



The Panic Slip



The Racing Continues!!!

We're roughly one third of the way into our season with the points race heating up. We've had lots of new racers join us, enjoyed some very smooth, flowing courses, and generally are in the midst of yet another banner race year.



Racing at Expo earlier this year

Our next race is a first for our club – an evening event on July 7th at Expo Park. Participants should plan on arriving at 1:30 to help set up our course – be sure to bring lots of cool (non-alcoholic) drinks to offset the afternoon heat as we race into the evening!



Results for our events are available on our web site at <http://www.mtscca.com/results.html>.

2013 Race Schedule

Date	Event
[REDACTED]	[REDACTED]
7/7	Expo Park Evening Race
8/10-11	TOP GUN in Helena, MT
8/25	Expo Park Evening Race
9/7-8	Cone Heads in Helena, MT
9/15	Expo Park
10/6	Expo Park
10/13	Expo Park

In addition to our region's racing schedule, there is an additional Montana Challenge race in Helena to enjoy. It's hosted by the Southwest Montana region (Bozeman) on July 27th and 28th – come out and help us regain the trophy for the region!

June Meeting Minutes

Our complete June meeting minutes will be reviewed and finalized at our next monthly

meeting on July 25th; however, some of the highlights of our meeting were:

- Malmstrom AFB racing is still being worked for later this year, if possible. We'll keep you posted with any updates
- Street Survival – closed (for now) as a pursuit for our region; however, our RE (a.k.a. – Kip) is going to get some background info for consideration of hosting an EVO autocross driving school in our region next year.
- Many details with our hosting the Top Gun race were discussed.
- Inputs were solicited from our members and participants for the Panic Slip Newsletter. If you have photos or stories from a race you've attended, please sent them in to our Panic Slip staff – we need your perspective on our events to share with our readers!

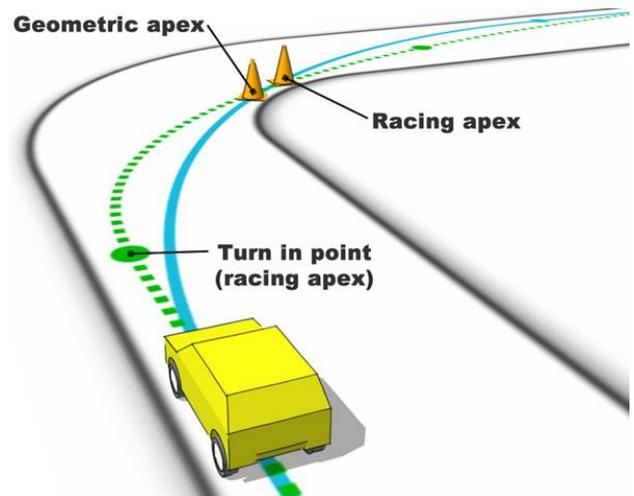


Is this what environmentalists mean by a "green" car?

Tips from the Grid

This month's racing tip is our longest to date and expands on cornering as one of the core skills for maximizing your performance. There are several cornering scenarios you'll encounter (slaloms, sweepers, boxes, etc.) – for our purposes, we'll discuss a stand-alone, medium-speed corner of up to 180 degrees for a novice to intermediate racer. In this type of corner, there are three phases you'll need to address: approach, rotation, and exit.

Prior to talking about your driving actions in the corner, a few words about driving lines. There are a few driving line fundamentals that I'll ask that you take on faith. First, you'll have to drive deeper into the corner than you think you need to do – this does mean you have to go more slowly to turn into the corner but ultimately results in faster exit speeds. Second, you have to use the entire track – for a right-hand corner, you'll want to approach the corner from the far left of the possible driving lines, turn in to clip the inside of the driving line in the corner (this is called the "apex"), and on exit be as far left on the driving line as possible once again. Third, you want to site the apex roughly 1/2 to 2/3 the way through the corner – this ties in with your late turn-in and maximizes your exit speed.



Okay – now the specifics. As you approach the corner, you'll need to ensure you're driving on your pre-planned driving line and smoothly but firmly apply the brakes to bleed off speed. Going into the corner with too much speed will result in oversteer or understeer and ultimately slows up your total cornering time and corner exit speed. As you begin to apply the brakes, your eyes should look first at your apex, then at the point where you want to wind up on your exit of the corner. Make sure you don't turn in early...drive deep, smoothly release the brake, and smoothly begin your turn.

As you initiate your turn, your goal is to rotate the car as quickly and smoothly as traction will allow so it is aimed to the exit of the corner. You should pick your driving line and commit to it; if you have to tighten your steering input, you've either misjudged your driving line or have carried too much speed into the corner. In either case if you're driving at the limit and have to try to tighten your turn, you'll likely unbalance the car and wind up in a spin. Another common error is to try to carry too much speed or push too much acceleration in the corner – this piles on the g-forces, causes the tires to smoke and squeal, and really makes you feel you're pushing hard BUT in reality you're slowing up your cornering. The key is to rotate the car as quickly and smoothly as possible so you can use maximum acceleration in a relatively straight line on corner exit, not to push yourself into the door panel in mid-corner.

In between rotation and exit, you'll need to begin building your acceleration. After your initial turn-in, keep your eyes on the exit and past it to the next corner as you smoothly and gradually increase your pressure on the accelerator. By the time you clip the apex, you may be nearly full throttle if not actually standing on the pedal.



The exit of the corner is comparable to the follow-through from a good swing with a baseball bat – it carries through your form from the previous steps and smoothly transitions you to the next action. Any actions past your clipping the apex are

considered to happen as part of your corner exit. For all intents, you have little left to do with this corner – you should be accelerating at or near full throttle with your eyes well down track to the next corner. As you pass the apex and continue to the exit, gradually unwind your steering wheel to allow the car to “track out” to the far outside edge of the practical driving line. You sacrificed speed on your corner entry with driving deeply into the corner and concentrating on getting the car rotated -- now you get to collect the reward from that with your acceleration and exit speed.



This describes the basics of cornering on one specific type of corner. There are more advanced techniques (trail braking, throttle steering) as well as more complex corners types that we won't discuss today (for the curious they're described in many race driving “how to” books). For the novice to intermediate driver, cornering in the manner I've described doesn't give you the g-force feeling and thereby may feel slower; however, these techniques are race-proven to be faster. You may only gain 1/10th of a second per corner by doing this, but when added up through all the corners on an autocross course it can make a significant time difference.

Some basic tips on cornering:

- If your car understeers (you turn the wheel but your car tries to go straight)
 - You may be going too fast for the corner

- You may be accelerating too aggressively, too early (generally front wheel or all wheel drive)
- You may have too much air pressure in your front tires
- If your car oversteers (the tail of the car tries to swing around while cornering)
 - You may be going too fast for the corner
 - You may be accelerating too aggressively, too early (generally rear wheel drive)
 - You may have too much air pressure in your rear tires
- If your car understeers or oversteers with smoking tires
 - WAY too much accelerator!



Be sure to check out our our Facebook page “SCCA Montana Region 105” for pictures of our racers in action captured by our in-house photographer (a.k.a. – Coya)!

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