

The Write Line

~ June 2019 ~



Matthew Polzin, FS Mustang GT (running CAM-C this year) 2018 Newcomer of the Year (Tyler Wolcott Photo)

The official newsletter of the Salina Region SCCA

Regional Executive Views

I am sure you have heard the saying, "The best laid plans of mice and men often go awry." Well that is kinda what happened with our MiDiv Championship event. After several hours of designing, tweaking, and more designing of the course, getting it approved, then printing it out, I get an email the day before going to set-up telling me that because of the storms in the Salina area there was a brush pile on the side of the course.

Great! Now what? This wasn't just a brush pile it looked like half the trees in the city were there. So, with a lot of redesigning, measuring, and additional tweaking we finally had a course that was legal per SCCA safety regulations. The plan for Sunday was to run the course the opposite direction but it also needed to be altered. Thankfully we were able to provide a course that still worked, in fact some liked it better than Saturday's.

Thank you to all that helped do this alteration, I think all worked out well. We had a total of 49 participants from Missouri, Oklahoma, Nebraska, and Kansas, so thank you all for making our event a success and I hope to see you next year.

The next hiccup is the scheduled July 21 solo. Seems the LeadSled drags set-up will be going on that weekend so we are unable to have our event then. We

are finalizing the July 28 date with Wichita Region to go to their event and make that the first of the RE Challenges for the year (instead of doing it in October). The annual trek to Yoder actually works out better for a couple of reasons (see Page 2), so save the date. Remember, it's a Salina Region points event.

The MotorsportsReg.com link to register is at the bottom of this page. Ignore any references to July 21, it's still the right link for an event on the right date.

We are still in need of a treasurer. Kale Morris is our new tech chief, thank you Kale for stepping up. Remember the treasurer is also a board position so you will be able to help make decisions that affect the operations of the club. The board meetings are conducted after the events so there is no need to make a special trip just for a meeting and as mentioned before everyone is welcome to our meetings.

See you on course,

—Monte Rans, RE Salina Region



► Next Events ◀

Solo - June 30

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

Salina Region events at East Crawford Recreation Area

Pre-register (save \$5) – use link at www.salinascca.org

R.E. Challenge 19.1 - July 28

Sunflower Aerodrome, Yoder – It's a Salina Region points event

Registration link – (Date is wrong but it takes you to the right event)

www.motorsportreg.com/events/july-21-autocross-wichita-scca-hutchinson-naval-air-station-064717

Next Business Meeting

June 30
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

Event

June 30 – Solo

July 28 – Solo-RE Challenge 19.1

Aug 18 – Solo

Sep 8 – Solo

Sep 29 – Solo-RE Challenge 19.2

Oct 20 – Solo-Octoberfast 30

Nov 3 – Solo (Enduro)

Chair

Chair Needed!

Wichita Region at Yoder

Abner Perney

Powercat Motorsports

Monte Rans

Salina Region Board

Rocky Entriem

Safety

Artt Mann

Call
Dennis
Smith

MiDiv



SPS/R&S MiDiv Solo Series – 2019

May 4-5 — ~~Topeka (Heartland Motorsports Park)~~

June 8-9 — ~~Salina (East Crawford Rec. Area)~~

Jun 22-23 — Oklahoma City (Remington Park)

Jul 20-21 — Neosho, Mo. (Crowder College)

Aug 3-4 — Lincoln, Neb. (Lincoln Airpark)

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

MEETING MINUTES

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

No board meeting has been held since last newsletter.

Schedule Change!

DATE CHANGE AND LOCATION CHANGE

We can't use our ECRA site for our scheduled July 21 event. So instead our July event will be July 28 as Part 1 of the R.E. Challenge. Location is Wichita Region's site at the Sunflower Aerodrome (former Hutchinson Naval Air Station) near Yoder. This IS a Salina points event

The reason for the change is the LeadSled Spectacular on July 28, which we were recently informed takes the Parks Department 11 days to set up – moving Jersey Barriers and hanging snow fence all along our runway. Seems this setup gets bigger every year – but that event is great for Salina and motorheads nationwide.

For us, it's actually a good thing for a number of reasons.

