

# The Write Line

~ May 2019 ~



Jeremy Spink, ESP Camaro, graduated from K-State in the morning, ran our event right after (Nancy Smith Photo)

The official newsletter of the Salina Region SCCA

## Regional Executive Views

May is graduation month and for many this is somewhat of a life-changing event for the graduates as well as the families. They will move on to the next level of education or enter the workforce to begin their careers and in doing so will say goodbye to their existing way of life and start anew.

This may entail a move across town or a distant state but whatever, it will be a change for all involved. We have had the pleasure of having a few of those young people in our midst and it is always sad to see them leave the area and the club to start the next chapter in their lives, for they always bring youthful enthusiasm to the sport and help promote what we so enjoy doing.

So, congratulations to all, and may your journeys be rewarding. Best of luck wherever you call home and know you will always be welcome back in Salina for a little cone dodging competition.

Everyone check out the website and Facebook pages for May 11 event pictures. We may have a new dress code!! Jeremy Spink graduated from KSU-Salina that morning, then still in suit and (purple) tie came out to win the ESP class, including a tire-burning spinout on his

first run. ☺

Our next event is Salina Region's date in the Midwest Division SCCA Solo Series on June 8-9. Here is your chance to experience competition at the next level. There are participants from Kansas, Oklahoma and Nebraska as of this writing, so sign up and see what the next level is like.

Don't be put off by any idea of "just" being a local driver. It's a Divisional event and yet still essentially a regular autocross. But there are a few more drivers you may not recognize but will enjoy meeting, and it's two days of autocross and a dinner if you choose, for about the same as you'd pay for two autocrosses plus dinner.

Also, it is a Salina Region points event with a bonus of one extra point for every driver you can beat in the two-day total time. Let's have a good entry from our own Salina Region drivers!

This is a pre-registration event only so don't forget. We will also need a lot of help setting this event up Friday afternoon and the general operation of it so if you do not want to run come on out and help. Maybe next year you will participate with us.

We are still in need of a new tech chair and a treasurer. These are board positions so you would be able to help make decisions that affect the operations of Salina Region. The board meetings are usually conducted after the events so there is no need to make special trips just for a meeting. As always, everyone is welcome to our meetings.

See you on course,

—Monte Rans, RE, Salina Region SCCA



### ► Next Events ◀

## Divisional Championship - June 8-9

**REGISTRATION OPEN NOW!** ~ MotorsportReg.com ~ Link at salinascca.org  
See more information, Pg. 4

## Solo - June 30

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

### Next Business Meeting

June 30  
After the Solo  
Location TBA

*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**

**CONNIE PREHEIM, Minneapolis**

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• **Treasurer / Asst. Equipment Manager**

**KEN KENNEDY, Salina**

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• **Past R.E.**

**BILL PREHEIM, Minneapolis**

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• **Solo Chair/Chief of Safety**

**DENNIS SMITH, Concordia**

785-243-6753 / smnck@att.net

• **Member At Large**

**Newsletter and Membership**

**ROCKY ENTRIEN, Salina**

785-827-5143 / rocky@spitfire4.com

• **Member At Large**

**Chief Registrar**

**NANCY SMITH, Concordia**

785-243-5192 / mustang.nanny@yahoo.com

• **Member At Large**

**Chief of Tech**

► **POSITION OPEN** ◀

*Contact RE if you could do this*

• **Member At Large**

**Equipment Manager**

**ABNER PERNEY, Salina**

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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

**Event**

June 8-9 – Divisional Solo

June 30 – Solo

July 21 – Solo

Aug 18 – Solo

Sep 8 – Solo

Sep 29 – Solo-RE Challenge 19.1

Oct 6 – Solo-RE Challenge 19.2

Oct 20 – Solo-Octoberfest 30

Nov 3 – Solo (Enduro)

**Chair**

Monte Rans/Michael Mace

**Chair Needed!**

Abner Perney

**Chair Needed!**

Powercat Mspts

Monte Rans

Wichita Region at Yoder TBD

Salina Region Board

Rocky Entriene

**Safety**

Dennis Smith

Artt Mann

Call  
Dennis  
Smith

**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)*

RE Monte Rans called the Salina Region SCCA May 11 meeting to order at 3:15 at the Rib Crib. Others attending were Rocky and Sandy Entriene, Dennis and Nancy Smith, Abner Perney, and Bill and Connie Preheim. Bill moved the minutes from the last meeting be approved and Dennis seconded. The motion was approved. There was no treasurer's report available.

