

The Write Line

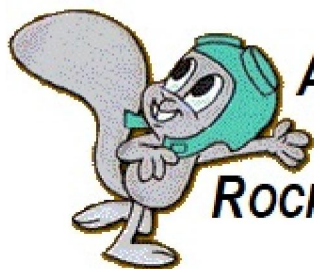
~ September 2019 ~

**SALINA
REGION**
SPORTS CAR CLUB OF AMERICA



Timothy Thompson, DS Ford Focus RS (Lizzie Enlow-Brown Photo)

The official newsletter of the Salina Region SCCA



ASSORTED NUTS FROM ROCKET J. SQUIRREL

—ROCKY ENTRIKEN

Filling in for Monte this month.

Our next event is Round 2 of the R.E. Challenge. The Wichita horde invades our place to try to retain the cup they reclaimed last year. Current score is Wichita 3, Salina 2, so we need all our membership to turn out as we try to even the score.

We actually have a small points lead after the Yoder round in July, but the nature of this beast is that no matter what scoring method we try, and we've tried several, it tends to favor the visitors. And that's okay since it's a home-and-home series. But now we have to defend our home turf. Registration is open on MotorsportsReg.com, or use the link on Salina Region's website.

It's also about the last chance to join Salina Region and keep all your points if not a member already (see note, Page 3). Remember, Octoberfest (Oct. 20) is our annual member appreciation event – region members get in free. It's like another discount on a membership.

* * *

The Solo Nationals in Lincoln, NE, are over. We did fairly well for a small region, three podium finishers among six trophy winners (also Pg. 3) out of 16 Salina

Region members competing. Mason Herrick wrapped his career in Junior Karts with a fifth win. He and Connor are now venturing into the world of Solo Spec Coupe, which put 51 cars between the cones at Lincoln. Tough class!

I managed to be not not last (note the double negative) co-driving brother Buck. But the personal triumph was I beat him on Wednesday – it only took me 54 years of trying. My first autocross was driving his MGA in an event at Mitchell Field, on New York's Long Island, 54 years ago almost to the day (Sept. 5, 1965).

"You won't beat anybody," he said, but I did, placing 11th in a 21-car class (Buck was 5th). Then I came home to Lawrence and bought my Spitfire, beginning a long and rewarding history in this sport and club.

At Lincoln we shared Buck's Spec Miata race car in D Street Prepared – a knife in the gunfight, our Bridgestone-shod NB against a crowd of RX8s and 3-series Bimmers all on Hoosiers. And we got beat by a girl! Tamra Hunt Krystinik became only the 6th female to win an open class after runner-up the past two years.

But on Wednesday I was quicker than Buck. First time ever. I don't really get that much opportunity to race against my brother – he's in Texas and me in Kansas (and he dropped out for about 35 years in '77) so it's always "on" when we get together.

And then, on his way back home he stopped over to run our local event and regained the upper hand in the sibling rivalry. Hmmm. Wait 'til next year, bro. 😊♥

► Next Events ◀

Solo - Sept. 29 R.E. Challenge 19.2

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

Sept. 29
After the Solo

Location TBA

*Business meetings
are open to all
members and guests*



Board Members ~ 2019

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• **Member At Large**
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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>
Sep 29 – Solo-RE Challenge 19.2	Monte Rans	
Oct 20 – Solo-Octoberfest 30	Salina Region Board	
Nov 3 – Solo (Enduro)	Rocky Entrién	

MiDiv



SPS/R&S MiDiv Solo Series – 2019

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

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

MEETING MINUTES

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

Salina Region SCCA board met Aug. 18 at The Rib Crib. RE Monte Rans called the meeting to order at 2:23pm. Attending were board members Dennis and Nancy Smith, Michael Mace, Abner Perney, Rocky Entrién, RE Monte Rans and Connie Preheim; and Theresa and Mark Walton, Tim and Crisanne Thompson, and Tyler Naden.

Rocky moved the minutes from the last meeting be approved as published. Michael seconded, passed. Rocky moved the treasurer's report be approved. Dennis seconded, passed.

