

# The Write Line

~ October 2023 ~



Ryan Pemberton, SSP Mitsubishi Evo IX (Rocky Entriiken Photo)

The official newsletter of the Salina Region SCCA

## Regional Executive Views

It is officially autumn and the temperatures do reflect it. The colder temperatures did not deter drivers to come out to this past event.

Octoberfast 34 was a hit, and I don't mean how many cones were killed. This event was more than just another Octoberfast event. We had more than 40 drivers and almost a third were new to the region and sport. To welcome everyone we had Artt Mann cook an amazing pulled pork barbecue lunch. Thank you again for that, Artt. Everyone loved it. Just seeing new faces and veterans of the sport come together at a famous event like Octoberfast, makes it seem like we are going in the right direction as a Region.

Speaking of events the season is coming to a close and there is only one autocross left. Mark your calendars for November 5 to end the year for Salina Region.

Before we get to my personal life, I would like to talk about my past two years being a part of the Salina Region. Now I say being a part of the Salina Region as an RE but like I have said in the past, it doesn't take a title to help in the tasks that need done on event day. I went into this position totally blind, but willing to learn. I am still learning new things and seeing what truly needs done to make not just one event, but to plan a whole season. During these past few years there have

been many individuals who have stepped up to volunteer their spare time to help, which everyone appreciates.

I know we have all heard the phrase quantity verses quality. With this sport if we have the quantity, the quality will come with that. Having enough drivers for assignments on events is always a must for a great event. Again I would like to thank everyone that has helped in any way along this journey. And no I am not thinking of resigning if this paragraph seems like an exit speech.

We all know life never slows down, my 15-year-old son broke a finger during football and is now out for the rest of the season. While my youngest daughter is having a birthday party next month and the theme is, you guess it: Barbie. Dad has to be Ken which I don't think will work but I will do my best. The Alltrac with the new RE-71RS tires did very well for its second event back on trac(k).

Have a great and safe Halloween. See everyone in a few weeks. Thanks for reading.

—Andlee, RE Salina Region



### ► Next Event ◀

## Season Finale - Nov. 5

*Berkley Family Recreation Area - 841 Markley Road, Salina*

SCCA members \$30 ~ non-members \$45

Check-in/Tech opens 8:00 am, closes 9:00 am ~ course open to walk by 8:30 am

Novice coursewalk 9:15 ~ Drivers' Meeting 9:30 ~ Cars on course by 10:00

**Pre-register on MotorsportsReg.com ~ link at salinascca.org**

### Next Business Meeting

Sunday, Nov. 5  
After the event

**147 S. Fourth St.**

(Abner's building,  
Across from The Garage)

*Business meetings are  
open to all members.*



## Board Members ~ 2023

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## Salina Region Schedule ~ 2023

All events at Berkley Family Recreational Area unless noted otherwise

### Event

Nov 5 – Solo #13

### Chair

Kale Morris

A Salina Divisional (if held) and Solo Nationals (Sep. 4-8, 2023) also score in Salina Region's Championship, with bonus points. Lowest three scores are thrown out, four if we do a Divisional

### MiDiv



### SPS/R&S MiDiv Solo Series – 2023

~~Apr 29-30 – Kansas City @ Independence (Metro CC Driving Center)~~

~~May 13-14 – NeOkla @ Muskogee (Davis Field)~~

~~June 3-4 – Salina @ Salina (Berkley Family Rec Area)~~

~~July 8-9 – Wichita @ Yoder (Road Yoder Solo Site)~~

~~Aug 5-6 – Nebraska @ Lincoln (Lincoln Airpark)~~

**SCCA Solo Nationals ~ Sep. 2-6, 2024 ~ Lincoln, NE**

## MEETING MINUTES

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

The Salina Region SCCA Board Meeting was called to order at 3:25 p.m. on Oct. 15, 2023, at Abner's building, 147 S. Fourth St.

Minutes from the September meeting were approved.

Treasurer's Report was not available.

**Old Business** – The long range antenna for timing lights is still not functioning. Andlee requested permission to purchase a new antenna cable, which was approved. It was also noticed that one of the stands for the timing displays is missing. Andlee will reach out to the KSU FSAE group to see if they have it

**Live Timing** – Theresa received login information for the Kansas Region web server to host live timing. Chandler volunteered that he had a web server and depending on what was required, may be able to host live timing so we are not as reliant on other regions. Chandler and Theresa will work through that as a possible option.