- It was a conflict with the Divisional Solo at Neosho, Mo., so now if you want to do that event on July 21 (and Ozark Mountain Region does a really nice event!) you're free to go.

- If you feel like doing some RallyCrossing, there's a National RX Tour event at Wheatland, Mo., southeast of Kansas City, on July 21.

- It eases up a tight end-of-season calendar where we had events every other weekend in September/October. The Yoder event was originally Oct. 6. Now we will do our half of the Challenge Sept. 29 and then Octoberfast on Oct. 20, and finish with an Endurokhana Nov. 3.

So come to Yoder at the end of July and score some points for Salina Region at the R.E. Challenge! (Don't forget our next event June 30. ☺)

THE KINGSROAD

MIDWEST DIVISION SOLO CHAMPIONSHIP ~ ROUND 2

The Midwest Division Solo Series came to Salina for the second of five weekends of competition, with drivers from Wichita, Kansas, Kansas City, Nebraska, Oklahoma and Northeast Oklahoma trying out the deceptively quick Monte Rans courses and the grippy ECRA concrete.

Saturday was bright and sunny with a southern breeze. Sunday turned chill from a north wind under overcast skies. Each day was a separate competition for series points, but the best times from each day were added together for both event awards and Salina Region points.

Some stout competitors showed the way, but perhaps the two top dogs were Brian Tefft Jr., who was Top PAX both days in his ES-winning Toyota, and Mason Herrick, who was FTD both days in his Junior A kart. There were some "big kids" trying mightily to catch the youngster, among them Sean Dudgeon,

whose CSP Miata was Fast Fender on Saturday; Mark Hill, winner of STU in a Mitsubishi Evo, the FFTD on Sunday, and Al Hermans, overall winner of C Prepared in his Mustang Cobra and quickest doorslammer over two days.

Hermans wasn't quickest in class on Sunday, though, finishing just 0.001 sec behind Travis Durant's Camaro – the tightest one-day matchup. CP was also the closest single-class duel of the weekend, Hermans winning by 0.503 sec.

CAM-S was the other class decided by less than a second. Chris Harrison and James Green swapped wins, Green 0.830 quicker over the two days.