Old business: Tim Thompson and Theresa Walton were approved unanimously as the new co-treasurers and board members, with Dennis proposing the motion, and Nancy seconded.

The charter renewal has been completed and sent to SCCA. Monte paid a \$10.00 fee to the Kansas Secretary of State for a certificate that Salina Region is a corporation in good standing. The certificate states the resident agent is former R.E. Bill Dayton, whose membership has expired. Theresa proposed that we designate current Assistant R.E. Michael Mace as resident agent, and will take care of the matter.

Monte has approached several members of the Corvette club of Wichita about having an autocross for them on a Saturday, the day before one of our regular event. Fee for the event would be \$40.00 and \$50.00 if they also competed on Sunday. Twenty people would be needed for the event to take place.

Salina Area Technical College has asked for information about our club for their Sept. 14 car show.

New business: Monte has some information about a computer simulation on autocrossing.

Abner mentioned that the FCC license for our radios will need to be renewed as it expires in 2020. The license is valid for 10 years.

The next meeting will be Sept. 8 after the event.

Michael moved to adjourn the meeting, Nancy seconded, adjourned.

—Connie Preheim, Secretary

WELCOME NEW MEMBERS

• **Theresa and Mark Walton, Hutchinson.** Theresa has been running a Miata in ESL and has also taken on a board position as co-treasurer of Salina Region.

• **Vance Weber, Manhattan,** is a member of K-State's Formula SAE team and set FTD at our Sept. 9 event.



A letter from Powercat Motorsports

Dear Salina Region SCCA,

The Kansas State University Formula SAE team would like to thank you for your generous donation towards the design and construction of our newest race car, Lynx. A project like this would be impossible without your support, and for that, we'd like you to know how much we appreciate it.

The experience gained from the process of designing, building, and competing for Formula SAE is incredibly valuable for aspiring engineers. As members of this team we not only get the opportunity to test our abilities in design with real-world results, but will learn what all goes into engineering projects like we will see in industry. We see everything from all the business behind the scenes, to the safety inspections and technical evaluations during yearly competitions. As sponsors of this team, you are helping to prepare us students to succeed and propel our careers as engineers.

The main goal for our car this year was to greatly improve reliability and to finish the endurance race. To do that, we first made sure that all of our components were tested and properly built before they would run in the car. This year, we put on a record number of drive hours before we took it to any competitions, totaling about 30 hours and 60 kilometers.

This year, the team tested out a new way to compete in our competitions series. We took our 2018 car, Ocelot, fully tested and a year old to the 2019 FSAE Michigan International competition; while taking our new 2019 car, Lynx, to the FSAE Lincoln international competition which will then compete in FSAE Michigan in 2020 as a year-old car. This change was a strategic move to increase testing time and our performance at both competitions. This gamble greatly paid off, securing the team our best performances at both competitions within the last decade. At FSAE Michigan international we finished 38th out of 120 teams and finished the grueling endurance event which was one of our main team goals this year! This placed us 24th out of all American teams competing FSAE Michigan. Moving through the week, the team and car made it through all technical inspections and dynamic events with zero issues allowing us to focus on performing our best.

At FSAE Lincoln, Lynx placed a strong 27th out of 80 teams in engineering design, placing us just 2.5 pts outside of being an engineering design finalist team and further showing our improvements in our design decisions and testing.

I'd like to, once again, give a huge thanks to everyone who donates time, money, and resources that make it possible for us to build these cars, and grow as engineers. We look forward to working with you in the future for the new season.

Sincerely,

Brett Cook

President of Powercat Motorsports



Sixteen Salina Region members competed in the 2019 SCCA Solo Nationals. Six came home as trophy winners including one champion and two more podium finishers:

1st JA – Mason Herrick

2nd SMF – Joe Silva

3rd ASP – Ryan Pemberton

4th STU – Mark Hill

6th GS – Mike Herrick

7th ES – Brian Tefft Jr.

