	53.972	D.N.F.	54.799+2	52.904	53.930	60.165+2	52.904
	Rocky Entriiken	4	Mazda Miata	57.699	54.860+1	55.858	53.738	54.950	54.911+1	53.738
	• Sharon Brillhart	28	Mazda Miata	D.N.F.	54.768	52.985	53.088	51.872	52.254+1	51.872
ESL	Theresa Walton	66	Mazda Miata	59.383	56.801	55.171	57.281+1	55.010	54.389+1	55.010
FS	• John LaRandeau	92	Mustang GT	54.356	53.171	52.914	52.215	51.759	50.741	50.741
FSL	• Ann LaRandeau	92	Mustang GT	59.956+1	56.790	55.956	53.690	53.659	52.273	52.273
HS	• Monte Rans	52	Mini Cooper	53.407	52.257	61.195	51.119	50.989	52.465	50.989
	• Don Herrick	8	Ford Fiesta ST	55.091	53.637	53.427	53.469	53.598+1	53.701	53.427
	Abner Perney	6	Ford Focus Electric	57.334	56.558	56.515	55.905	56.406	56.164	55.905
	Henry Wegmann	56	Nissan SR Turbo	64.320	59.676+3	61.235	59.734	64.258	59.986	59.734
STO4	• Tyler Naden	67	Mazda MX5	54.135+2	51.841	50.666+1	50.986	49.880+2	50.106	50.106
CAM·C	• Dennis Smith	6	Mustang Cobra	52.958	52.054	51.694	51.307	51.111	50.140	50.140
	Matthew Polzin	41	Mustang GT Fastback	54.666	53.761	53.952	54.588	53.546+2	53.089	53.089
CAM·CL	• Nancy Smith	9	Mustang Cobra	58.979	55.001	53.777	52.934	52.362	52.064	52.064
CAM·T	• Jeremy Spink	38	Camaro	58.672	58.897	57.987	60.773+1	57.621	65.105	57.621
FSP	• Bill Preheim	1	MG Midget	67.149	58.183+2	55.938	55.526	56.275	54.085+1	55.526
FSPL	• Connie Preheim	11	MG Midget	67.083	65.473	63.947	61.455	61.930	58.684	58.684
CP	• Rodney Walters	35	Mustang	60.184	57.025	56.027	55.065	57.318	D.N.S.	55.065

• = Trophy FTD = Fast Time of Day FL = Fast Lady PAX = Top PAX time

## SALINA REGION SOLO CHAMPIONSHIP • 2019

• SALINA REGION MEMBER

Points following Dance of Dragons

\* HAS RUN THE MINIMUM 4 LOCAL EVENTS

BS	Michael Mace*	12	<div>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.</div>								CAM·CL Nancy Smith*	12
	Jim Gillett*	9									CAM·T Jeremy Spink*	12
	John Mace*	7									FSP Bill Preheim*	12
BSL	Susan Puls*	12	<div>Henry Brillhart* 4 FS John LaRandeau* 12 Abner Perney* 7</div>	<div>Rocky Entriiken* 3 FSL Ann LaRandeau* 12 STO4 Tyler Naden* 12</div>	<div>Sharon Brillhart* 12 HS Monte Rans* 12 CAM·C Dennis Smith* 12</div>	<div>Theresa Walton 9 Don Herrick* 9 Matthew Polzin* 9</div>					FSPL Connie Preheim*	12
DS	Timothy Thompson*	12									CP Rodney Walters*	12
	James Hood	9									Wild xxx	0
											† has run three classes	
ES	Brian Tefft Jr.	12										<p>* NOTE: Divisional is not counted as a "local" event</p>
	Joey Green	9										
	Brian Tefft Sr	7										
	James Green*	6										
	Randy Puls*	5										

## SCCA Welcoming Environment Statement

The Mission of SCCA is to fuel a safe, fun and exciting motorsports experience for automotive enthusiasts. The Club's Vision is to be the preferred motorsports community in the United States, built on fun, shared passion and access to an exhilarating motorsports experience. In all its activities, SCCA seeks to foster an atmosphere that encourages living the Values of the club, which include:

**Excellence:** The Spirit of a Competitor

**Service:** The Heart of a Volunteer

**Passion:** The Attitude of an Enthusiast

**Team:** The Art of Working Together

**Experience:** The Act of Wowing our Community

**Stewardship:** The Mindset of an Owner

SCCA strives to ensure ALL participants at its events and activities enjoy a welcoming environment. SCCA supports equality of opportunity and treatment for all participants, and will make every effort to maintain an environment that is free of harassment, discrimination and any behavior that interferes with a safe, fun and exciting experience. A commitment to a welcoming environment and the SCCA Values is expected of all members and attendees, including drivers, workers, crew, guests, staff, contractors and exhibitors, and other participants at SCCA activities, sessions and social events when representing the SCCA in print or electronic media.



# 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 6**..... Kansas City @ MCC-Blue River, Independence, Mo. (T&T)  
**Apr 7**..... Kansas City @ MCC-Blue River, Independence, Mo.  
 ..... Nebraska @ Lincoln Airpark  
 ..... Oklahoma @ Remington Park, Okla. City  
 ..... Wichita @ Yoder  
**Apr 13-14**..\* NeOkla @ Fair Meadows, Tulsa State Fairgrounds  
**Apr 14**.....\* Kansas @ Heartland Motorsports Park, Topeka  
**Apr 27**..... Nebraska @ Lincoln Airpark (Test & Tune)  
**Apr 28**..... Nebraska @ Lincoln Airpark  
 ..... Oklahoma @ Remington Park, Okla. City  
 ..... 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  
**Jun 23**..... Nebraska @ Lincoln Airpark  
**Jun 30**.....\* Kansas City @ MCC-Blue River, Independence, Mo.  
**Jul 6**..... Kansas City @ MCC-Blue River, Indep., Mo. (Novice Sch)  
 ..... Nebraska @ Lincoln Airpark (Nebraskhana)  
**Jul 7**..... Kansas City @ MCC-Blue River, Independence, Mo.  
 ..... Nebraska @ Lincoln Airpark  
 ..... NeOkla @ Old Tanger Outlet Mall, Stroud  
 ..... Oklahoma @ Remington Park, Okla. City  
 ..... Wichita @ Yoder  
**Jul 21**.....\* Wichita @ Yoder  
**Jul 28**..... Kansas City @ MCC-Blue River, Independence, Mo.  
 ..... Nebraska @ Lincoln Airpark  
**Aug 10-11**... Kansas @ Heartland Motorsports Park, Topeka  
**Aug 11**..... NeOkla @ Old Tanger Outlet Mall, Stroud  
**Aug 17**..... Kansas City @ MCC-Blue River, Indep., Mo. (School)  
**Aug 18**.....\* Kansas City @ MCC-Blue River, Independence, Mo.  
**Aug 24**..... Wichita @ Yoder (Test & Tune)  
**Aug 25**..... Oklahoma @ Remington Park, Okla. City  
 ..... Wichita @ Yoder  
**Sep 1**..... NeOkla @ Old Tanger Outlet Mall, Stroud  
**Sep 15**..... Oklahoma @ Remington Park, Okla. City  
 ..... Wichita @ Yoder  
**Sep 21**..... Kansas @ Heartland Motorsports Park, Topeka  
**Sep 22**..... Kansas City @ MCC-Blue River, Independence, Mo.  
**Sep 29**.....\* Nebraska @ Lincoln Airpark  
 ..... NeOkla @ Old Tanger Outlet Mall, Stroud  
 ..... Oklahoma @ Remington Park, Okla. City