Fast Lady came down to Sharon Brillhart's mild-mannered ESL Miata and Deborah Jarboe's fire-breathing SS-R Corvette. The Miata won on Day 1, the 'Vette on Day 2, and after all was done Brillhart ended up exactly a quarter-second quicker.

~~~ Divisional Saturday • PAX Rankings ~~~

| Driver | Class | Time | Index | PAX |
|-------------------|--------|--------|-------|--------|
| Brian Tefft Jr. | ES | 43.680 | 0.789 | 34.464 |
| Robert Seelig | STS | 43.801 | 0.811 | 35.523 |
| Mike Herrick | GS | 45.515 | 0.788 | 35.866 |
| Pax Rolfe | ES | 45.557 | 0.789 | 35.944 |
| Nick Hudec | ES | 45.608 | 0.789 | 35.985 |
| Timothy Thompson | DS | 45.363 | 0.800 | 36.290 |
| Jacob Lynn | DS | 45.371 | 0.800 | 36.297 |
| Brian Fipps | STH | 44.815 | 0.813 | 36.435 |
| Brian Tefft Sr | ES | 46.229 | 0.789 | 36.475 |
| Mason Smith | ES | 46.293 | 0.789 | 36.525 |
| Mark Hill | STU | 44.182 | 0.828 | 36.583 |
| Mason Herrick | JA | 42.972 | 0.856 | 36.784 |
| Monte Rans | HS | 47.374 | 0.780 | 36.952 |
| Guy Roberts | AS | 45.286 | 0.817 | 36.999 |
| Albert Hermans | CP | 43.745 | 0.848 | 37.096 |
| Sean Dudgeon | CSP | 43.506 | 0.857 | 37.285 |
| Don Herrick | HS | 47.812 | 0.780 | 37.293 |
| John LaRondeau | FS | 46.551 | 0.803 | 37.380 |
| Travis Durant | CP | 44.249 | 0.848 | 37.523 |
| Laney Blume | HS | 48.229 | 0.780 | 37.619 |
| Sharon Brillhart | ESL | 47.801 | 0.789 | 37.715 |
| Rocky Entriiken | ES | 47.920 | 0.789 | 37.809 |
| Eric Hunter | STH | 46.651 | 0.813 | 37.927 |
| Dave Zitzlsperger | CP | 44.728 | 0.848 | 37.929 |
| Tyler Naden | STR | 46.067 | 0.827 | 38.097 |
| Michael Mace | CS | 47.171 | 0.809 | 38.161 |
| Henry Brillhart | ES | 48.401 | 0.789 | 38.188 |
| Dennis Smith | CAM-C | 46.667 | 0.820 | 38.267 |
| Chris Harrison | CAM-S | 46.004 | 0.833 | 38.321 |
| Conner Herrick | JA | 44.936 | 0.856 | 38.465 |
| Randy Puls | BS | 47.617 | 0.810 | 38.570 |
| James Green | CAM-S | 46.435 | 0.833 | 38.680 |
| Ann LaRondeau | FSL | 48.390 | 0.803 | 38.857 |
| Abner Perney | GS | 49.647 | 0.788 | 39.122 |
| Phillip Meredith | GS | 49.712 | 0.788 | 39.173 |
| Theresa Walton | ESL | 49.957 | 0.789 | 39.416 |
| Connor Pruitt | SM | 46.554 | 0.855 | 39.804 |
| Nancy Smith | CAM-CL | 49.343 | 0.820 | 40.461 |
| Robert Lambert | CAM-T | 49.885 | 0.812 | 40.507 |
| Jim Gillett | BS | 50.014 | 0.810 | 40.511 |
| Susan Puls | BSL | 50.340 | 0.810 | 40.775 |
| Deborah Jarboe | SS-RL | 48.618 | 0.843 | 40.985 |
| Marcia Haynes | BSL | 52.632 | 0.810 | 42.632 |
| Paxton Cowden | JC | 81.996 | 0.718 | 58.873 |
| Bill McCreight | SM | 70.962 | 0.855 | 60.673 |