5th JA – Conner Herrick

6th ASP – Bill Pemberton

9th BSL – Marcia Haynes

11th DSL – Ann LaRandeau

17th SSR – Larry Brady

20th FS – Don Knop

20th DSP – Rocky Enriken

35th DS – John LaRandeau

40th ES – James Green

41st ES – Mason Smith

KEEP YOUR POINTS! JOIN NOW!

If you're not a member of Salina Region SCCA but you've been running our events, you need to join by Sept. 30 to keep all the points you've earned and be eligible for our championship awards.

It's easy. Just call SCCA (1-800-770-2055, ask for Membership) and tell them you want to join Salina Region. Have a credit card ready.

If you are already an SCCA member, they'll want \$15 region dues. You'll renew on your regular renewal date.

If not yet a member, Regular membership is \$85, Family membership is \$105, First Gear (under 25) is \$50.

On Oct. 1, all non-member points are stripped from the points chart (Page 5) for the remainder of the season.

DRACARYS

In the High Valyrian language, “Dracarys” translates to “dragon fire.” On a hot summer day, it seemed the case.

It also is an apt metaphor for the device Abner Perney created at the far reach of his Aug. 18 course. It is rare that some creates an “optional” device that is truly optional. Most have an obvious “right way” to go. Not this time: a gate, fast 5-cone slalom, another gate, a turnaround marked by only two cones, then back through the gate/slalom/gate. Enter left side or right? Do the turnaround clockwise or counter-clockwise? The left/right slalom question again. There were eight possible options for the combination and there seemed no real consensus which was best. Maybe it didn’t matter which you chose, just drive!

Mike Herrick and Timothy Thompson did just that, posting not only the two fastest times of the day – the only runs quicker than 57 seconds, but also the top two PAX times. Oddly, since PAX usually condenses the time difference, they were closer on raw times (0.959 sec apart) than on PAX (1.430 separation).

Only two other drivers even reached 57 sec. Tyler Naden won STO4 at 57.3, and Mason Smith won the largest class, E Street, at 57.9. ES was also the closest duel of the day. After five runs Mason held just a 0.133 edge over Rocky Entriiken, but Rocky coned his final try and Mason still had a rerun to make up. It was a victory lap, widening the margin to 0.708 sec.

The other close class was HS, where monte Rans ran off a string of sub-60 times while Brett Grier was having course-following issues. Grier put it together on his last try to post a 59.1, closing within 0.3 sec, but Rans had a run left and opened the gap to 0.822 sec.

The closest contest of the day was for Fast Lady (with apologies, the wrong winner was announced). With the same scenario – Ann LaRondeau in FSL and Nancy Smith in CAM-CL ran near-identical times for five runs, with Nancy leading by 0.113. But a DNF for Ann left Nancy doing the victory lap for a 0.482 sec margin.

SONS OF THE POWERCAT

Powercat Motorsports, the K-State Formula SAE Team, produced the Sept. 8 event with a Colton Maxwell course that demanded tight handling while still giving the power cars room to roar.

The course featured multiple elements that could be taken at good speed but only with precise car placement, including an early walled double gate. A minimum-spaced 5-cone slalom opened up to a series of sweeps. Then a tight U-turn fed a full-throttle blast past the dog park and two bowties – the first a left-side-only setup for a zig and a zag, then another either-side option that fed the final inline slalom – much more open – to the finish.

After a short delay because of lightning strikes, the first heat got under way in a steady light rain which ended just as the heat did. In the transition to Heat Two, the pavement almost totally dried out.

Six of the KSU team – the Sons of the Powercat (title from *Game of Thrones* Season 5 Episode 4, “Sons of the Harpy”) -- all took turns in the latest car, Lynx 2.0. They’d intended to give two older cars, Ocelot and Cougar, a run but those two cats refused to be herded. As a result three of the K-State contingent had to take their runs in the wet first heat while the other three got to play in the dry.. Vance Weber uncorked a blazing 44.278 on his fifth run for FTD. Next-quick at 48 sec was Mark Rowland, edging Devin Wright for second place by 0.370 sec.