## RALLYCROSS

**Mar 31**..... Kansas City @ I-35 Speedway, Winston, Mo.  
**Apr 14**.....\* Wichita @ Howard, Ks  
**Apr 20**..... Kansas @ Santa Fe Cycle Park, Carbondale, Ks  
**Apr 28**..... Kansas City @ Stonegate Motorplaza, Stilwell, Ks.  
**May 4-5**..... Nebraska @ I-80 Speedway, Greenwood, Neb.  
**May 5**..... Wichita @ Howard, Ks  
**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 @ Howard, Ks  
**Jul 14**..... Nebraska @ I-80 Speedway, Greenwood, Neb.  
**Jul 20-21**...\* Kansas City @ LucasOilSpwy, Wheatland, Mo. (NatTour)  
**Jul 28**..... Kansas @ Santa Fe Cycle Park, Carbondale, Ks (T&T)  
**Aug 11**..... Wichita @ Howard, Ks  
**Aug 24**..... Kansas @ TBD  
**Aug 25**..... Kansas City @ I-35 Speedway, Winston, Mo.  
**Sep 14**..... Kansas @ TBD  
**Sep 15**..... Nebraska @ I-80 Speedway, Greenwood, Neb.  
**Sep 29**.....\* Kansas City @ I-35 Speedway, Winston, Mo.  
**Oct 20**.....\* Kansas City @ I-35 Speedway, Winston, Mo.  
 ..... 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?

• 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

**Mar 30-31**..... Hoosier Super Tour @ Hallett  
**May 18-19**..... Majors @ Heartland (with Track Event)  
**Jun 29-30**.....\* MidAm @ Hallett (with Track Event)  
**Jul 13-14**..... MidAm @ Heartland (with Track Event)  
**Aug 10-11**..... MidAm @ Raceway Park o/t Midlands (w/Track Event)  
**Oct 16-21**..... The Runoffs @ VIRginia Int'l Raceway, Alton, Va.

## MIDWINTER TRIALS SERIES

**May 18-19**..... @ Heartland Motorsports Park  
**Jun 22-23**..... TT National Tour @ Heartland (also a series event)  
**Jun 29-30**..... @ Hallett Motor Racing Circuit  
**Jul 13-14**..... @ Heartland Motorsports Park  
**Aug 10-11**..... @ Raceway Park o/t Midlands  
**Sep 27-29**..... Time Trial Nat'l's @ NCM Mspts Park, Bowling Green, Ky.

## 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  
**Jul 12**..... @ Heartland Motorsports Park, Topeka  
**Jul 17**..... @ High Plains Raceway, Deer Trail, Colo  
**Aug 8**..... @ Heartland Motorsports Park, Topeka  
**Aug 14**..... @ High Plains Raceway, Deer Trail, Colo  
**Sep 18**..... @ High Plains Raceway, Deer Trail, Colo  
**Sep 19**..... @ Heartland Motorsports Park, Topeka  
**Oct 17**..... @ Heartland Motorsports Park, Topeka

# 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 1: The Driver

Often overlooked as a handling factor, the driver is actually one of the biggest factors affecting handling balance.

The driver influences weight transfer by how and when the controls are utilized. When the driver uses the brakes, applies the throttle or turns the steering wheel, weight transfer begins to occur, and how quickly the driver uses those controls affects how quickly weight transfer happens. So the driver controls when weight transfer begins and affects how fast it takes place. And weight transfer affects traction and roll couple distribution or handling balance. So, how well the driver manipulates the controls determines how well the driver is managing tire traction.

Small changes in steering wheel angle and how fast the driver rotates the wheel, how hard and quickly the brake pedal is applied and how smoothly power is applied can make a big difference in handling balance, lap times and, over the course of a race or run, how well tires are managed.

Smooth, consistent motions relative to control use will have a very different effect on the platform balance and tire traction compared to rapid and abrupt control inputs.

### Handling ailments: Car or driver?

Driver error should always be considered when handling problems crop up. There are several items to consider when analyzing handling problems. The first consideration is to confirm or eliminate the driver as a possible cause. This is important because, no matter how good a driver is, the car will always be more consistent.

Keep in mind, the driver influences weight transfer and tire traction at each corner of the car in a variety of situations. If the driver is too hard on the throttle, he can cause either a push or a loose condition, depending on what he does with the throttle pedal and when. How and when the driver uses any of the controls will often cause or cure a perceived handling problem.

