

The Write Line

~ August 2019 ~



Kale Morris, ES Mazda Miata (Lizzie Enlow-Brown Photo)

The official newsletter of the Salina Region SCCA

Regional Executive Views

In the last newsletter I talked about the first round of the R.E. Challenge to be held with Wichita Region. Salina was represented well with 15 members participating and as of now we're ahead but the score is very close (See Page 4.) The club will need your continued support so we can regain the traveling Solo Cup – a Solo-brand beer cup on a trophy base.

The second round is in Salina on Sept. 29, so come out and meet some new fellow autocrossers from Wichita for a little friendly competition and bragging rights for the next year.

However, we have two other regional events before then – Aug. 18 and Sept. 8. In between those two come the 47th Solo Nationals. Good luck to everyone making the trek to Lincoln to compete with more than 1300 drivers!

If you haven't entered Nationals already, it's already full. The entry limit of 1325 drivers filled in about 24 hours. Then again, the waitlist is fewer than 10 names as of July 30.

A big thank you for all the Salina Region members making the trip to Yoder for the Challenge. I know some traveled several hours to get there. Lizzy Enlow-Brown took pictures of all the cars in action so if you were there she got you. The pictures are available at her

website through the Wichita Region SCCA Facebook page. Or, here's a link:

nerdycyclistphotography.shutterfly.com/pictures
Look for her "Autocross 7 28 19" album. Right now it's at the top of the page.

We are still in need of a treasurer. We're seeking a very trustworthy person to handle the club's finances. This is a board position so you will be able to help make decisions that affect the operations of the club. If you would be interested, or know someone willing, please let one of the board members know so we can get them in place.

I have been asked if we were going to have a Mirror Khana this year. If this is an event you would like to see let me know. I have a member willing to chair the event if there is enough interest.

See you on course,

—Monte Rans, RE, Salina Region



► Next Events ◀

Solo - Aug. 18

Solo - Sept. 8

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

Salina Region events at East Crawford Recreation Area
Pre-register (save \$5) – use link at www.salinascca.org

Next Business Meeting

Aug. 18
After the Solo

Location TBA

*Business meetings
are open to all
members and guests*



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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>
Aug 18 – Solo	Abner Perney	
Sep 8 – Solo	Powercat Motorsports	Artt Mann
Sep 29 – Solo-RE Challenge 19.2	Monte Rans	
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)

Salina Region SCCA met at the Hutchison Airport Steakhouse on July 28 at 3:05pm. Board members present were RE Monte Rans, Dennis and Nancy Smith, Abner Perney, Rocky Entriem, Michael Mace, Bill and Connie Preheim, also members Kale Morris and John Mace.

Dennis moved the minutes from the last meeting be approved. Bill seconded the motion and it passed. Dennis moved to approve the treasurers report as presented. Bill seconded the motion and it was passed.

Old business – Member Tim Thompson has expressed interest in filling the treasurer's position as Ken Kennedy has moved away.

Monte received an email from SCCA stating the club's information was not up to date. There is a form online to complete which was thought to have been taken care of.

Rocky moved the club extend board membership to Kale Morris who has agreed to fill the position of Chief of Tech. Passed.

Monte reported Brett Grier was trained to do timing today.

New business – Monte has reviewed the by-laws and found an incorrect date. Since the by-laws have not been amended since 2017 Abner moved the last page be updated with the current date and secretary's signature. Dennis seconded the motion, passed.

Monte presented a list of PAX numbers from an SCCA Forum to be reviewed. PAX numbers are not being used this year to determine the R.E. Challenge winner.

Since the last meeting member Henry Brillhart was reported to have lost his sister, Carla Lackey. The Region expresses its condolences. Ken Kennedy has sent a memorial donation to the designated charity, Good Shepherd Hospice.

Dennis proposed the banquet date for Salina Region as February 22, 2020.

The next board meeting will be after the August 18 event.

Dennis moved the meeting be adjourned at 3:45pm. Nancy seconded. Passed.