**Replacement Cones** – Dennis is still looking for a good deal on cones to replace the heavily damaged ones that we have.

**New Business** – We experienced timing problems on an estimated 10% of the runs during Octoberfast, with no obvious cause. Aaron has been looking into RFID chips by Jaguar that are used for cross country events, marathons, etc. to see if that is a viable alternative to our current timing setup. Numerous details to work through: how would they work with multiple start times, cost, etc. Aaron will continue reviewing and if it looks promising and affordable, we will consider setting up a demo during a test and tune event.

Theresa mentioned that support for Axware (our current timing software) is difficult to obtain during the week, and impossible during the weekend. The SCC Solo Nationals uses Pronto which has great technical support during weekends, but requires a per event fee to be paid.

Despite the timing issues, everyone agreed that Octoberfast was a great event. Fast and fun course. Great turnout (lots of drivers from KSU came down for it). Great pulled pork was provided by Artt Mann for lunch.

Annual banquet brainstorming on where to have it. Some options that were mentioned include: The Garage (Salina), The Farm (Minneapolis), The Hub (Moundridge), or Dream Car Collections museum in Manhattan. If anyone has other great ideas or a strong preference, please contact a board member, or even better, attend the next board meeting.

The Great Bend SRCA Drag Strip is struggling financially. Problems with new concrete have resulted in closing the facility due to safety concerns. The issue is currently in litigation, but no good estimate on when it will be resolved. SRCA has ongoing costs and no income. A request was made to run a charity event with the proceeds going to help out fellow racers. Still working on details, but thought that early next year might be a good time to host the event.

Jason Rash has stepped down from being the

▶▶▶ Continued to Page 3

## Powercat Motorsports wins inaugural Formula Wheat competition

Powercat Motorsports, Kansas State University's Formula SAE team, hosted and won its first competition event in Manhattan at Tuttle Creek Spillway in a weekend event held Sept. 30-Oct. 1.

The team was the top performer among eight collegiate race teams.

The inaugural Formula Wheat event was an unofficial competition that imitates a traditional FSAE event, giving each collegiate Society of Automotive Engineers team additional experience while helping to raise the national profile of Powercat Motorsports.

Powercat Motorsports is a sponsored student organization in the Carl R. Ice College of Engineering. The event was planned and run by the team with help from alumni.

"Formula Wheat was a massive undertaking, and we would like to thank the college, our volunteers, our sponsors and all the teams for participating and making it so successful," said Anish Srivastava, president of Powercat Motorsports and senior in mechanical engineering and business administration. "This is only the start of Powercat Motorsports' mission to make the K-State Formula SAE team the strongest team in the Big 12 and the Midwest."

Srivastava, also a member of Salina Region SCCA, Arranged for use of the Region's pylons and equipment to conduct the competition.

K-State took first overall in the event, narrowly edging second place Iowa State by eight points, while the University of Missouri rounded out the top three. Powercat Motorsports won the autocross and acceleration events while taking second in endurance and third in skidpad.

The Rose Hulman Institute of Technology (Indiana), the University of Kansas, the University of Colorado, Washington University in St. Louis and Wichita State University were the other competition participants.

Srivastava said the team plans to make the event an annual competition, with the potential for other Kansas institutions to host in the future. The group decided to host its own event after fearing they might miss out on the annual Formula SAE Michigan competition in Brooklyn, MI, after spending many months on the



Anish Srivastava holds the championship trophy after Powercat Motorsports wins the Formula Wheat FSAE competition at Tuttle Creek Spillway.

waitlist to compete.

"We were confident that we were going to get off the waitlist, so no one was worried," Srivastava said. "Come April 2023 we were still on the waitlist, and since we wanted to give the freshmen a chance at seeing a competition, we decided to host one. Luckily, at the 11th hour we got off the waitlist, and we ended up with two competitions in one season."

In June 2023, Powercat Motorsports finished in 14th place at Formula SAE Michigan, its best finish in club history.