**Old Business:** The emergency plan was presented by Rocky with a copy being posted in the trailer and another in the filing cabinet also.

Dennis needs volunteers to chair three events in the future.

**New business:** A member has expressed interest in filling the post of Chief of Tech to replace Rodney Walters. Monte will contact him for confirmation and if he accepts Rocky moved the board approve him. Dennis seconded and the motion passed.

It was decided not to purchase another chalk machine if over \$50.

STO PAX question was discussed and tabled.

Rocky presented a way to provide numbers for cars without. Dennis moved to authorize Rocky to print the numbers. Bill seconded and the motion passed.

Abner will be out of town for three events; Dennis volunteered to transport the trailer.

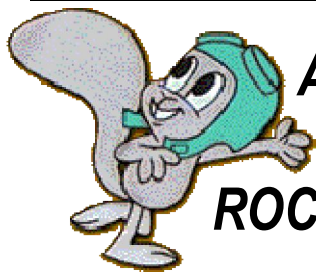
The metal template for painting pylon boxes was discussed. Abner moved we dispose of it and Nancy seconded. Motion passed.

Rocky presented a check from the Evolution School, our payment for the April schools.

Meeting adjourned at 4:35pm.

Submitted, Connie Preheim, Secretary





## ASSORTED NUTS FROM ROCKET J. SQUIRREL

—ROCKY ENTRIEN

I was asked recently how much quicker you'd be in an autocross if you lost, say, 23 pounds. My opinion is that a loss of 23 lbs would essentially be irrelevant. So many factors and variables figure into a run's time that it becomes impossible to zero in on a single factor such as weight and declare that made the difference.

Just the fact that you can go out and do a 50 sec first run, a 48 sec second run, and a 51 sec third run, illustrates the conundrum.

Theoretically yes, a weight loss of 23 lbs should result in the car being incrementally quicker, but how much quicker becomes impossible to quantify.

The course you are on today is different from last month's course, with times varying by tens of seconds. Last month you ran on a quarter-tank of gas, today you have a half-tank (4 gal = 24-25 lbs). Do you take your spare tire out or leave it in? Do you have "autocross wheels" which may be lighter and thus could spin up faster? How old are those tires, do they still have the original grip?

How about your driving? Did you brake too late at that corner? Wimp out on that turn you could have done 3 mph faster? Or did you really max that slalom, or nail that corner exit?

In fact, if you lost 23 lbs, are you then healthier, better able attack the course, react to inputs, adjust your second/third runs?

Bottom-line answer – it is impossible to say a 23 lb weight loss will gain you X seconds (more likely .0X seconds). But it would be incontrovertible that if the car has to carry less weight around the course it will accelerate faster, brake better, carry more G's around a corner – but only if the driver can put the whole package together. And any racer will tell you, the "perfect lap" is almost impossible. He who screws up the least wins.

The other side of the coin is that the weight loss gives you the opportunity to be quicker, but it's only one factor (of many) determining if you will be.



## RACING

IS SOMETHING MOST PEOPLE WILL NEVER UNDERSTAND. IT IS NOT JUST A SPORT OR SOMETHING TO DO OVER A WEEKEND.

**IT IS A WAY OF LIFE!**

ONCE YOU'RE IN IT, IT IS IN YOUR BLOOD!  
THE TRACK IS HOME AWAY FROM HOME.