—Connie Preheim, Secretary

Events Elsewhere - 2019



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

ALWAYS CONFIRM THE EVENT BEFORE MAKING A LONG TRIP!

(* = Salina Region event on this date)

AUTOCROSS

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.
 Sep 29..... Nebraska @ Lincoln Airpark
 NeOkla @ Old Tanger Outlet Mall, Stroud
 Oklahoma @ Remington Park, Okla. City
 Oct 5-6..... Kansas @ Heartland Motorsports Park, Topeka
 Oct 6..... Kansas City @ MCC-Blue River, Independence, Mo.
 Oct 13..... Oklahoma @ Remington Park, Okla. City
 Oct 20..... NeOkla @ Old Tanger Outlet Mall, Stroud
 Oct 27..... Kansas City @ MCC-Blue River, Indep., Mo. (Halloweenie)
 Nebraska @ Lincoln Airpark

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 of Midlands, Pacific Jct. Iowa

ROAD RACING

Oct 16-21..... The Runoffs @ VIRginia Int'l Raceway, Alton, Va.

MIDWINTER TRIALS SERIES

Sep 27-29..... Time Trial Nat'l's @ NCM Mspts Park, Bowling Green, Ky.

TRACK NIGHT IN AMERICA

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

SALINA REGION SOLO CHAMPIONSHIP • 2019

• SALINA REGION MEMBER Points following R.E. Challenge 19.1 * HAS RUN THE MINIMUM 4 LOCAL EVENTS

SS-R David Green 12
 Frank Wiethorn 12
 SS-RL Deborah Jarboe 12
 SS Tyler Piotter 12
 AS Guy Roberts 24
 Jesse Mans 9
 BS Jim Gillett* *72
 Randy Puls* 13
 James Harrison 12
 Michael Mace* 12
 Glen Alvis 9
 John Mace* 7
 Bruce Unruh 7
 BSL Susan Puls* 49
 Marcia Haynes 9
 CS Doug Gill 24
 Michael Mace* 24
 Lori Gill 18
 David Murray 12
 DS Timothy Thompson* *61
 Jacob Lynn 18
 Jeremiah Abbey 9
 James Hood 9
 Crisanne Thompson* 9
 Zachart Smith 7
 Sanjay Shivainar 6
 DSL Crisanne Thompson* 12
 Jennifer Abbey 9
 ES Brian Tefft Jr* 55
 Rocky Entrikey* *53
 Henry Brillhart* *44
 Mason Smith* 31

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.

Brian Tefft Sr 28
 Kale Morris* 22
 Pax Rolfe 15
 Randy Puls* 13
 Nick Hudc 12
 Joey Green 9
 James Green* 6
 Colton Maxwell 6
 Steve Swartz 5
 Sharon Brillhart* *85
 Theresa Walton 27
 Connie Preheim* 18
 Ashley Hart 7
 Bailey Martin* 7
 John LaRondeau* *60
 Ann LaRondeau* *60
 Mike Herrick* 38
 Phillip Meredith 22
 Abner Perney* 7
 Monte Rans* *79
 Don Herrick* *50
 Russell Blume 18
 Laney Blume 17
 Brett Grier 13
 Abner Perney* 7

Cooper Pierce 5
 Cameron Korte 4
 Heath Helmick 12
 Mark Hill* 12
 Jordan Lauer 12
 Tyler Naden* 12
 Brett Cook 9
 Terry Nunemaker 12
 Robert Seelig 12
 Blake Toews 12
 Brian Fipps 13
 Samuel Krauss 12
 Eric Hunter 9
 Abner Perney* 36
 John Mace* 19
 Stuart King 9
 Michael Mace* 9
 Luke Rosebraugh 7
 Simon Crowder 12
 Brian Hardeman* 9
 Trenton Kent-Hardeman 7
 Tyler Naden* *72
 Michael Mace 27
 Nathan Carlston 7
 CAM-C Dennis Smith* *85