~~~ Divisional Sunday • PAX Rankings ~~~

| Driver | Class | Time | Index | PAX |
|-------------------|--------|--------|-------|--------|
| Brian Tefft Jr. | ES | 47.987 | 0.789 | 37.862 |
| Russell Blume | HS | 48.770 | 0.780 | 38.041 |
| Robert Seelig | STS | 46.938 | 0.811 | 38.067 |
| Pax Rolfe | ES | 48.394 | 0.789 | 38.183 |
| Timothy Thompson | DS | 47.820 | 0.800 | 38.256 |
| Nick Hudec | ES | 48.661 | 0.789 | 38.394 |
| Mark Hill | STU | 46.486 | 0.828 | 38.490 |
| Mike Herrick | GS | 48.879 | 0.788 | 38.517 |
| Mason Herrick | JA | 45.098 | 0.856 | 38.604 |
| Mason Smith | ES | 48.968 | 0.789 | 38.636 |
| Monte Rans | HS | 49.698 | 0.780 | 38.764 |
| Brian Tefft Sr | ES | 49.707 | 0.789 | 39.219 |
| Brian Fipps | STH | 48.294 | 0.813 | 39.263 |
| Frank Wietharn | SS-R | 46.906 | 0.843 | 39.542 |
| Conner Herrick | JA | 46.258 | 0.856 | 39.597 |
| John LaRondeau | FSL | 49.380 | 0.803 | 39.652 |
| Travis Durant | CP | 46.792 | 0.848 | 39.680 |
| Albert Hermans | CP | 46.793 | 0.848 | 39.680 |
| Kale Morris | ES | 50.773 | 0.789 | 40.060 |
| Dave Zitzlsperger | CP | 47.253 | 0.848 | 40.071 |
| James Green | CAM-S | 48.606 | 0.833 | 40.489 |
| Randy Puls | BS | 50.032 | 0.810 | 40.526 |
| Don Herrick | HS | 52.031 | 0.780 | 40.584 |
| Phillip Meredith | GS | 51.762 | 0.788 | 40.788 |
| Henry Brillhart | ES | 51.721 | 0.789 | 40.808 |
| Sharon Brillhart | ESL | 51.884 | 0.789 | 40.936 |
| Eric Hunter | STH | 50.404 | 0.813 | 40.978 |
| Tyler Naden | STR | 49.673 | 0.827 | 41.080 |
| Rocky Entriiken | ES | 52.178 | 0.789 | 41.168 |
| Laney Blume | HS | 53.115 | 0.780 | 41.430 |
| Abner Perney | GS | 52.647 | 0.788 | 41.486 |
| Chris Harrison | CAM-S | 49.867 | 0.833 | 41.539 |
| Dennis Smith | CAM-C | 50.808 | 0.820 | 41.663 |
| Sean Dudgeon | CSP | 48.697 | 0.857 | 41.733 |
| Theresa Walton | ESL | 53.035 | 0.789 | 41.845 |
| Connor Pruitt | SM | 49.141 | 0.855 | 42.016 |
| Ann LaRondeau | FSL | 52.559 | 0.803 | 42.205 |
| Michael Mace | CS | 52.574 | 0.809 | 42.532 |
| Nancy Smith | CAM-CL | 52.072 | 0.820 | 42.699 |
| Susan Puls | BSL | 52.919 | 0.810 | 42.864 |
| Deborah Jarboe | SS-RL | 51.317 | 0.843 | 43.260 |
| Matthew Polzin | CAM-C | 52.994 | 0.820 | 43.455 |
| Jim Gillett | BS | 53.775 | 0.810 | 43.558 |
| Robert Lambert | CAM-T | 54.118 | 0.812 | 43.944 |
| Marcia Haynes | BSL | 56.189 | 0.810 | 45.513 |
| Bill McCreight | SM | 70.176 | 0.855 | 60.000 |
| Paxton Cowden | JC | 90.319 | 0.718 | 64.849 |

~~~ Divisional Combined • PAX Rankings ~~~

| Driver | Class | Time | Index | PAX |
|-------------------|--------|---------|-------|---------|
| Brian Tefft Jr. | ES | 91.667 | 0.789 | 72.325 |
| Robert Seelig | STS | 90.739 | 0.811 | 73.589 |
| Pax Rolfe | ES | 93.951 | 0.789 | 74.127 |
| Nick Hudec | ES | 94.269 | 0.789 | 74.378 |
| Mike Herrick | GS | 94.394 | 0.788 | 74.382 |
| Timothy Thompson | DS | 93.183 | 0.800 | 74.546 |
| Mark Hill | STU | 90.668 | 0.828 | 75.073 |
| Mason Smith | ES | 95.261 | 0.789 | 75.161 |
| Mason Herrick | JA | 88.070 | 0.856 | 75.388 |
| Brian Tefft Sr | ES | 95.936 | 0.789 | 75.694 |
| Brian Fipps | STH | 93.109 | 0.813 | 75.698 |
| Monte Rans | HS | 97.072 | 0.780 | 75.716 |
| Albert Hermans | CP | 90.538 | 0.848 | 76.776 |
| John LaRondeau | fsl | 95.931 | 0.803 | 77.033 |