THE SMELL OF RACE FUEL AND RUBBER  
MAKES YOU FEEL AT HOME. THE SCREAM  
OF ENGINES ARE MUSIC TO YOUR EARS.

THE RACING FAMILY IS YOUR FAMILY.

**IT IS HARD TO IMAGINE LIFE WITHOUT IT.**

### WELCOME NEW MEMBERS ★★★★★

• **Paxton Cowden**, age 5, is the son of Larry and Tamera Brady, Olathe, who made his first Salina appearance driving a Birel kart in the Junior C class at our May 11 event.

• **Crisanne Thompson**, is the wife of Timothy Thompson, Leon. She made her first Salina appearance May 11 co-driving Timothy's DS Ford Focus, just her second autocross.

## Tools Explained



### TWO-TON ENGINE HOIST:

A tool for testing the maximum tensile strength of everything you forgot to disconnect.

# VALAR CONAERIS

In the *Game of Thrones* world, in the High Valyrian language, “Valar Morghulis” (All men must die) is a traditional greeting. The ritual response is “Valar Dohaeris” (All men must serve.)

At our May 11 autocross, “Valar Conaeris” could be interpreted as “All men must kill cones.” We had 33 entries making 198 runs on Michael Mace’s course and only three drivers ran all day with no cones or DNFs. 117 pylons fell victim to the attack, 17 runs were DNF.

The top cone-killer of the day was Samuel Krauss’s Eagle Talon, in the Street Touring Hatch class. The well-traveled Krauss calls Stamford, CT, home, but Central Kentucky as his Region of Record (with Associate memberships in the New York and New England Regions), and a driver’s license from Alabama. His job has taken him to Oklahoma City now and he came up to take Fast Fender honors on his only clean run after smacking 13 cones in his first five tries. One was a 49.8+2 but he settled for a 50.167 FFTD.

The only other below 50 was Junior A winner Mason Herrick, whose *slowest* time was a first-run 48.7. His fourth-run 47.364 was FTD and also Top PAX.

Fast Lady was Sharon Brillhart’s ESL Miata at 54.340, a time that would have trophied third among the 7-car ES class.

Closest match was in FSP, Abner Perney co-driving Bill Preheim’s 1963 MG Midget. Abner managed to win the pairing by 0.524 sec.

A Junior C kart (5-8 year olds) barely has enough power to get out of its own way, so quicker time is achieved by improving the quality of the run. Paxton Cowden, 5, who may be the youngest driver ever to compete at ECRA, started with a 129.4 (never mind the DNF). His last run was 97.009, 32½ seconds quicker, finishing to applause of beeping horns from the waiting first-heat cars.



## ~~~ Valar Conaeris • PAX Rankings ~~~

Driver	Class	Time	Index	PAX
Mason Herrick	JA	47.364	0.856	40.543
Brian Tefft Jr	ES	51.414	0.789	40.565
Samuel Krauss	STH	50.167	0.813	40.785
Mike Herrick	GS	52.143	0.788	41.088
Tyler Naden	STO4	52.211	0.791	41.298
Michael Mace	STO4	53.320	0.791	42.176
Monte Rans	HS	54.292	0.780	42.347
Timothy Thompson	DS	53.165	0.800	42.532
Mason Smith	ES	53.921	0.789	42.543
Sharon Brillhart	ESL	54.340	0.789	42.874
Kale Morris	ES	54.880	0.789	43.300
Brian Tefft Sr	ES	55.494	0.789	43.784
Conner Herrick	JA	51.367	0.856	43.970
Don Herrick	HS	56.856	0.780	44.347
Dennis Smith	CAM-C	54.658	0.820	44.819
Rocky Entriken	ES	56.808	0.789	44.821
Randy Puls	ES	56.844	0.789	44.849
Theresa Walton	ESL	57.030	0.789	44.996
Doug Gill	CS	56.153	0.809	45.427
Zack Kimble	EP	53.622	0.849	45.525
Abner Perney	FSP	55.639	0.824	45.846
Nancy Smith	CAM-CL	55.989	0.820	45.911
Bill Preheim	FSP	56.163	0.824	46.278
Susan Puls	BSL	57.522	0.810	46.592
Henry Brillhart	ES	59.534	0.789	46.972
Jim Gillett	BS	59.021	0.810	47.807
John Mace	STO8	60.499	0.798	48.278
Lori Gill	CS	59.923	0.809	48.477
Matthew Polzin	CAM-C	59.128	0.820	48.485
Jeremy Spink	ESP	58.214	0.836	48.666
Crisanne Thompson	DS	65.284	0.800	52.227
Connie Preheim	FSP	66.760	0.824	55.010
Paxton Cowden	JC	97.009	0.718	69.652