Matthew Polzin* 36
 James Stephens 18
 CAM-CL Nancy Smith* *84
 CAM-S James Green* 22
 Joey Green 12
 Chris Harrison 9
 CAM-T Jeremy Spink* 36
 Bob Lambert* 33
 Ken Kennedy* 12
 Sean Dudgeon 12
 Daniel Rowland 12
 Zachary Bair 9
 Colton Maxwell* 7
 Jeremy Spink* 12
 Bill Preheim* 21
 Abner Perney* 12
 Connie Preheim* 24
 SM Connor Pruitt 13
 Adam Blunck 12
 Bill McCreight 9
 J.D. Baughman 12
 Albert Hermans 14
 Art Martinez 12
 Rodney Walters* 12
 Travis Durant 10

Dave Zitzlsperger 7
 DP Eric Brown 12
 EP Zack Kimble 24
 JA Mason Herrick* 37
 Conner Herrick* 27
 JC Paxton Cowden* 24
 Wild Michael Mace* *72
 Abner Perney* *62
 Jeremy Spink* 48
 Connie Preheim 42
 James Green* 28
 Randy Puls* 26
 Joey Green 21
 Colton Maxwell* 18
 Crisanne Thompson* 18
 † has run three classes

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

♦ PAX - Top 10 ♦

ES Brian Tefft Jr 399
 STO4 Tyler Naden 395
 HS Monte Rans 389
 DS Timothy Thompson 386
 FS John LaRondeau 372
 4 class Michael Mace 372
 ES Rocky Entrikey 369
 ES Brian Tefft Sr. 369
 ESL Sharon Brillhart 367
 HS Don Herrick 362

R.E. CHALLENGE 19.1

Fifteen Salina Region members ventured to Wichita Region's autocross playground at the former Hutchinson Naval Air Station near Yoder for Round 1 of this year's R.E. Challenge. Actually, 21 Salina Region members competed, but the other seven are Region-of-Record in Wichita so their scores go south.

In all, 54 drivers competed under overcast skies that kept temperatures reasonable on a midsummer afternoon. It was a most enjoyable day for five runs on a nicely challenging fast course where often the key to a good time was deciding when to lift.

Only four drivers broke 50 seconds for a run, but David Green put on a clinic in his Street-class Corvette – albeit a Super Street Z06 with the R-compound tires. His toughest opponent was himself, catching cones on his first two 48.0-sec runs, then putting up a pair of clean 48.3s – best a 48.384 just 0.002 quicker than the run before.

After that came a 49.6 – Adam Blunck's SM Impreza – and a pair of 49.9s. Guy Roberts' AS Viper was just 0.003 quicker than Eric Brown's DP Miata.

The closest contest was a family affair in HS, Russell and Laney Blume in a Civic. Laney led through the first three runs before Russell clipped a 50.7 on his fourth try to finish 0.027 sec ahead. The two also topped the PAX standings, separated by just 0.021 but almost a full second ahead of third place. No surprise that Laney got Fast Lady.

HS was one of two six-car classes, largest of the event, with Salina RE Monte Rans scoring for the visiting team in third place.

Abner Perney, touting the delights of competing in cars manifestly “inappropriate” for the sport, won STO8 in a Ford Fusion by just 0.328 sec over the Nissan 300ZX of Wichita's Stuart King, for the next-closest margin of victory.

K-State FSAE team members Dan Rowland and Zachary Bair shared a BMW 328iS to get seat time in DSP for the third-closest contest, Rowland ahead by 0.342 sec.

D Street produced a battle between Timothy Thompson's Focus and Wichita RE Jacob Lynn's Scion, with Thompson emerging 0.568 ahead.