### How a driver can cause a handling problem entering a turn

If the driver comes into the corner too hot under hard braking, and attempts to rotate the car while applying too much brake-pedal pressure, then a significant push is created. Ironically, it also can cause the car to get loose.

If the car has too much brake bias to the rear, a loose situation can result under heavy braking while steering. Too much front bias and the situation reverses. A slight roll-couple bias can have the same effect. Too much front roll-couple causes a push, too much rear will create a loose situation.

The overriding factor here is the driver. If the driver brakes too hard and tries to rotate the car – more steering wheel lock applied while braking – the car will have a handling problem just like the one I just described.

The situation may not appear until the tires get hot. This will typically cause the car to push since the front tires may be overheating because of heavy braking going into the corners. The situation will only get worse as the tires get hotter and begin to wear.

Even if a car is perfectly neutral, the driver can cause a handling problem by making the steering motion too quickly or abruptly. Jerking the steering wheel can cause the front tire slip angles to increase suddenly relative to the rear tire slip angles, causing a push to begin, which can linger even though the rear tire slip angles eventually catch up to the front slip angles.

### How a driver can cause a handling problem exiting a turn

Corner exit handling problems also can be driver-caused. The most common situation is wheelspin exiting a turn. This is almost always caused by the driver slamming the throttle pedal too quickly. More cross weight may reduce this on an oval, but on a road course or autocross, it's the driver who has considerable influence over the situation.

Just like the entry of a turn, the same action by the driver could cause the exact opposite problem. A push at the exit of the turn can also be driver-induced simply by accelerating too hard with too much steering lock. If the relative amount of drive torque available is too little to cause wheelspin, the weight transfer due to acceleration can increase rear tire traction while reducing front tire traction. This change in balance often causes a push at the exit of a turn when wheel spin is not likely to occur. In each case, the driver is misusing the controls, which upsets the handling balance.

### How to cure driver-induced handling problems

The first step in curing driver-induced handling ills is to recognize that the driver may be the cause of the problem. This can be difficult for two reasons.

First, handling problems can be easily masked since several different scenarios can be the cause for a given problem. Second, it can be difficult for drivers to have the insight and honesty needed to look within themselves for the problem. It takes courage and commitment to confront yourself and your ego to seek the truth. There are several clues to help determine whether the car or the driver is the root of the problem.

- If the problem is inconsistent, it is most likely driver-induced.
- If a problem occurs at every similar type of turn, it is most likely, but not always, setup related.
- On road courses and autocross, if a problem occurs on either left or right turns only, it is likely setup related.
- If the problem occurs at one turn only or one segment of a turn, it is likely driver-induced.

### Improving your driving technique

Driver control errors cause handling problems. These errors fall into two categories, all occurring during transitions.

First is abrupt control responses. Jerking the steering wheel, hitting the brake pedal too hard, or nailing the throttle to the floor too quickly are the usual problems. Second, the timing of control use may be off. Turning the steering wheel too soon or too late going into a turn can upset the car, causing problems. The same applies to the brake and throttle pedals. Smooth movements of the controls timed perfectly will eliminate most of the driver-induced handling problems.

Some examples: Turning the steering wheel too quickly at the entry to a turn can cause a push

or loose condition. This relates closely to the use of the brakes in unison with steering. If the steering wheel is turned too quickly while the brakes are applied too much going into a turn, the front tires will be overloaded.

Tires can steer and decelerate the car at the same time, but only up to a point. The combination of brake and steering cannot exceed the limits of total tire traction. The tires create only so much traction regardless of direction – accelerate or brake, plus turn. The combination can go right to the traction limit, but not exceed it. All of the traction can be used to turn, or to brake, or some combination of the two. If the limit is exceeded, the tires will slide, usually at one end of the car before the other.

The driver is in complete control of this. More steering means less brake. More brake means less steering. If you need to turn the wheel while braking at the limits of tire traction, the tires cannot do the job. If all the traction is needed for turning, then no braking can be used, and vice versa.