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## MEETING MINUTES

**Continued from Page 2** ►►► webmaster, and Kale Morris is stepping down as solo chair. They have both offered to continue helping out during the transition time, and we would love to hear from any volunteers who would be willing to fill these roles.

Mason Libby has expressed interest in stepping up to the role of Assistant RE.

Currently, members must be in good standing at the end of September in order to carry over points for the balance of the year. Rocky moved that we should change this deadline to the day of Octoberfest, which would coincide with the eligibility date of the member appreciation event. Dennis seconded. Passed with no objection.

**Open Forum** – Discussion about charging credit cards ahead of the event on MSR in order to streamline registration at the event. Charges would be reversed if participants do not attend. Additional discussion about requiring participants to cancel on MSR to receive a refund prior to the event in order to avoid the need for last minute work reassignments. Dennis motioned that we start charging cards ahead of time and start requiring on-line cancellation prior to the event next year. Chandler seconded. Motion passed.

Meeting adjourned 5:10 pm,

Submitted, Chandler Brown, Secretary.



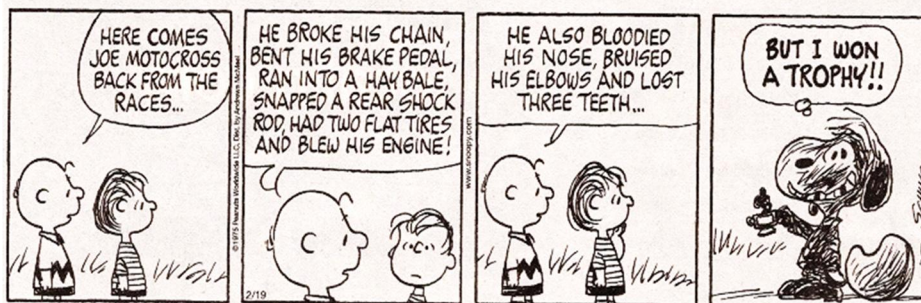
# Octoberfast 34

Salina Region SCCA ~ October 15, 2023 ~ Berkley Family Recreational Area, Salina

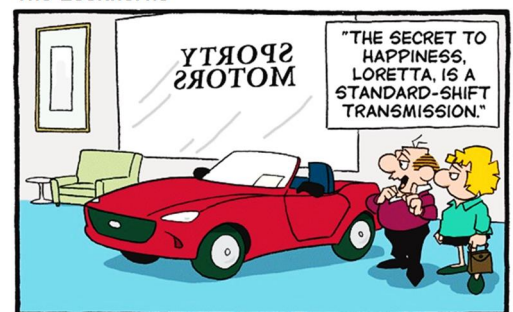
Class	Driver	No.	Car	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Best
AS	• Mason Libby	62	2008 Saturn Sky Redline	51.037+2	49.227+2	D.N.F.	51.903	50.464+1	<b>49.047</b>	<b>49.047</b>
AS	Phelan Gagnon	6	2013 Chevrolet Corvette	55.659	52.759	52.444	51.621+2	53.155+1	<b>51.939</b>	<b>51.939</b>
AS	Roger Hill	113	2008 Saturn Sky Redline	91.417	<b>59.517+2</b>	D.N.F.	D.N.F.	D.N.F.	D.N.F.	<b>63.517</b>
CS	• Chandler Brown	19	1998 BMW M Roadster	52.906+1	52.127	D.N.F.	51.908	<b>50.953</b>	54.763+2	<b>50.953</b>
CS	Michael Fulkerson	4	1997 Porsche Boxster 986	63.618	59.434	57.797	56.161	56.210	<b>54.931</b>	<b>54.931</b>
CS	Will Fulkerson	14	1999 Porsche Boxster	68.776	60.191	60.187	<b>57.060</b>	55.419+1	D.N.F.	<b>57.060</b>
DS	• John LaRondeau	92	2023 Toyota GR Corolla	51.424	48.615	48.172	<b>47.487</b>	48.350+1	47.931	<b>47.487</b>
DS	Tim Nicholson	189	2019 Subaru WRX STi	54.125	53.070	50.282	51.203+1	50.431+1	<b>50.148</b>	<b>50.148</b>
DS	Ashton King	20	2014 Scion FR-S	D.N.F.	53.619+1	51.378	52.050+2	<b>50.372</b>	D.N.S.	<b>50.372</b>
DSL	• Ann LaRondeau	92	2023 Toyota GR Corolla	56.690+3	58.228+1	58.906	56.686	55.861+1	<b>54.785</b>	<b>54.785</b>
ES	• Theresa Walton	99	1999 Mazda Miata	53.887+1	51.811	52.236+1	51.597	50.275+1	<b>50.861</b>	<b>50.861 FL</b>
ES	Henry Brillhart	48	1999 Mazda Miata	54.876+3	56.245	<b>55.421</b>	54.014+1	54.204+2	D.N.S.	<b>55.421</b>
ES	John L. Harris	44	1996 BMW Z3 Roadster	60.670	<b>56.033</b>	60.462	59.682	57.498	56.827	<b>56.033</b>
ESL	• Sharon Brillhart	28	2003 Toyota MR2	53.993	53.466	51.982	<b>51.376</b>	51.901	51.409	<b>51.376</b>
FS	• R Abner Perney	5	2005 Nissan 350Z	53.437	54.739	53.454	<b>52.739</b>	56.615+2	54.039	<b>52.739</b>