## If you've never been to a divisional, should you go? Absolutely!

• **Salina Region** is one of 14 regions within SCCA's Midwest Division (MiDiv) that spans Nebraska to Mississippi. We all get together on occasion to compete in division-wide competitions in autocross, RallyCross, Time Trials, road racing, and more.

• **Different Autocross Levels** – Our monthly autocrosses, Regional Solo events, are primarily attended by local drivers. A Divisional Solo attracts competitors from neighboring regions throughout MiDiv. They are mid-level events one step above our local events, and one notch below National-level autocrosses that draw nationwide.

• **A new experience** -- The SPS/R&S-sponsored MiDiv Solo Series is a fun mix of local atmosphere, bigger turnouts, and greater competition. You will get to meet and compete against fellow autocrossers from regions all over the map, and see a variety of different performance cars.

• **Are you good enough?** – YES! It's a taste of high-level Solo mixed with local flavor, great for both veterans or novices.

• **Format** – It is a two-day autocross. Each day is scored separately for series points in case you can't make either Saturday or Sunday. However, to "win" the weekend, your best time from each day is combined. If competition is close, it's possible to win overall without winning either day!

• **Region points** -- If you are a member of our region, the combined two-day result will count as a single event towards the

points championship.

• **Pre-registration** -- Pre-registration is required, and no walk-ups will be allowed. Payment can be in person, but registration must happen in advance. We need to know the entry list in advance to establish grid/heat/work assignments, meal order, etc.

• **Cost** – It's about the same as for two regular autocrosses plus dinner, which essentially is what you're getting.

• **Friday Registration** – Sign-in

and tech happens on Friday for most competitors. You will be required to run SPS and R&S contingency stickers (they're free). If you can't make Friday tech, you can make an appointment.

• **Earlier Start Times** -- The events starts earlier than you may be used to seeing. Coursewalk is Friday evening and briefly Saturday morning. Driver's meeting 9 a.m., first car off at roughly 9:30 a.m. each day.

• **Numbers and Classes** -- Numbers will be assigned on a first-come, first-serve basis. If you have a co-driver, the second driver must use a 3-digit number beginning with 1 (i.e. 95 and 195).

• **No Passengers** -- In the SCCA rules, Divisional- and National-level events do not allow passengers for safety and competitive reasons (exception, a competitor on a learner's permit).

• **Bottom Line?** -- There are a few differences, but don't sweat the details. There is a novice coursewalk and divisional first-timer orientation session each day. Salina Region's Divisional will be a lot of fun, and you won't want to miss it.

### Salina Region's Divisional is June 8-9.

Pre-registration is open now at [motorsportreg.com](http://motorsportreg.com)  
(link at [salinascca.org](http://salinascca.org)).