The same situation applies to the corner exit. More traction for acceleration requires less steering lock by the driver. Maximum traction efficiency requires you to stay on the limit of the traction circle. Go over the limit of the traction circle by asking the tires to do more work than they can, a handling problem will occur.

Think of the throttle and brake pedals as linked to the steering wheel. More pressure on the pedal means less steering lock. More steering lock means less pressure on the pedals. Too much steering or too much pedal pressure causes tire traction limits to be exceeded.

As you enter a turn under braking, you must ease off the brake pedal to stay within the limits of traction. At some point in the turn, all the traction must be used for cornering, so the brakes are released and the car balanced with the throttle without acceleration.

At the exit of a turn, to facilitate acceleration down the straights, the steering wheel must be unwound. If it is not, a handling problem, caused by the driver, will occur. The big question is finding the balance between pedal application and steering wheel lock angle. Too much of either will cause the fine balance to be lost and the car will fall off the desired path. Too little will be slow.

Learning to keep the car balanced on the edge of traction is key to being a fast driver.

Finally, timing of control use is crucial for fast driving. Turning in too early can require using more steering lock midway into a turn. This should require a reduction in braking force, but then you may enter the corner with too much speed. This circumstance may also alter your line around the corner.

Braking too late, turning in too late, not rotating the car at the best place on the track can force you to slow the car to avert disaster. Timing can be thrown off if control movements are too slow. The combination of smooth control use, perfect balance between pedal and steering inputs, and precise timing make driving a racecar an art form. Being off by 5 degrees of steering wheel angle, 10 pounds on brake pedal pressure, or a tenth of a second on timing can cost valuable hundredths of a second on the track. True speed is found by perfecting your skills in these areas.



## 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](mailto:militaryrebate@scca.com)

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



# Just Idling Around

—Abner Perney

Recall, recall, recall, I'm having a little trouble with that, but three of them are recent car experiences.

**First Recall: 2008 smart.** There was the potentially flammable engine cover insulation on the car. This has been pending quite a while, so as a New Year clear-the-desk move I first contacted online and later called Aristocrat Motors in Merriam and scheduled the repair on a Wednesday. Turned it into a Mission and Adventure by being high bidder on a Chevy Volt at Adesa K.C., on the Tuesday, the day before.

Well, it also snowed that Tuesday, and I-70 was closed for a while by multiple snow and ice wrecks. But, after all the procrastination getting the appointment, I was not inclined to cancel. I arose 5-ish a.m., and the road conditions looked not too bad on the highway web cams. As I strode to the Buick Reatta, which had to be moved to get the smart out of the garage, I slipped and fell and created a lovely snow turkey thrashing around to get back up. The Buick started and swapped positions with the smart. I was on the street with my trusty stainless steel KWU Logo cup of coffee and only a little back, knee, side, elbow and neck pain.

Those with 10-year memories of my column may recall that I'd reported a smart fortwo on original equipment tires is not a good snow car, but I did manage to negotiate the evil streets of Salina to pick up my gullible driver, for bringing back the aforementioned Chevy Volt. We reached the almost clear Interstate by 6:00 a.m. and were on our merry way. East of Junction City, road conditions brought us down to 40 mph for awhile but by the time we reached Topeka, conditions had improved to a slightly scary 60 mph. After the Turnpike Rest Stop and more coffee, we reached the smart/Mercedes Service area only about a half hour late at 9:30.

While the work was being done, along with an oil change, we lounged around Aristocrat, where the lowest priced car on the showroom floor was \$79,000 and the highest was \$186,000. Since the Metro Area was still pretty slow due to the road conditions, a salesman chatted pleasantly with us. No real customers were there, except in the service area. He confirmed that smart cars had not been sold there for almost two years and that the parent company, Daimler Benz, was only expecting them to offer service through 2023. Their owner had said that they would continue to offer service on their own after that, because most of their sales had been to repeat customers of the high line cars they continue to offer.