FS	John Schmidt	16	2017 Camaro	68.305+1	62.559	60.437	57.829	<b>55.515</b>	56.239	<b>55.515</b>
FS	Jonas M Hecker	1	2017 Dodge Charger	63.181	D.N.F.	60.006+1	59.507	<b>58.905</b>	D.N.S.	<b>58.905</b>
GS	• Garrett Greathouse	42	2014 Dodge Charger V6	74.166	62.777	60.729	<b>58.987</b>	59.748	61.041	<b>58.987</b>
GS	Anish Srivastava	142	2014 Dodge Charger V6	67.811	65.234	63.622	65.280	<b>63.057</b>	61.116+1	<b>63.057</b>
HS	• Don Herrick	8	2015 Ford Fiesta ST	55.469	53.008	D.N.F.	52.479	D.N.F.	<b>51.933</b>	<b>51.933</b>
HS	Brax Hecker	1	2008 Nissan Versa	78.938	71.642+1	66.715	64.527	<b>63.284</b>	63.441	<b>63.284</b>
SSC	• Heath Helmick	77	2013 Subaru BRZ	D.N.F.	48.116+1	47.735+2	46.610	46.338+1	<b>45.949</b>	<b>45.949 PAX</b>
SSC	Alexander von Bevern	4	2013 Subaru BRZ	54.161	49.878	48.435	47.364	<b>47.115</b>	46.980+1	<b>47.115</b>
STU	• Andlee Phengphachanh	23	1988 Toyota Celica Alltrac	50.825+1	51.608+3	50.857	49.446+1	<b>50.287</b>	49.920+1	<b>50.287</b>
STR	• Mark Walton	99	2002 Mazda Miata	51.729	51.800	50.041+1	D.N.F.	49.825+1	<b>49.530</b>	<b>49.530</b>
STR	Rick Nicholson	26	2015 Mazda MX-5	58.752+1	57.971	<b>55.693</b>	56.268+1	55.865	55.817	<b>55.693</b>
STS	• Mason Herrick	89	Mazda Miata	48.291+2	47.701+1	48.124	46.857	<b>46.774</b>	46.232+2	<b>46.774</b>
STS	• Blake McIntyre	120	2010 Honda Fit	53.020+2	52.801+1	D.N.F.	50.936+1	<b>50.703+1</b>	50.758+4	<b>52.703</b>
STS	• Tyra Pyle	20	2010 Honda Fit	56.042+1	53.564+1	<b>53.402</b>	52.670+1	51.605+1	52.749+1	<b>53.402</b>
STS	Tracy Presnell	28	1999 BMW Z3 Roadster	58.093	56.966+2	56.305	55.494	55.257	<b>54.152</b>	<b>54.152</b>
STS	Jason Rash	13	2013 Toyota Yaris	59.172+1	58.463	D.N.F.	55.573	<b>54.743</b>	56.632	<b>54.743</b>
STS	Carter Cygan	10	2008 Honda Civic	58.789+3	55.677	<b>55.117</b>	56.357	D.N.S.	D.N.S.	<b>55.117</b>
STS	Caleb Fox	0	2008 Honda Civic	64.433+3	60.712+3	<b>60.267</b>	58.434+1	D.N.S.	D.N.S.	<b>60.267</b>
CAMC	• Kimbal Mackinnon	191	1969 Chevrolet Chevelle	D.N.F.	53.548+1	<b>50.262</b>	52.715+5	51.106	50.508	<b>50.262</b>
CAMC	• James Tackett	20	2008 Mustang GT	55.117	55.307	55.194	<b>51.306</b>	58.348+1	72.285	<b>51.306</b>
CAMC	Steve Schrag	44	2008 Mustang	55.906	53.868	52.555	51.985	<b>51.507</b>	51.471+1	<b>51.507</b>
CAMC	Ethan Gibbs	12	2005 Mustang GT	61.053+1	60.799	56.551	67.622+1	<b>55.721</b>	54.994+1	<b>55.721</b>
CAMT	• Opie Viets	28	1973 Camaro Z28	47.867	47.432+2	47.343	D.N.F.	<b>46.323</b>	46.779	<b>46.323</b>
CAMT	• Aaron Loggan	177a	1996 Mustang Cobra	D.N.S.	51.544	50.134	D.N.F.	<b>48.406</b>	D.N.S.	<b>48.406</b>
CAMT	Dennis E. Smith	77	1996 Mustang Cobra	55.434+1	54.188	55.434+1	54.301	53.796+1	<b>52.810</b>	<b>52.810</b>
CAMT	Artt Mann	177b	1996 Mustang Cobra	67.948	61.729	57.527+1	56.858+1	60.351	<b>57.214</b>	<b>57.214</b>
CAMTL	• Nancy Smith	177	1996 Mustang Cobra	87.321+1	62.582	61.569	58.673	57.910	<b>57.564</b>	<b>57.564</b>
SSP	• Ryan Pemberton	191	2006 Mitsubishi Evo IX	47.315+2	D.N.F.	47.052	44.864+1	<b>44.012</b>	44.137	<b>44.012 FTD</b>
CSP	• Lawson Hall	192	1992 Mazda Miata	D.N.F.	D.N.F.	68.634+1	56.764+1	<b>54.422+2</b>	60.926+2	<b>58.422</b>