# VALAR CONAERIS

Salina Region SCCA ~ May 11, 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.	61.751	58.868+1	57.021+1	57.622+2	57.671+2	59.021
BSL	• Susan Puls	77	Corvette	61.738+2	61.676+1	59.977	59.110	58.568	57.522	57.522
CS	• Doug Gill	96	Mazda MX-5	D.N.F.	56.002+2	56.173	56.224+1	55.771+2	56.153	56.153
	Lori Gill	196	Mazda MX-5	58.589+2	58.232+2	59.634+1	58.155+2	58.405+1	59.923	59.923
DS	• Timothy Thompson	63	Ford Focus RS	56.005	53.941	52.758+3	53.206+1	53.989	53.165	53.165
	Crisanne Thompson	3	Ford Focus RS	82.829	78.160	71.443	69.137	66.095	65.284	65.284
ES	• Brian Tefft Jr	191	Toyota MR2/Mazda Miata	53.002+2	51.414	52.559+3	54.080+1	53.352+1	53.190	51.414
	• Mason Smith	16	Mazda Miata	55.319	54.030	55.354+1	D.N.F.	54.354+2	53.921	53.921
	• Kale Morris	24	Mazda Miata	D.N.F.	56.516	56.160+1	54.880	54.844+2	54.406+2	54.880
	Brian Tefft Sr	91	Toyota MR2 Spyder	55.273+1	53.681+4	52.709+2	53.017+2	54.091+2	55.494	55.494
	Rocky Entriiken	4	Mazda Miata	57.264	57.772	56.808	66.216	57.887	56.952	56.808
	Randy Puls	8	Mazda Miata	57.149+3	58.023+2	57.022+2	57.176+4	57.287	56.844	56.844
	Henry Brillhart	48	Mazda Miata	D.N.F.	58.705+1	59.534	D.N.F.	D.N.F.	D.N.F.	59.534
ESL	• Sharon Brillhart	28	Mazda Miata	57.023	56.119+1	55.676	55.949	54.340	55.786	54.340 FL
	Theresa Walton	66	Mazda Miata	D.N.F.	59.724	57.162+1	D.N.F.	56.602+2	57.030	57.030
GS	• Mike Herrick	91	Honda Civic Si	53.793	52.841+1	52.517	52.187	52.286	52.143	52.143
HS	• Monte Rans	52	Mini Cooper	55.455+1	55.769	55.293	54.416	54.292	56.194+1	54.292
	Don Herrick	8	Ford Fiesta ST	62.615+1	57.482+1	56.769+1	57.622	56.856	57.383	56.856
STH	• Samuel Krauss	67	Eagle Talon TSi AWD	51.426+6	50.597+1	49.846+2	50.555	63.084+4	50.167	50.167 FFTD
STO8	• John Mace	5	Mercedes SLK	63.705+1	60.019+1	68.133+1	60.597+1	61.664	60.499	60.499
STO4	• Tyler Naden	67	Mazda Miata	54.843	55.434+1	53.321	54.839+2	52.244	52.211	52.211
	Michael Mace	86	Mazda Miata	57.575	54.821	54.035	53.365	53.132+2	53.320	53.320
CAM-C	• Dennis Smith	6	Mustang Cobra	58.121+2	56.868	55.578	54.658	54.672+3	55.167+1	54.658
	Matthew Polzin	41	Ford Mustang GT	62.105	59.634	60.862	60.195	59.128	73.291+1	59.128
CAM-CL	• Nancy Smith	9	Mustang Cobra	60.354	57.671	56.836	57.560+1	56.087	55.989	55.989
ESP	• Jeremy Spink	38	Camaro	91.918+3	59.616	58.214	57.964+1	68.903+2	58.742	58.214
FSP	• Abner Perney	16	MG Midget	60.489	57.880	59.744+1	56.551	55.639	55.378+1	55.639
	Bill Preheim	1	MG Midget	D.N.F.	57.243	57.209	55.845+1	56.786	56.163	56.163
FSPL	• Connie Preheim	11	MG Midget	66.926	D.N.F.	67.961	D.N.F.	66.760	D.N.F.	66.760
EP	• Zack Kimble	74	Volkswagen Corrado SLC	D.N.F.	55.392	53.959	53.967+1	53.038+2	53.622	53.622
JA	• Mason Herrick	89	CRG Santana	48.768	47.730	47.992	47.364	47.722	47.749+1	47.364 FTD/PAX
	Conner Herrick	98	CRG Black Star	51.769	52.920	52.543	51.367	51.971	51.941	51.367
JC	• Paxton Cowden	58	Birel ART	D.N.F.	D.N.F.	107.447	104.357	98.656	97.009	97.009