Fastest fendered car was Timothy Thompson’s Ford Focus RS, winning DS at 50.037, but coming up exactly a tenth short of Top PAX. That one went to Brian Tefft’s Toyota which posted a 3-sec victory over the eight-car ES class, largest of the event, despite ES running in the damp first heat while DS enjoyed dry pavement.

ESL also was the largest Ladies class, with Sharon Brillhart taking Fast Lady at 53.726, which would have been 3rd place in the open class.

~~~ Dracarys • PAX Rankings ~~~

Driver	Class	Time	Index	PAX
Mike Herrick	GS	55.247	0.788	43.534
Timothy Thompson	DS	56.206	0.800	44.964
Tyler Naden	STO4	57.343	0.791	45.358
Monte Rans	HS	58.303	0.780	45.476
Mason Smith	ES	57.956	0.789	45.727
Brett Grier	HS	59.125	0.780	46.117
Rocky Entriiken	ES	58.664	0.789	46.285
Michael Mace	STO4	58.533	0.791	46.299
Mason Herrick	SSC	58.002	0.801	46.459
John LaRondeau	FS	58.174	0.803	46.713
Don Herrick	HS	60.864	0.780	47.473
Conner Herrick	SSC	59.314	0.801	47.510
Zack Smith	DS	60.65	0.800	48.520
R. Abner Perney	STO8	60.872	0.798	48.575
Henry Brillhart	ES	61.573	0.789	48.581
Theresa Walton	ESL	61.705	0.789	48.685
Jim Gillett	BS	60.155	0.810	48.725
J.D. Baughman	SMF	58.026	0.841	48.799
Dennis Smith	CAMC	60.223	0.820	49.382
Ann LaRondeau	FSL	61.533	0.803	49.411
Nancy Smith	CAMCL	61.051	0.820	50.061
Rory Smith	ES	63.467	0.789	50.075
Sharon Brillhart	CSL	63.303	0.809	51.212
Connie Preheim	ESL	65.528	0.789	51.701
Daniel Swenson	ES	69.309	0.789	54.684
Crisanne Thompson	DS	69.678	0.800	55.742
Lydia Peterson	ESL	87.658	0.789	69.162

~~~ Sons of the Powercat • PAX Rankings ~~~

Driver	Class	Time	Index	PAX
Brian Tefft Jr.	ES	50.608	0.789	39.929
Timothy Thompson	DS	50.037	0.800	40.029
Brett Grier	HS	51.769	0.780	40.379
Mike Herrick	GS	51.700	0.788	40.739
Monte Rans	HS	52.366	0.780	40.845
Mason Herrick	SSC	51.160	0.801	40.979
Don Herrick	HS	53.335	0.780	41.601
Mason Smith	ES	53.545	0.789	42.247
J.D. Baughman	SMF	50.269	0.841	42.276
Sharon Brillhart	ESL	53.726	0.789	42.389
Vance Weber	FSAE	44.278	0.962	42.595
Conner Herrick	SSC	53.533	0.801	42.879
Zachary Kimble	ES	54.377	0.789	42.903
Theresa Walton	ESL	55.024	0.789	43.413
Michael Mace	CS	53.949	0.809	43.644
Dennis Smith	CAMC	53.307	0.820	43.711
Buck Entriiken	ES	55.581	0.789	43.853
Henry Brillhart	ES	56.028	0.789	44.206
Zach Smith	DS	55.598	0.800	44.478
Christopher Hund	DS	55.656	0.800	44.524
Rocky Entriiken	ES	57.363	0.789	45.259
James Davis	STR	55.208	0.827	45.657
Jim Gillett	ES	58.015	0.789	45.773
Chandler Voss	ES	58.306	0.789	46.003
Mark Rowland	FSAE	48.371	0.962	46.532
Matthew Polzin	HS	59.935	0.780	46.749
Devin Wright	FSAE	48.741	0.962	46.888
Brett Cook	STS	58.549	0.811	47.483
Daniel Rowland	DSP	57.149	0.840	48.005
Bill Preheim	FSP	58.338	0.824	48.070
Nancy Smith	CAMCL	59.642	0.820	48.906
Colton Maxwell	FSAE	51.976	0.962	50.000
Zachary Bair	DSP	60.009	0.840	50.407
Connie Preheim	FSPL	61.506	0.824	50.680
Michael Hoyt	XP	58.357	0.885	51.645
Adam Meng	STO8	64.851	0.798	51.751
Bailey Martin	ESL	67.164	0.789	52.992
Kent Hoyt	XP	62.103	0.885	54.961
Cameron Korte	FSAE	57.569	0.962	55.381
Paxton Cowden	JC	88.247	0.718	63.361
Jon Grote	FSAE	DNF	0.962	DNF