The other six-car class was E Street, a Salina 1-2 with Mason Smith and Rocky Entriiken only 0.869 apart. But it was not really that close as Smith fought cones on his first four runs allowing Entriiken to sneak into the lead. On his final try Smith slowed down to a clean 52.2, enough for the win.

~~~ R.E. Challenge 19.1 • PAX Rankings ~~~

Driver	Class	Time	Index	PAX
Russell Blume	HS	50.797	0.780	39.621
Laney Blume	HS	50.824	0.780	39.642
Timothy Thompson	DS	50.658	0.800	40.526
Tyler Naden	STO4	51.312	0.791	40.587
Monte Rans	HS	52.081	0.780	40.623
David Green	SSR	48.384	0.843	40.787
Guy Roberts	AS	49.949	0.817	40.808
Blake Toews	STS	50.425	0.811	40.894
Jacob Lynn	DS	51.224	0.800	40.979
James Harrison	BS	50.691	0.810	41.059
Mason Smith	ES	52.251	0.789	41.226
Tyler Potter	SS	50.703	0.821	41.627
Michael Mace	STO4	52.743	0.791	41.719
Sharon Brillhart	ESL	53.003	0.789	41.819
Rocky Entriiken	ES	53.120	0.789	41.911
Brett Grier	HS	53.851	0.780	42.003
Adam Blunck	SM	49.622	0.855	42.426
Henry Brillhart	ES	53.827	0.789	42.469
Glen Alvis	BS	52.500	0.810	42.525
Cooper Pierce	HS	54.564	0.780	42.559
Kale Morris	ES	54.171	0.789	42.740
Bruce Unruh	BS	52.793	0.810	42.762
Eric Brown	DP	49.952	0.858	42.858
David Murray	CS	53.378	0.809	43.182
Steve Swartz	ES	54.738	0.789	43.188
Dennis Smith	CAMC	52.762	0.820	43.264
Daniel Rowland	DSP	51.599	0.840	43.343
Jordan Lauer	STR	52.417	0.827	43.348
Zachary Bair	DSP	51.941	0.840	43.630
Jim Gillett	BS	54.315	0.810	43.995
J.D. Baughman	SMF	52.450	0.841	44.110
Zachary Smith	DS	55.457	0.800	44.365
Art Martinez	CP	52.462	0.848	44.487
R. Abner Perney	STO8	55.807	0.798	44.533
Zack Kimble	EP	52.491	0.849	44.564
Randy Puls	ES	56.532	0.789	44.603
Nancy Smith	CAMCL	54.471	0.820	44.666
Stuart King	STO8	56.135	0.798	44.795
Susan Puls	BSL	55.427	0.810	44.895
Heath Helmick	STU	54.361	0.828	45.010
James Stephens	CAMC	55.107	0.820	45.187
John Mace	STO8	56.749	0.798	45.285
Colton Maxwell	DSP	54.537	0.840	45.811
Robert Lambert	CAMT	56.509	0.812	45.885
Connie Preheim	ESL	58.287	0.789	45.988
Brett Cook	STR	55.866	0.827	46.201
Jesse Mans	AS	56.737	0.817	46.354
Ashly Hart	ESL	59.084	0.789	46.617
Sanjay Shivainer	DS	58.807	0.800	47.045
Crisanne Thompson	DSL	60.662	0.800	48.529
Nathan Carlston	STO4	60.829	0.791	48.115
Cameron Korte	HS	63.329	0.780	49.396
Jennifer Abbey	DSL	65.725	0.800	52.580
Terry Nunemaker	STX	65.620	0.815	53.480

SALINA TAKES THE LEAD AFTER FIRST ROUND OF R.E. CHALLENGE

After the first round of the 2019 R.E. Challenge, Salina leads the standings 24.667 to 20.323.

If a 4.3-point lead seems strong, it isn't. Shuffle the results of one class, E Street, which had three drivers from each region (Salina was 1-2-4, Wichita 3-5-6) and those guys from down south would be ahead.

The scoring devised for this year's challenge was proposed by Wichita member Eric Brown. Basically it is weighted scoring based on class size. Think of it upside down: Last place gets 10 points (even the winner of a 1-car class). Next-to-last gets 20 and so forth. Two classes, ES and HS, had six cars so their winners got 60 points. As it happened, Salina was 1-2 in ES, Wichita 1-2

R.E. CHALLENGE SCORE ~ ROUND #1

TEAM	POINTS	DIVISOR	SCORE
Salina	370	15	24.667
Wichita	630	31	20.323

in HS. Each side got 110 points there.

But the idea behind Eric's system was to give strength to all drivers. None need feel they're not good enough to score or “pulling down” their team. Each team had three drivers in ES but Wichita had

four in HS while Salina had one (plus one non-member who scored for neither side). Result: Salina 140, Wichita 70 in ES; Wichita 160 Salina 40 in HS. Even the last-place driver is valuable because he not only scores his own 10 points but he adds 10 to everyone else's score.