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

## SALINA REGION SOLO CHAMPIONSHIP • 2019

• SALINA REGION MEMBER

Points following Valar Conaeris

\* HAS RUN THE MINIMUM 4 LOCAL EVENTS

BS	Jim Gillett•	*45	Michael Mace•	12	John Mace•	7	Susan Puls•	24	Doug Gill	24	Lori Gill	18	Timothy Thompson•	12	James Hood	9	Crisanne Thompson•	9	Rocky Entriiken•	*29	Henry Brillhart•	*28	Brian Tefft Jr•	24	Kale Morris•	14	Brian Tefft Sr	13	Joey Green	9	Randy Puls•	9	Mason Smith•	9	James Green•	6	STH	Samuel Krauss	12	STO8	Abner Perney•	24	John Mace•	12	Michael Mace•	9	Luke Rosebraugh	7	Simon Crowder	12	Tyler Naden•	*48	Michael Mace	18	CAM-C	Dennis Smith•	*48	Matthew Polzin•	27	CAM-CL	Nancy Smith•	*48	CAM-S	Joey Green	12	James Green•	9	CAM-T	Jeremy Spink•	36	Bob Lambert•	9	ESP	Jeremy Spink•	12	FSP	Bill Preheim•	21	Abner Perney•	12	FSPL	Connie Preheim•	24	CP	Rodney Walters•	12	EP	Zack Kimble	12	JA	Mason Herrick•	24	Conner Herrick•	18	JC	Paxton Cowden•	12	Wild	Jeremy Spink•	48	Abner Perney•	†43	Michael Mace•	†39	Joey Green	21	James Green•	15
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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.

† has run three classes

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

"I want what is mine By Right."

—Tyrion Lannister, Game of Thrones season 3 episode 1 "Valar Dohaeris" (All Men Must Serve)



# 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

- 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 29..... Kansas City @ MCC-Blue River, Indep., Mo. (Novice Sch)  
 Jun 30..... \* Kansas City @ MCC-Blue River, Independence, Mo.  
 Jul 6..... Nebraska @ Lincoln Airpark (Nebraskhana)  
 Jul 7..... 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..... Kansas City @ MCC-Blue River, Independence, Mo.  
 ..... Oklahoma @ Remington Park, Okla. City  
 ..... Wichita @ Yoder  
 Sep 21..... Kansas @ Heartland Motorsports Park, Topeka  
 Sep 22..... Kansas City @ MCC-Blue River, Independence, Mo.

## RALLYCROSS

- 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  
 Jul 14..... Nebraska @ I-80 Speedway, Greenwood, Neb.  
 Jul 20-21... \* Kansas Cty @ LucasOilSpwy, Wheatland, Mo. (NatTour)  
 Jul 28..... Kansas @ Santa Fe Cycle Park, Carbondale, Ks (T&T)  
 Aug 11..... Wichita @ 51 Road, 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 20-22... DirtFish RX Nationals, Nat'l Balloon Classic, Indianola, Iowa  
 Sep 29..... \* Kansas City @ I-35 Speedway, Winston, Mo.

# 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)  
 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 15-16..... TT National Tour @ High Plains (NOT a series event)  
 Jun 22-23..... TT National Tour @ Heartland (this is 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

- 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

**BeST**  
BEYOND SEAT TIME

## COURSEWALK CHEATSHEET

### Prime objectives for the coursewalk

1. Determine your line through the course
2. Remember the course in detail so you can visualize it.

### Steps to get the most out of coursewalks

1. **Sighting**
  - a. Get an idea of course flow
  - b. Notice the visual "language" and break the course into segments
  - c. Note the general shape of corners and the space available
  - d. Identify bad pavement, gravel, puddles, etc.
2. **Line Selection**
  - a. Identify which cones matter
  - b. Mentally draw the appropriate acceleration spirals, deceleration spirals, or constant-speed arcs between the key cones
  - c. Figure out spacing of transitional elements
  - d. Identify where you want to be looking
3. **Evaluate & Revise**
  - a. Look behind you to check your line and position
  - b. Test and revise your chosen line
  - c. Visualize your coursewalks
  - d. Don't predict braking points, just pay attention to position and angle