I was pleasantly surprised that the oil change was only \$13 more than the last one I had had done 3 years before in Salina. And we were off on a freshly washed vehicle in plenty of time to pick up the Volt and still make it home by dark. And then, while motoring through slush and slime toward the auction the phone rang. It was the auction informing me that an embarrassing clerical error had occurred and they had failed to announce that the subject Volt had been a Factory Buy Back. I then had the option of taking it at a negotiated lower price, or just canceling the sale altogether. After about an hour of

visiting the scene of the high bid, I decided to cancel and with a heavy heart, took my long suffering driver, Stephen, out to lunch in Lawrence, where I discovered that I had left my trusty KWU travel mug at the Aristocrat coffee counter. It was a long ride home, but the recall was accomplished and we all lived to muddle through some more of our adventuresome life.

**Recall 2. 2005 Dodge Dakota.** Takata airbag, passenger side. Marshall Motors, Salina, Kansas. 10:00 a.m. Tuesday, February 12. When I arrived, they said they were running a little late, but would probably have me on the road by 11:30. They were ready at 11:05. Beautiful Day.

**Recall 3. And actually, 4. 2013 Ford Focus Electric.** The charger cord 110 volt may overheat causing fire in owner's garage and massive losses to property, if not life. Additionally, Possible easily broken door latch, with potential nuisances, if it happens, including loss of life, if you were incredibly unlucky enough to fall out of the car at speed or some such thing. While at the Dodge dealer, I walked over to the Ford dealer and presented the info on this off-beat car. They said it also had a couple free service bulletin upgrades and that they could get the parts the next day or two, and have it all ready to go again probably no later than Thursday afternoon, if I could leave it there later Tuesday or early Wednesday. Cleaned all my personal gear out of it since I have been daily driving it, and delivered it. Got a ride back in one of those great big Transit Vans, which is surprisingly nice in the passenger version. Progress.

But, by Friday, only the door latch had been completed. The replacement for the suspect power cord was backordered. The suspense continues. I took the car home, and expect to keep using it for my driver around town. The power cord does get noticeably warm, so I hung it from a shelf where air circulates around it, and there are no flammable materials nearby. I shall continue in this mode, trusting that any damage that results will be contained in the detached garage. It is the only thing on the circuit, and the garage was re-wired in 2008. So maybe if it gets too hot, the ground fault interrupter, or the circuit breaker, will stop the fire before it starts.

Tune in next month!

In New Car News, I have seen an actual 2019 Ford Ranger and am disappointed. As with all full-size pickups of this decade, it is too tall. The sides of the cargo bed are as high as my armpits. The tailgate/floor is about 32 inches off the ground. I am apparently now fully committed to just keep on trucking in my 2005 Dakota for the rest of my driving life. The car companies seem not the least bit interested in bringing back an actual compact, easily usable, truck like the classic Ranger and Chevy S-10 of the 1980s to 2011. A regrettable loss to practical society.

On the wacky, yet fun-looking sporty side, the local Ford shop featured a lowered F-150 2 wheel drive 5.0 pickup that serves as a modern-day Lightning. But it was 12 thousand dollars more than the \$37,000 XL Regular cab that it was based on. They call it an LMST – presumably that is Long McArthur Sport Truck. Looks like a fun driver – at least once!

Oh! The class champion award jackets for 2018 are really nice! Waterproof, fleece lined and hooded. I'm so glad that I mathmatized myself into switching to a class I could "win" at mid-season.

—Happy Trails, Abner, ST08 Champion, 2018!

**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](http://www.salinascga.org), [www.scca.com](http://www.scca.com), or call Salina Region membership chair Rocky Entriaken at 785-827-5143 or e-mail [rocky@spitfire4.com](mailto: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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If you received the e-mail version but would prefer to continue receiving *The Write Line* by mail, just send a message to the editor ([rocky@spitfire4.com](mailto:rocky@spitfire4.com), or 2731 Scott, Salina Ks. 67401) and we'll keep you on the snail-mail list. Likewise, if we sent you the mailed version but the e-mail copy would better meet your preferences, just say so.



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