DRACARYS

Class	Driver	No.	Car	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Best	
BS	• Jim Gillett	51	Corvette FRC	62.393+1	60.155	59.902+2	59.436+2	60.153+2	62.823+2	60.155	
CSL	• Sharon Brillhart	28	Mazda Miata	63.533	63.685+1	63.026+1	62.197+2	63.303	64.227+1	63.303	
DS	• Timothy Thompson	63	Ford Focus RS	57.089+3	57.807	56.610	56.206	56.681	56.358+1	56.206	
DS	Zack Smith	13	Subaru WRX STI	63.190	62.759	61.993+1	62.495	60.650	60.955	60.650	
DS	Crisanne Thompson	163	Ford Focus RS	78.470	76.723	74.271	73.653	70.131+1	69.678	69.678	
ES	• Mason Smith	16	Mazda Miata	60.546	58.983	58.531	58.728+2	59.150	57.956	57.956	
ES	• Rocky Entriken	4	Mazda Miata	60.215+1	60.464+1	D.N.F	58.916	58.664	58.701+1	58.664	
ES	Henry Brillhart	48	Mazda Miata	61.573	60.832+1	61.660	D.N.F	60.327+2	59.828+1	61.573	
ES	Rory Smith	6	Mazda Miata	75.981	68.513+1	65.397	65.562	63.467	71.837	63.467	
ES	Daniel Swenson	2	Mazda Miata	72.504	72.979	69.685	D.N.F	D.N.F	69.309	69.309	
ESL	• Theresa Walton	66	Mazda Miata	66.628	63.332	62.941+1	61.705	D.N.F	60.992+1	61.705	
ESL	Connie Preheim	11	Mazda Miata	72.535	67.879	66.262	67.199	65.528	66.256	65.528	
ESL	Lydia Peterson	2	Mazda Miata	D.N.F	113.756	99.265	94.131	90.343	87.658	87.658	
FS	• John LaRondeau	92	Ford Mustang GT	59.664	59.085+1	58.964	58.174	57.886+2	58.748+1	58.174	
FSL	• Ann LaRondeau	92	Mustang GT	65.030	62.942+1	61.942	61.804+1	61.533	D.N.F	61.533	
GS	• Mike Herrick	91	Honda Civic Si	57.065	56.319	56.248	55.886+2	55.247	56.134	55.247	FTD/PAX
HS	• Monte Rans	52	Mini Cooper	59.114+1	59.223	58.817	58.743	58.543+1	58.303	58.303	
HS	Brett Grier	11	Ford Fiesta ST	D.N.F	D.N.F	D.N.F	60.600	62.359+2	59.125	59.125	
HS	Don Herrick	8	Ford Fiesta ST	60.864	61.532+1	60.299+2	60.082+1	60.650+2	61.063	60.864	
SSC	• Mason Herrick	186	Scion FRS	60.123+3	59.809+2	58.936+1	58.624	60.588	58.002	58.002	
SSC	Conner Herrick	86	Scion FRS	60.326+1	59.432+1	58.907+1	59.314	58.859+2	58.268+1	59.314	
STO8	• R. Abner Perney	6	Ford Fusion Sport	63.036	62.154	61.076	60.872	62.316+1	62.309	60.872	
STO4	• Tyler Naden	67	Mazda Miata	58.710	58.097	57.857	57.894	58.270	57.343	57.343	
STO4	Michael Mace	86	Mazda Miata	58.533	57.611+2	64.685	D.N.F	59.347+1	57.702+1	58.533	
CAM-C	• Dennis Smith	6	Mustang Cobra	D.N.F	60.223	59.916+1	60.386+1	69.222	60.207+1	60.223	
CAM-CL	• Nancy Smith	9	Mustang Cobra	63.517	62.523	61.420	61.961+1	61.490	61.051	61.051	FL
SMF	• J.D. Baughman	89	Chevrolet Cobalt LS	D.N.F	D.N.F	57.468+1	56.292+1	58.026	56.823+1	58.026	