After points are added, the sum is divided by number of drivers on the team to get a score. After two rounds the scores are added for the final total.

R.E. CHALLENGE 19.1

Wichita Region SCCA ~ July 28, 2019 ~ Sunflower Aerodrome, Yoder

Class	Driver	Rgn	Car	Make	Run 1	Run 2	Run 3	Run 4	Run 5	Best	
SSR	• David Green	W	84	Corvette Z06	48.081+1	48.065+1	48.386	48.384	50.287+2	48.384	FTD
SS	• Tyler Potter	W	98	Camaro ZL1 1LE	51.651	50.466+1	52.264	50.703	50.748	50.703	
AS	• Guy Roberts	W	94	Dodge Viper RT/10	51.414	50.253	49.949	50.246	50.356	49.949	
AS	Jesse Mans	W	11	Corvette Z06 Carbon	60.734	57.993+1	57.917	56.737	56.974	56.737	
BS	• James Harrison	W	72	Porsche Cayman S	51.461	51.476	50.820	50.691	50.720	50.691	
BS	• Glen Alvis	W	8	Corvette	54.589+1	53.474	53.354	54.367	52.500	52.500	
BS	Bruce Unruh	W	1	Mercedes-Benz GLA45	53.873	53.499	52.404+1	52.793	52.902	52.793	
BS	Jim Gillett	W	51	Corvette FRC	54.739	55.196	D.N.F.	56.299	54.315	54.315	
BSL	• Susan Puls	W	77	Corvette	55.427	55.714+2	55.808+1	55.621+1	54.694+1	55.427	
CS	• David Murray	W	32	Mazda MX-5	56.089	55.129	53.378	54.282	54.175	53.378	
DS	• Timothy Thompson	W	63	Ford Focus RS	51.345	50.759	51.187	54.089	50.658	50.658	
DS	• Jacob Lynn	W	77	Scion FR-S	52.660+2	51.853	51.823	51.224	51.259+2	51.224	
DS	Zachary Smith	S	13	Subaru WRX STi	56.714	56.137	57.993+1	56.111	55.457	55.457	
DS	Sanjay Shivainer	W	45	Subaru BRZ	64.238	60.731	59.891	59.222	58.807	58.807	
DSL	• Crisanne Thompson	W	63	Ford Focus RS	65.834	62.449	62.146	62.290	60.662	60.662	
DSL	Jennifer Abbey	—	00	Hyundai Veloster	D.N.F.	D.N.F.	65.813	69.001	65.725	65.725	
ES	• Mason Smith	S	16	Mazda Miata	51.994+2	51.296+1	52.023+3	52.241+1	52.251	52.251	
ES	• Rocky Entriiken	S	4	Mazda Miata	53.827+1	54.433	53.939	53.416	53.120	53.120	
ES	Henry Brillhart	W	48	Mazda Miata	59.771	54.611	54.079	54.093	53.827	53.827	
ES	Kale Morris	S	24	Mazda Miata	56.057	54.373	54.978+1	54.171	D.N.F.	54.171	
ES	Steve Swartz	W	17	Mazda Miata	55.938	55.358	55.141	54.738	55.359	54.738	
ES	Randy Puls	W	8	Mazda Miata	55.123+1	D.N.F.	D.N.F.	53.477+2	54.532+1	56.532	
ESL	• Sharon Brillhart	W	28	Mazda Miata	57.835	54.215	54.332	53.003	53.464	53.003	
ESL	Connie Preheim	S	11	Mazda Miata	61.258	61.755	61.056	60.529	58.287	58.287	
ESL	Ashly Hart	W	17	Toyota MR2	62.515	61.024	61.160+1	59.307	59.084	59.084	
HS	• Russell Blume	W	197	Honda Civic	51.086+1	50.624+2	51.030	50.797	50.568+2	50.797	PAX
HS	• Laney Blume	W	97	Honda Civic	51.036+1	51.016	50.824	66.879	50.913	50.824	FL
HS	Monte Rans	S	52	Mini Cooper	52.081	52.153	52.548	52.156	52.426+1	52.081	
HS	Brett Grier	W	11	Ford Fiesta ST	56.089	54.075	53.851	53.906	53.667+1	53.851	
HS	Cooper Pierce	W	4	Honda Fit	56.981	55.193	55.491	55.306	54.564	54.564	
HS	Cameron Korte	—	77	Chevrolet Impala	D.N.F.	65.072	63.542	64.544	63.329	63.329	
STU	• Heath Helmick	—	77	Ford Focus ST	54.361	56.523	D.N.F.	D.N.F.	54.740	54.361	
STR	• Jordan Lauer	W	6	Mazda Miata	53.562	52.735	52.417	52.977	51.146+1	52.417	
STR	Brett Cook	—	7	Honda S2000	D.N.F.	55.942	56.474	55.866	55.986	55.866	
STX	• Terry Nunemaker	W	106	Mustang	D.N.F.	D.N.F.	70.897	66.608	65.620	65.620	
STS	• Blake Toews	W	76	Mazda Miata	50.853	50.577	50.757	50.425	50.961+1	50.425	
STO8	• R. Abner Perney	S	6	Ford Fusion Sport	56.182	56.670	D.N.F.	55.807	55.930	55.807	
STO8	Stuart King	W	30	Nissan 300ZX	58.152	59.488	67.728+3	56.135	57.362	56.135	
STO8	John Mace	S	5	Mercedes SLK	D.N.F.	58.224	60.654	59.222	56.749	56.749	
STO4	• Tyler Naden	S	67	Mazda Miata	51.533	51.312	51.539	51.657	51.001+1	51.312	
STO4	Michael Mace	S	86	Honda S2000	53.206	62.850+1	52.743	52.784+1	60.283	52.743	
STO4	Nathan Carlston	—	54	Toyota MR2	D.N.F.	60.829	64.198+1	60.928	61.172	60.829	
CAMC	• Dennis Smith	S	6	Mustang Cobra	53.128	53.328	52.966	53.725	52.762	52.762	
CAMC	James Stephens	—	98	Mustang	D.N.F.	57.331	D.N.F.	55.107	55.384	55.107	