# 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 3: Your plan

Whether you realize it or not, you have a plan for getting around a racetrack, autocross course or down the highway. You must “plan” when you will turn the steering wheel, when to brake and when to use the throttle. Your visual field determines how far your plan reaches and how much time you have to implement the plan. If your visual field encompasses 100 feet in front of you, your plan for using the controls to position the car and control its speed extends 100 feet, and the time you have to implement the plan is determined by the speed of the vehicle.

### Your plan ends where your visual field ends

To get through a corner effectively, you need a plan to get you completely through that corner. And that requires a visual field that stretches through the corner. A big visual field will allow you to see the path you want to drive and make smooth transitions on and off the controls.

A short visual field, even if it shifts, does not allow you to see the big view, so you are forced to make several smaller plans, leaving little time to implement the plan and requiring you to react rather than anticipate situations. This forces more abrupt transitions, and can cause you to lose speed.

### Tactics

Your visual field will affect your ability to create and implement tactics. The more you are forced to react to situations, the greater your *disadvantage* becomes. Larger visual fields allow you to anticipate tactical situations earlier in the majority of situations. If you count on reacting to situations, you will lose just about every time. If you give yourself time to anticipate the situation, you will have a higher likelihood of success.

### What to look at

Visual fields should always be dynamic, that is, always moving and

changing. It is ineffective to focus on a marker or object 300 feet down the road, and maintain focus on that object until you pass. The effective way to use visual fields is to constantly change them. Keep your eyes moving. For example, as you approach a corner, your eyes may sweep through the braking zone, and then through the corner to the exit before moving back to your braking point and the path you plan to drive at the entry to the turn.

At different times, the visual priorities will change depending on the position on the track, the situation in a race and other circumstances. It is best if you have an idea of where you need to shift your visual field at various points around the racetrack, or in various situations.

### Road signs

All race tracks and all roads have reference points of some type. These points can be anything: marks on the racetrack, cracks, marks on the walls, poles, etc. Use reference points to help you create and maintain your plan. Be sure to use permanent markers, not ones that can move.

### Under braking

As you approach the braking area, you should look all the way through the braking zone into the corner so that your plan is as complete as possible. Then shift your visual focus to the braking point, and allow your eyes to follow your desired path through the braking zone. As the brakes are applied, your visual field should shift to the corner, so that you have a clear mental picture of your desired path into and through the corner.

### Going into a corner

As you go into the corner, you should have already looked completely through the turn, and then you can shorten your visual field for specific reference points. Once into the corner, your visual field should move to the exit.

### Exiting a corner

You must see out of the corner as early as possible so that you can unwind

the steering and feed in throttle to maximize acceleration. This is probably the most important phase of the corner, and your visual focus is important. Work to extend your visual field out of the corner as early as possible.

### Invisible corners

In many cases, especially on road courses, you will encounter physical obstacles that impair your vision, or create a blind cornering situation. In these cases, you need to have experience well below the limits of traction through those areas to drive them effectively. With experience, you will be able to get up to the limit.

This process allows you to see “through” the blind spot as if it were not there. You are actually fooling your mind into believing that you actually see through the blind area. The risk is higher, since you cannot see developing trouble, and you cannot plan tactics in such an area, but you can drive to the limits using this technique.

The key is to practice at low speed, gradually build speed as confidence and experience increase, then start to approach the corner near or at the limits.

### Summary

Most of the data you accumulate is visual. A larger visual field will allow you to take in more information, and give you more time to process it. Short visual fields limit data, and cause the driver to react instead of anticipate.