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

## Peanuts



## The Lockhorns



# Events

## Elsewhere - 2023

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!

‡ = Test & Tune / § = Street Survival School / ♯ = Starting Line School

**ALWAYS CONFIRM THE EVENT BEFORE MAKING A LONG TRIP!**

(\* = Salina Region autocross on this date)

### AUTOCROSS

- Oct 28** .....Wichita @ Road Yoder, Yoder KS v  
 .....‡Nebraska @ Lincoln Airpark, Lincoln NE  
**Oct 29** .....Kansas City @ MetroCC Driving Center, Independence, MO  
 .....Nebraska @ Lincoln Airpark, Lincoln NE  
 .....Wichita @ Road Yoder, Yoder KS  
**Nov 4** .....NeOkla @ Fair Meadows, Tulsa OK  
**Nov 12** .....Oklahoma @ Remington Park, Oklahoma City OK  
 .....Wichita @ Road Yoder, Yoder KS (Endurocross)

### RALLYCROSS

- Oct 29** .....NeOkla @ Billy Bob's Farm, Billings. OK  
**Nov 5** .....\* Nebraska @ Green Valley Ranch, Kearney, NE  
 .....\* Wichita @ Sandy Bottom, Mulvane KS  
**Nov 12** .....Kansas City @ I-35 Speedway, Winston, MO  
**Nov 18** .....Kansas @ McCain's Offroad Park, Ridgeway, KS  
**Nov 19** .....Nebraska @ Nebraska Rally Bowl, Nebraska City, NE  
 .....NeOkla @ Billy Bob's Farm, Billings. OK  
**Dec 3** .....Kansas City @ Thunder Valley Sand Drags, Grain Valley, MO  
**Dec 10** .....Wichita @ Sandy Bottom, Mulvane KS

*I'm not rich. There are just certain things I like to spend money doing.*  
 -Timothy Thompson

Can't wait to see it put back together it will look so nice 🔥



## WELCOME NEW MEMBERS

- **James Tackett**, Hutchinson, has been running with us all season and has a 1-point lead in CAM-C points in his Mustang GT. He is Region-of-Record in Wichita Region.
- **Opie Viets**, Girard, is a 35-year member with RoR in Ozark Mountain Region. He won CAM-T at Octoberfast in his '73 Camaro.