CAMCL	• Nancy Smith	S	9	Mustang Cobra	55.763	55.417	55.005	61.340	54.471	54.471	
CAMT	• Robert Lambert	S	11	Plymouth GTX	D.N.F.	D.N.F.	56.843	57.268	56.509	56.509	
DSP	• Daniel Rowland	—	1	BMW 328iS	52.909	52.069	52.566	51.599	54.937+2	51.599	
DSP	Zachary Bair	—	11	BMW 328iS	55.574	52.408	53.105	51.770+2	51.941	51.941	
DSP	• Colton Maxwell	S	147	BMW 330Ci	55.696+1	55.727	54.537	55.610	55.164+3	54.537	
SM	• Adam Blunck	W	57	Subaru Impreza WRX	49.848	49.901	D.N.F.	49.622	49.655	49.622	
SMF	• J.D. Baughman	S	89	Chevrolet Cobalt LS	53.703	53.179	52.896	52.942	52.450	52.450	
CP	• Art Martinez	W	34	Pontiac MSE TA	53.476+2	54.447	53.108	52.462	53.550	52.462	
DP	• Eric Brown	W	56	Mazda Miata	50.427	49.425+1	D.N.F.	49.952	56.372+1	49.952	
EP	• Zack Kimble	W	74	Volkswagen Corrado SLC	53.790	53.140	53.209	53.214	52.491	52.491	

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



Membership Application

Dear Prospective SCCA Member:

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

Name _____ Birthdate _____
Address _____ Telephone _____
City _____ State _____ Zip _____
E-mail _____

Spouse Name _____ Birthdate _____
Child's Name _____ Birthdate _____
Child's Name _____ Birthdate _____

Primary Interest:

Please indicate the area of SCCA in which you plan to participate, or interests you the most.

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

Membership Dues

(*Includes Region dues)

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

* First Gear applies to members 24 years old and younger

Amount Due

Membership Amount \$ _____
Weekend Membership #1 _____ -\$15.00
Weekend Membership #2 _____ -\$15.00
Referred by SCCA Member _____ # _____ -\$15.00

First/Last Name & Member Number REQUIRED

TOTAL DUE \$ _____

*I want to belong to **Salina (110)** Region (if no region is selected. The default region will be assigned by address). By accepting membership in the SCCA and any SCCA Region, I agree to conduct myself according to the highest standards of behavior and sportsmanship in a manner that shall not be prejudicial to the reputation of the Club or fellow members.*

Applicant's Name (Signature Required) _____

Date (Required) _____

Payment Method:

☐ Check ☐ Credit Card ☐ Money Order

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

Visa, MasterCard or Discover (only) Acct # _____ Exp. _____ CVV# _____
Applications submitted by fax must be accompanied by Visa, MasterCard or Discover account number for payment.

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

01/17

Military Discount

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

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

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

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

HOW TO MAKE RUN #1 COUNT

From www.beyondseattime.com

The greatest challenge in autocross is that we get a very limited set of runs within which to put in our best performance. This is made even harder at national level events, where we only get three runs on each course. With only a few opportunities to learn the course, find the right places to attack, fix mistakes, etc., having a well thought out strategy is critical! This brings up the often-asked question...

What should we do on our first run?

Should we put in a safe/clean run to build on?

Should we attack hard to test the limits?

What should we do if we hit a cone?

Let's go through a "decision tree" of factors we should consider in order to come up with our strategy.

1. How well do you perform under pressure? The single most important factor in determining our optimal approach for run #1 is being aware of how we perform under pressure. Everything else is secondary because no matter what benefits there may be to taking more risks, none of it matters if our ability to perform is compromised.