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

[illegible]

SONS OF THE POWERCAT

Salina Region SCCA ~ September 8, 2019 ~ East Crawford Recreation Area, Salina, Ks.

Class	Driver	Car	Make	Run 1	Run 2	Run 3	Run 4	Run 5	Best
CS	• Michael Mace	86	Honda S2000	57.091	54.916+1	D.N.F.	51.949+1	59.803+1	53.949
DS	• Timothy Thompson	63	Ford Focus RS	51.378	50.037	48.709+1	48.916+1	50.047+1	50.037 FFTD
DS	Zach Smith	13	Subaru WRX	55.997	55.598	54.833+1	59.259	60.015+1	55.598
DS	Christopher Hund	9	Dodge Charger	58.413	56.062	55.656	58.273	58.929	55.656
ES	• Brian Tefft Jr.	191	Toyota MR2 Spyder	51.483+2	50.215+1	50.746	50.608	53.039+2	50.608 PAX
ES	• Mason Smith	16	Mazda Miata	56.108+2	54.207+4	64.376+4	53.545	53.269+4	53.545
ES	• Zachary Kimble	6	Mazda Miata	56.351+2	54.377	54.604	54.254+3	54.765+1	54.377
ES	Buck Entriiken	104	Mazda Miata	57.360	56.374	55.977	55.958	55.581	55.581
ES	Henry Brillhart	48	Mazda Miata	60.186+3	61.112+2	57.943+3	56.646+2	56.028	56.028
ES	Rocky Entriiken	4	Mazda Miata	60.401	58.233	57.363	57.049+1	56.106+1	57.363
ES	Jim Gillett	99	Mazda Miata	62.379	60.044+1	59.189	61.189	58.015	58.015
ES	Chandler Voss	41	Toyota MR2 Spyder	D.N.F.	61.098	D.N.F.	58.306	D.N.F.	58.306
ESL	• Sharon Brillhart	28	Mazda Miata	56.353	55.247	54.925	53.726	54.801	53.726 FL
ESL	Theresa Walton	66	Mazda Miata	57.820+1	57.248+2	D.N.F.	55.024	58.275	55.024
ESL	Bailey Martin	14	Mazda Miata	D.N.F.	80.577	70.197	65.164+1	68.568	67.164
GS	• Mike Herrick	91	Honda Civic Si	52.634+2	51.028+2	D.N.F.	49.700+1	D.N.S.	51.700
HS	• Brett Grier	11	Ford Fiesta ST	54.219	53.941+1	51.580+1	51.769	57.746+2	51.769
HS	• Monte Rans	52	Mini Cooper	54.741	53.363+1	53.343	52.366	53.391	52.366
HS	Don Herrick	8	Ford Fiesta ST	54.516	54.485	53.335	53.962	D.N.S.	53.335
HS	Matthew Polzin	41	Ford Escort	65.443	61.525	62.017	59.935	60.090	59.935
SSC	• Mason Herrick	186	Scion FRS	53.633	52.655	51.160	51.089+1	D.N.S.	51.160
SSC	Conner Herrick	86	Scion FRS	59.651+2	56.127+2	53.533	53.114+2	57.727+1	53.533
STR	• James Davis	13	Mazda MX-5	D.N.F.	57.237	55.208	60.697+2	D.N.F.	55.208
STS	• Brett Cook	73	Honda Accord	58.619+2	58.549	59.199	D.N.S.	D.N.S.	58.549
STO8	• Adam Meng	78	Pontiac Grand Prix	80.575	71.195	64.851	65.240	65.440	64.851
CAMC	• Dennis Smith	6	Mustang Cobra	56.237	53.591	54.188+1	53.307	57.720	53.307
CAMCL	• Nancy Smith	9	Mustang Cobra	61.429+1	62.923+2	62.239	61.136	59.642	59.642
DSP	• Daniel Rowland	1	BMW 328iS	59.059+1	57.553	57.149	57.577	60.527+2	57.149
DSP	Zachary Bair	11	BMW 328iS	62.022	58.932+2	58.009+1	D.N.F.	D.N.S.	60.009
FSP	• Bill Preheim	1	MG Midget	60.854	58.338	152.055+1	58.756	D.N.S.	58.338
FSPL	• Connie Preheim	1	MG Midget	D.N.F.	D.N.F.	61.506	D.N.F.	64.722+1	61.506
SMF	• J.D. Baughman	89	Chevrolet Cobalt LS	52.951+2	51.217	49.543+1	50.269	62.007+2	50.269
XP	• Michael Hoyt	128	Mazda Miata	58.349+2	57.387+1	63.007	58.728+1	56.357+1	58.357
XP	Kent Hoyt	28	Mazda Miata	D.N.F.	D.N.F.	D.N.F.	58.103+2	59.415+2	62.103
FSAE	• Vance Weber	3	Powercat Lynx 2.0	70.130	49.140	49.684	44.278	D.N.S.	44.278 FTD
FSAE	• Mark Rowland	187	Powercat Lynx 2.0	51.871+2	50.490+1	49.677	61.272	48.371	48.371
FSAE	Devin Wright	87	Powercat Lynx 2.0	51.622	48.999	D.N.F.	86.129	48.741	48.741
FSAE	Colton Maxwell	93	Powercat Lynx 2.0	D.N.F.	55.194	53.888	51.976	D.N.F.	51.976
FSAE	Cameron Korte	7	Powercat Lynx 2.0	67.634	57.775	69.281	57.569	58.553	57.569
FSAE	Jon Grote	193	Powercat Lynx 2.0	D.N.F.	D.N.S.	D.N.S.	D.N.S.	D.N.S.	D.N.F.
JC	• Paxton Cowden	58	BirelART	99.033	D.N.F.	94.870	88.247	92.534	88.247