| Travis Durant | CP | 91.041 | 0.848 | 77.203 |
| Don Herrick | HS | 99.843 | 0.780 | 77.878 |
| Dave Zitzlsperger | CP | 91.981 | 0.848 | 78.000 |
| Conner Herrick | JA | 91.194 | 0.856 | 78.062 |
| Sharon Brillhart | ESL | 99.685 | 0.789 | 78.651 |
| Eric Hunter | STH | 97.055 | 0.813 | 78.906 |
| Rocky Entriiken | ES | 100.098 | 0.789 | 78.977 |
| Henry Brillhart | ES | 100.122 | 0.789 | 78.996 |
| Sean Dudgeon | CSP | 92.203 | 0.857 | 79.018 |
| Laney Blume | HS | 101.344 | 0.780 | 79.048 |
| Randy Puls | BS | 97.649 | 0.810 | 79.096 |
| James Green | CAM-S | 95.041 | 0.833 | 79.169 |
| Tyler Naden | STR | 95.740 | 0.827 | 79.177 |
| Chris Harrison | CAM-S | 95.871 | 0.833 | 79.861 |
| Dennis Smith | CAM-C | 97.475 | 0.820 | 79.930 |
| Phillip Meredith | GS | 101.474 | 0.788 | 79.962 |
| Abner Perney | GS | 102.294 | 0.788 | 80.608 |
| Michael Mace | CS | 99.745 | 0.809 | 80.694 |
| Ann LaRondeau | FSL | 100.949 | 0.803 | 81.062 |
| Theresa Walton | ESL | 102.992 | 0.789 | 81.261 |
| Connor Pruitt | SM | 95.695 | 0.855 | 81.819 |
| Nancy Smith | CAM-CL | 101.415 | 0.820 | 83.160 |
| Susan Puls | BSL | 103.259 | 0.810 | 83.640 |
| Jim Gillett | BS | 103.789 | 0.810 | 84.069 |
| Deborah Jarboe | SS-RL | 99.935 | 0.843 | 84.245 |
| Robert Lambert | CAM-T | 104.003 | 0.812 | 84.450 |
| Marcia Haynes | BSL | 108.821 | 0.810 | 88.145 |
| Bill McCreight | SM | 141.138 | 0.855 | 120.673 |
| Paxton Cowden | JC | 172.315 | 0.718 | 123.722 |

Solo Performance Specialties/R&S Racing Midwest Division Solo Series

Round #3 -- East Crawford Recreation Area -- Salina, Ks.

Salina Region - Saturday 6-8-2019

Final Results

| | | | | | | | | | | | | | |
|---|------|-----|------------------|-------------------|------|------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------|
| Super Street-R Ladies | | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | ssrl | 27 | Deborah Jarboe | Corvette | Kan | | 53.466 | 50.773 | 49.778 | 49.706 | 48.817 | 48.618 | 48.618 |
| A Street | | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | as | 94 | Guy Roberts | DodgeViper RT/10 | Wich | | 46.003 | 45.286 | 45.762 | 47.615+1 | 45.996 | 45.450 | 45.286 |
| B Street | | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | bs | 77 | Randy Puls | Corvette | Wich | | 50.239 | 50.653+3 | 49.058 | 47.617 | 48.321 | 47.963 | 47.617 |
| 2 | bs | 51 | Jim Gillett | Corvette FRC | Wich | | 51.625 | D.N.F. | D.N.F. | 48.566+1 | 50.014 | 49.095+1 | 50.014 |
| B Street Ladies | | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | bsl | 77 | Susan Puls | Corvette | Wich | | 53.380+2 | 52.624 | 51.145 | 50.340 | 49.591+1 | 51.322 | 50.340 |
| 2 | bsl | 60 | Marcia Haynes | Corvette | Neb | | 54.557 | 55.226 | 55.021 | 54.605+1 | 52.632 | 53.521+1 | 52.632 |
| C Street | | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | cs | 86 | Michael Mace | Honda S2000 | Sal | | 49.621 | 48.752 | 48.324+2 | 48.520 | 47.171 | 52.502+2 | 47.171 |
| D Street | | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | ds | 63 | Timothy Thompson | Ford Focus RS | Wich | | 60.064 | 48.634 | 47.166 | 46.234 | 45.363 | 45.578 | 45.363 |
| 2 | ds | 77 | Jacob Lynn | Scion FR-S | Wich | | 47.014 | 45.892+1 | 45.371 | 45.110+2 | 46.910+2 | 45.727+2 | 45.371 |