## What if Oscar Wilde was on the list?

*The old "Wheel-to-Wheel" racers' e-mail list had this one irritant who delighted in flaming the posts of others. While list members quickly tired of him, some of his flames had an Oscar Wilde sarcasm that, taken alone, were quite clever. Some of the best:*

- The fact that no one understands you doesn't mean you're an artist.
- I don't know what your problem is, but I'll bet it's hard to pronounce.
- Any connection between your reality and mine is purely coincidental.
- I have plenty of talent and vision. I just don't give a damn.
- I like you. You remind me of when I was young and stupid.
- What am I? Flypaper for freaks!?
- I'm not being rude. You're just insignificant.
- I'm already visualizing the duct tape over your mouth.
- Thank you. We're all refreshed and challenged by your unique point of view.
- I will always cherish the initial misconceptions I had about you.
- It's a thankless job, but I've a lot of Karma to burn off.
- No, my powers can only be used for good.
- How about never? Is never good for you?
- I'm really easy to get along with once you people learn to worship me.
- You sound reasonable ... Time to up my medication.
- I'll try being nicer if you'll try being smarter.
- I'm out of my mind, but feel free to leave a message.
- I don't work here. I'm a consultant.
- Who me? I just wander from room to room.
- My toys! My toys! I can't do this job without my toys!
- It might look like I'm doing nothing, but at the cellular level I'm really quite busy.
- At least I have a positive attitude about my destructive habits.
- You are validating my inherent mistrust of strangers.
- Someday, we'll look back on this, laugh nervously and change the subject.

# 10 automotive terms that muddy fact and fiction

**Don Sherman**, Hagerty.com

Considering how frequently I cringed during my decades as a technical editor at car magazines, it's a wonder I didn't develop a nervous tic. There's a lot of misinformation and nonsense out there among non-experts who parrot certain phrases or terms, without really understanding what they mean. Here are my favorite cringe-worthy gaffes.

## All-aluminum engines

I don't believe any engine manufacturer has made a crankshaft out of aluminum. Same goes for piston rings, exhaust valves, and the fasteners tying everything together. I suspect this expression originated in England as lazy shorthand to describe an engine with an aluminum block and head(s).

## Steel brakes

Brake rotors are made of cast iron or, in some cases, carbon-ceramic material which begins as a mix of carbon fibers bound with special resin. Cooking that blend for an extended period in a vacuum yields a ceramic material that's excellent for stopping race cars and supercars. For more affordable cars, grey iron provides the best heat transfer while ductile iron's higher strength is preferred for vented rotors. Motorcycles are a special case where stainless steel discs sacrifice some performance while avoiding unsightly rust caused by splashing through puddles.

## Anti-sway or stabilizer bar

This transverse steel rod linked to your suspension system twists to resist body roll in turns. That's why it's most accurately called an anti-roll bar. Worried that you'd fret over your car tipping over, manufacturers coined meaningless alternative terms.

## "Perfect" or "ideal" weight distribution

BMW and others would have you believe that 50:50 front-rear is the correct answer. Generally speaking, it's not. Front-wheel-drive cars perform better with more than 50 percent of their weight carried by the front wheels and vice-versa for rear-wheel-drive rides. Cars with four-wheel drive have a more agile steering response with a rear bias. The ultimate balance depends on several factors: center of gravity height, polar moment of inertia, tire size stagger, and spring and damper rates, to cite a few. Supercars like Chevy's mid-engine C8 Corvette, for example, typically carry roughly 65 percent of their weight on their rear tires to optimize acceleration, cornering, and braking.

## Strength vs. Stiffness

Car parts that lack sufficient strength will fracture—as in actually crack or break in two. Ideally, that occurs only during severe collisions. Insufficient stiffness means that a suspension member, the body structure, or some other crucial part deflects too much under normal loading, impairing ride quality and handling precision. Every steering system component must be stiff to transport the subtle but useful feedback forces from the tire contact patches to the driver's hands.