Imagine this scenario: You have coned your first two runs. Are you able to put down a strong third run, or does the pressure force you into making another mistake, or do you find yourself backing off to get a decent time in? Does the answer change based on if it's a local event, or day 1 or day 2 of national competition?

Imagine an even simpler scenario: You are at the start line for your first run. How do you feel?

Setting aside our bravado and egos, the fact is, most of us do not perform our best when we are under pressure. Our confidence gets shaken and our nervous energy spikes, making us less likely to make good decisions, which depending on our temperament results in either overly cautious behavior (putting in a safe/slow third run), or overly risky behavior (causing another mistake laden run).

This is why the most common advice is to put in a conservative first run that we can bank on. It alleviates some pressure; we get a decent time in the books, and it gives us something to build on. Most of us would like to think that we are cool, calm, and collected under pressure, but we have to set that aside and evaluate ourselves honestly. Do we commonly make mistakes when it comes down to the wire? Do we often "cone away the win"? If you (like most people) do not thrive under pressure, it's probably better to start out with a slightly conservative first run.

On the other hand, if you *do* handle pressure well, or are actively trying to get better at it, the next thing to consider is...

2. How do you approach the limit? Are you more comfortable approaching the limit from under, or do you prefer to go over the limit and then dial it back? Are you better at *sensing* the limit from below or above? Knowing what our preferences and strengths are can help inform a more effective strategy for the first run.

If you are better at sensing the limit when approaching from below (i.e. a bottom-up driver), you are someone who has greater sensitivity to the difference between driving at 97%, 98%, and 99% than the difference between 101%, 102%, and 103%. In other words, you are acutely aware of how much you may be under the limit, but once you go over, it is harder for you to tell if you were just a little bit over, or more significantly over. Conversely, if you are better at sensing the limit from above (i.e. a top-down driver), you have a much greater sensitivity for exactly how far over the limit you are, but have a harder time telling how far under the limit you may be.

This has major implications for a first-run strategy. Remember, our goal is to get the fastest time possible in three runs, by getting as close to the limit as possible. The approach that you choose should be the

one that maximizes your chances of finding the limit.

If you are a bottom-up driver, it makes much more sense to put in a safer first run. That way, not only do you have a good run in the bank, but because you are more acutely sensitive to how much under the limit you were, you'll have a better chance of making the right adjustments on subsequent runs to go faster. On the other hand, if you are a top-down driver, a safe/clean run is much less useful or informative because you will have a less clear idea of how far under the limit you were and where you could have pushed harder.

Despite what type of limit sensitivity we have, it is much easier to correct the mistake of being under the limit (just add speed).

Correcting the over-the-limit mistake takes a more complex set of corrective actions (counter steering, speed reduction, etc.), and often involves being out of position or off line, which makes recovery take longer, and costs more time. Therefore, the next thing to consider is...