• = Trophy

FTD - Fast Time Of Day

FFTD - Fast Fender

FL - Fast Lady

PAX - Top PAX



KSU FSAE's Lynx made more than 20 runs (Buck Entriiken Photo)

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

- Sep 15 Kansas City @ MCC-Blue River, Independence, Mo.
 Oklahoma @ Remington Park, Okla. City
 Wichita @ Yoder
 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

RALLYCROSS

- Sep 14 Kansas @ Santa Fe Cycle Park, Carbondale, Ks
 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.
 Oct 20 * Kansas City @ I-35 Speedway, Winston, Mo.
 Nebraska @ I-80 Speedway, Greenwood, Neb.
 Nov 3 Kansas City @ ThunderValleySandDrags, GrainValley, Mo.
 Nov 10 Nebraska @ I-80 Speedway, Greenwood, Neb.
 Nov 24 Kansas @ Santa Fe Cycle Park, Carbondale, Ks
 Dec 15 Kansas @ Santa Fe Cycle Park, Carbondale, Ks

Go Racing!

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

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

ROAD RACING

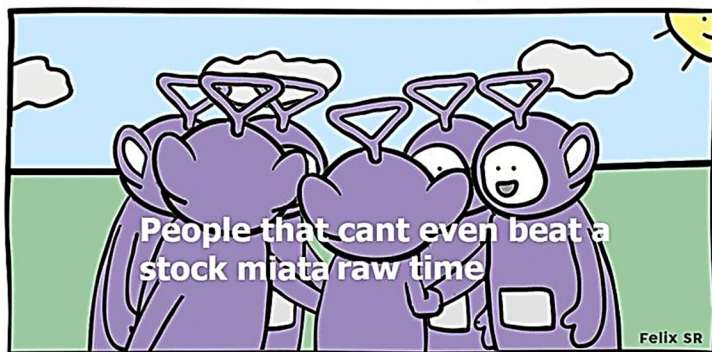
- Oct 16-21 The Runoffs @ VIRginia Int'l Raceway, Alton, Va.