## AWD vs. 4WD

This confusing construct was created to distinguish vehicles that employ four wheels for propulsion all the time from those with the means to manually engage a second drive axle when the road is slippery or non-existent. AWD can signify full-time four-wheel drive (such as most Audis and Subarus). Many modern AWD systems have intelligent controls that engage the second axle automatically and temporarily when slip is detected at the primary drive axle. Most AWD vehicles have a third center differential to accommodate the rotational speed differences that

exist between the front and rear axles, though the extra diff isn't needed with automatically engaging AWD.

4WD indicates part-time maximum traction (Jeep Wrangler), often used in vehicles where the driver can select 2WD or 4WD modes with a switch or a button. 4WD is a common feature of modern pickup trucks and heavy-duty SUVs.

## Exemplary Aerodynamics

Carmakers love to tout low drag coefficient (Cd) figures to celebrate how readily their bullets pierce the wind. Lower is always better and any Cd below 0.30 is cause for popping a champagne cork. But before you begin swilling the bubbly, understand the rest of the equation. What really matters is drag area, the product of a car's drag coefficient multiplied by its frontal area (CdA). In other words, a large slippery auto may perform no better than a tidier one with a higher drag coefficient.

## Torque vs. Horsepower

First, let's distinguish between static and dynamic torques. Static torque is what you apply to your engine's head bolts during a rebuild and is indicated by the dimensional units foot-pounds. To cinch the bolts at 100 ft-lbs, you apply 50 pounds of force to a two-foot-long wrench. Dynamic torque is the rotating force that exits an engine's crankshaft. The preferred units are pound-feet or newton-meters if you've made the metric leap.

Torque versus horsepower discussions inevitably devolve into a debate of which is better. The answer depends on your driving style. If you have an automatic transmission and you hesitate to downshift passing a car in traffic, you want right-now torque—the more the better. Any Tesla Model S or Chevy Bolt owner will spout chapter and verse about the instant torque they enjoy in daily driving. But if you're a more aggressive driver who dwells at the upper half of the tachometer's sweep, horsepower is your best friend. Your engine's bottom range is merely for backing out of the garage. Your throttle is the trigger that unleashes more rpm and maximum power. Bottom line: torque is for painless tooling around, power is what gets you home in time for dinner.

## Weight Transfer

Your car's weight is a vector—a force proportional to its mass directed toward the center of the earth. Think  $W = \text{mass} \times g$ , with  $g$  as the acceleration due to gravity. Your car's mass permanently resides at its center of gravity, varying only in three specific instances. Its map coordinates change as you drive to work. And your car's weight diminishes as you consume fuel or drop the kids off at school. During the body's roll and pitch motion, the C of g also moves slightly from its static location.

What's popularly (yet erroneously) known as weight transfer is more accurately described as load transfer. Drive around a corner and some of the load borne by the inside tires is "transferred" to the outboard tires. Step on the brake and the rear tires are unloaded while the front rubber is squished more firmly into the pavement. The opposite happens during acceleration. The amount of load transfer depends on the severity of the maneuver and the height of the car's center of gravity.

## Venial sins of nomenclature

The term "crossover" was coined to describe a blend of car and truck components and traits. Like "wagon" and "SUV," the crossover label has by now run out of gas. The same is true of import versus domestic ID tags. Given the car business's world scope, distinguishing between a Ford Fiesta manufactured in Mexico and a Honda Accord made in Ohio is fruitless.

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### ••• Associate memberships •••

- Associate Memberships in Salina Region expire concurrent with National and Region-of-Record memberships. All Associate memberships paid direct to Salina Region are notified to SCCA Membership and expire on their National expiration date. Associate members are fully-vested members of Salina Region, although their Region-of-Record is elsewhere.
- Annual dues are \$15.00 both for single memberships and for family memberships (which includes spouse and children age 20 and younger).
- 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. The Region's dues will be paid at that time and added to your renewal fees.
- Or, at renewal time, renew online and you will find an option to "Add Region." Scroll down to find Salina Region in the drop-down menu.
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