3. Are you adept at recognizing and fixing mistakes? Our ability to recognize and fix mistakes directly impacts our ability to make adjustments on the fly. Are you able to quickly tell when a mistake cost you a few hundredths or a tenth? Are you able to identify, while driving, places where you can further optimize your line?

Relatedly, once you recognize that you have made a mistake, how quickly are you able to correct it? How well are you able to adapt on the fly to minimize the time lost because of the mistake? If the car begins to oversteer, do you find yourself reacting a bit late, and letting the slide become severe such that you lose lots of time? Or are you able to catch the slide early, maintain your momentum, and minimize the time loss? If the car understeers when you enter a corner too fast, do you find yourself struggling to get the car turned, or are you able to maintain your momentum on a different/wider arc?

The better we are at recognizing and fixing mistakes, the more we can (and should) attack on the first run. Here's why:

Nobody gets a perfect run in three runs. Even the greatest autocrosser of all time does not achieve a perfect run in just three attempts. The winner is always the person who stayed as close to the limit as possible, while making the fewest (and least severe) mistakes. Our challenge is to get better at recognizing mistakes, and developing our car control skills to minimize their effect. The better we get at this, the more aggressively we can attack the first run.

Some of the more common 3-run strategies that came up in my conversations with the more successful drivers were:

- Conservative first run, very aggressive second, clean up mistakes on the third.
- Conservative first run, slightly more aggressive second run, more or less aggressive on the third depending on how the second run went.
- Aggressive first run, make necessary adjustments on the second and third runs.
- Very aggressive first run, conservative second run, aggressive third run.

Think through this for yourself and come up with a strategy that is specific to your strengths and preferences.

TAKE ACTION: Regardless of whether you utilize a safer or more aggressive approach on your first run, what will you do if you happen to hit a cone; will you stick with your plan for the remainder of the run, or change it?

Take into account your own mental framework. Would you prefer to stick with the plan to know what the time would have been regardless of the cone? Would you prefer to up the aggression for the rest of the run to see what you can get away with, knowing that you may make even more mistakes, and not know where you actually stand? Or something else?

SCCA Membership notes:

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

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

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

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

Associate memberships •••

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

- To become an Associate Member of Salina Region, contact SCCA Membership (call 1-800-770-2055) and ask to be included as a member in Salina Region, as well as any other additional regions you may desire. The Region's local dues will be paid at that time and added to your renewal fees.

- If you choose to pay dues direct to Salina Region (for example, at an event), we will notify SCCA and your Salina Region membership will become part of your National membership renewal.

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

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

E-mail or U.S. Mail?

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



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