MIDWINTER TRIALS SERIES

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

TRACK NIGHT IN AMERICA

- Sep 18 @ High Plains Raceway, Deer Trail, Colo
 Sep 19 @ Heartland Motorsports Park, Topeka
 Oct 17 @ Heartland Motorsports Park, Topeka



"I grew up in an SCCA family. I took my first victory lap at Waterford Hills (Mich.) with my parents in my dad's old Lotus Super Seven. I was born seven months later."

—SCCA VP/COO Eric Prill, upon receiving the RRDC Mark Donohue Award



Pylon: down and out



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.

10 KEY AUTOCROSS DRIVING TIPS

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

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

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

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

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

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

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

8) Attack the back. For slaloms (also applicable to most offsets), getting close to the cones is critical for quick times

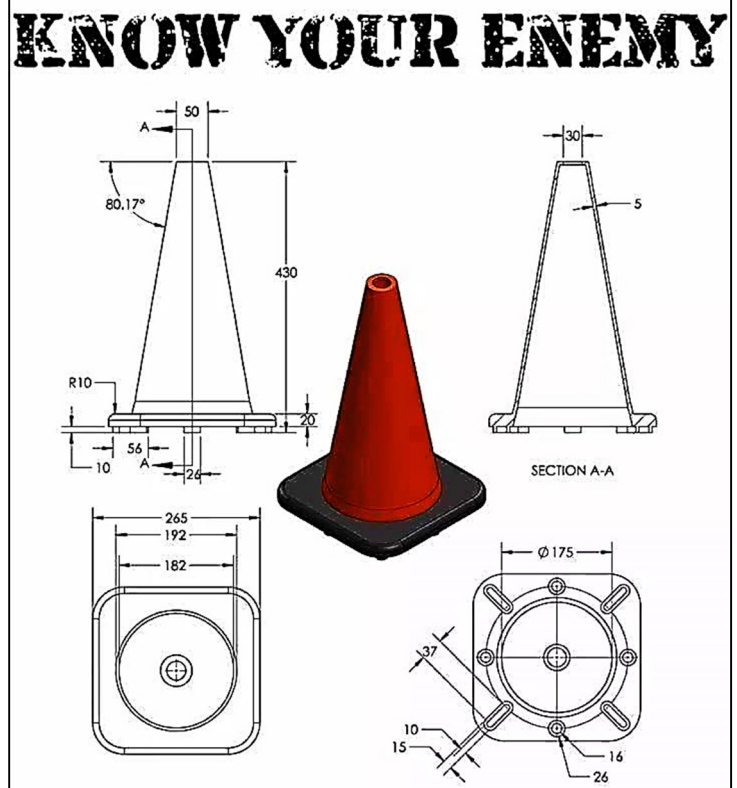
(see #1). To get close, we must move the car less, which means bigger arcs. Bigger arcs come from less steering and require earlier turning (see #2). Now for the fun part: When you go by a slalom cone and start turning the steering wheel back the other way, when does the car start to actually change direction? It's when the wheel crosses the center point (Not when you first start turning back!) How long does that take? If you are smooth, it takes .25 to .5 seconds. Now, how long is a typical person's reaction time? Answer: about .5 seconds. Finally, how long does it take to go between slalom cones? Answer: Typically on the order of 1 second. Given all of that, your brain must make the decision to begin turning the steering wheel back the other way *just before* you go by the previous cone! Since this is a mental issue, a good visualization technique to get used to this is to think about trying to run over the back side of each slalom cone with the inside rear tire of the car. To hit it with the rear tire (and not the front), the car must be arcing well before the cone and the arc must be shallow. Attack the back!

9) Hands follow the eyes, car follows the hands. 'Nuf said.

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

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

—Andy Hollis



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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