Anticipation of control usage allows you to drive more smoothly and precisely. To become a proficient driver, you should work on making the best use of your visual field. Keep it long and moving. This will buy you time, improve your performance and make all forms of driving safer.

As you can see, the driver plays a crucial role in handling as well as overall success in competition. The driver should be the easiest element on a car to adjust, but drivers are rarely that easy to tune. Egos are hard to read and work with. For that reason most skilled drivers leave their egos behind.



## 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

I had labored under the impression that a couple of winter RallyCrosses would be fun, but, this has been the coldest winter this century, and so that hasn't worked out. There has been some fun snow driving around town. The 1988 Buick Reatta with 2018 Hankook iPike winter tires, is as competent as any vehicle seen in and about our fair city.

On the other extreme, the Ford Focus Electric, on 2013 Michelin Green X low rolling resistance tires with about half tread, is pretty iffy. The traction control goes into action with the slightest acceleration, and the ABS kicks in

with every modest brake application. I did get around with extreme caution, but had to take three runs at my driveway to get up the slope!

I did succeed in buying a low-mileage 2016 Chevrolet Volt for a friend. It is really kind of tragic to look at General Motors' history of developing innovative cars, and then trashing them, just after they get it right.

Let us go back to the '60s when GM decided to build a better VW Beetle, and produced the stylish Corvair. It had a relatively powerful air-cooled 6-cylinder rear engine and working air-conditioning, but it also had a copy of the VW's evil handling swing axle. They were truly erratic in the hands of high school drivers. It's a miracle we didn't flip one after going sideways through an intersection with deep drainage swales in suburban Greeley, Colo., in 1963. The same intersection in a big 2-door straight rear axle 1959 Mercury was just a couple of noisy bumps! The second generation Corvair was practically perfect with its multi link suspension! But, after just three good model years, they abandoned the whole car line.

Then there was the Vega. Never mind. It was never perfected.

Then there was the Fiero. Brilliant concept, rear mid-engine, great looking, fast enough, but again, mediocre handling. In 1988 the suspension was totally redesigned and was practically perfect, and there was no 1989 or later edition.

Then in 2006-09 GM gave us the Saturn Sky and the Pontiac Solstice. These were good sports car from the start, but not high profit, they were improved for the last year with a hardtop, and turbo power, but with the Great Crash of 2007-09 they and their whole related

car lines died a gruesome death.

The Volt came out in 2012, as America's first plug-in hybrid. It almost died immediately by lack of clear explanatory marketing, being called an "electric car" with a "range extender," whatever the hell that means. It took off with high gas



Abner won the Stock FWD class at Wichita Region's May 5 RallyCross. (Lizzie Enlow-Brown photo)

prices of 2013, and for the 2016 model year the electric range jumped from 38 to 54 miles and the hybrid mileage from 37 to 41. It, especially as a used car with the price below \$20,000, is in my opinion the best economical sedan on the market today. But production ended in March.

My hope is that they will offer the technology of the Volt in a sensibly sized SUV, Trax/Encore, or Equinox/Torrent or somesuch.

Back in my fantasy land, I'd like to Rallycross a fleet of might-not-be-exactly-appropriate cars in the Front Stock class. I mean, VW has a Beetle Dune Model, suggesting off-road capability. Infiniti has the QX30. It is low, for a crossover/SUV, available in either front- or all-wheel-drive, with a Mercedes engine and running gear. Lap of Luxury Rallycross – that's what I'm talking about!

The Buick Reatta works. A Cadillac Allante could be even better LOL RX. Caddy Eldorado! Lincoln MKZ! VW Passat! Mini Paceman!

Happy Trails,  
—Abner

**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.

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

If you received the e-mail version but would prefer to receive *The Write Line* by mail, just send a message to the editor ([rocky@spitfire4.com](mailto:rocky@spitfire4.com), or 2731 Scott, Salina Ks. 67401) and we'll keep you on the snail-mail list. Likewise, if we sent you the mailed version but the e-mail copy would better meet your preferences, just say so.



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