| E Street | | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | es | 191 | Brian Tefft Jr | Toy. MR2 Spyder | Kan | | 44.360 | D.N.F. | 52.980+4 | 44.074 | 43.680 | 43.553+3 | 43.680 |
| T2 | es | 180 | Pax Rolfe | Mazda Miata | NeOk | | 46.918 | 47.062+2 | 46.241 | 45.249+1 | 46.583+4 | 45.557 | 45.557 |
| T3 | es | 80 | Nick Hudec | Mazda Miata | NeOk | | 48.315 | 56.594+1 | 45.892+1 | 45.608 | 45.662+1 | 53.485+1 | 45.608 |
| 4 | es | 91 | Brian Tefft Sr | Toy. MR2 Spyder | Kan | | 48.229 | D.N.F. | 46.229 | 45.599+1 | 45.866+1 | 46.837+1 | 46.229 |
| 5 | es | 16 | Mason Smith | Mazda Miata | Sal | | 46.663+2 | 47.776 | 45.615+2 | 45.996+1 | 47.034+1 | 46.293 | 46.293 |
| 6 | es | 4 | Rocky Entriiken | Mazda Miata | Sal | | 48.680 | 49.204 | 48.450+1 | 47.920 | 48.373 | 47.966 | 47.920 |
| 7 | es | 48 | Henry Brillhart | Mazda Miata | Wich | | 51.688 | 49.243 | D.N.F. | 49.065 | 49.163 | 48.401 | 48.401 |
| E Street Ladies | | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | esl | 28 | Sharon Brillhart | Mazda Miata | Wich | | 51.046 | 49.784 | 49.547 | 49.155 | 47.842 | 47.801 | 47.801 |
| 2 | esl | 66 | Theresa Walton | Mazda Miata | Wich | | 53.908 | 51.653 | 50.127 | 49.957 | 50.492 | 50.131 | 49.957 |
| F Street | | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | fs | 92 | John LaRandeau | Mustang GT | Neb | | 48.779 | 48.163 | 47.685 | 47.435 | 46.299+1 | 46.551 | 46.551 |
| F Street Ladies | | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | fsl | 92 | Ann LaRandeau | Mustang GT | Neb | | 56.090 | 52.152 | 49.602 | 49.174 | 48.390 | 49.671 | 48.390 |
| G Street | | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | gs | 91 | Mike Herrick | Honda Civic Si | Neb | | 47.988+5 | 46.083 | 45.766+1 | 45.559 | 45.698 | 45.515 | 45.515 |
| 2 | gs | 6 | R Abner Perney | Ford Fusion Sport | Sal | | 51.262 | 51.100+1 | 50.450 | 49.743 | 49.647 | 49.944+1 | 49.647 |
| 3 | gs | 66 | Phillip Meredith | Volkswagen GTI | Kan | | 53.563 | D.N.F. | D.N.F. | 49.712 | D.N.F. | D.N.F. | 49.712 |
| H Street | | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | hs | 52 | Monte Rans | Mini Cooper | Sal | | 47.796 | 47.516 | 48.606 | 47.835 | 47.415 | 47.374 | 47.374 |
| 2 | hs | 8 | Don Herrick | Ford Fiesta ST | Wich | | 51.279 | 50.162 | 49.269 | 49.469 | 47.812 | 47.912 | 47.812 |
| 3 | hs | 97 | Laney Blume | Honda Civic Sport | Wich | | D.N.F. | 48.229 | D.N.F. | 46.526+1 | 46.274+2 | 46.036+2 | 48.229 |
| Street Touring Ultra | | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | stu | 45 | Mark Hill | Mitsubishi Evo IX | Kan | | 45.314 | 43.817+1 | D.N.F. | 43.498+3 | 43.141+2 | 44.182 | 44.182 |
| Street Touring Roadster | | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | str | 67 | Tyler Naden | Mazda Miata | Sal | | 46.437 | 45.955+1 | 46.278 | 46.794+3 | 46.067 | 46.281 | 46.067 |
| Street Touring Sport | | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | sts | 71 | Robert Seelig | Honda Civic Si | NeOk | | 46.435 | 44.740 | D.N.F. | 44.777 | 43.881 | 43.801 | 43.801 |
| Street Touring Hatch | | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | sth | 4 | Brian Fipps | Mazdaspeed 3 | NeOk | | 47.135 | 45.953 | 45.349 | 44.815 | 44.247+1 | 45.219+1 | 44.815 |
| 2 | sth | 77 | Eric Hunter | Mazdaspeed 3 | Okla | | 47.872 | 46.651 | 47.573 | 46.919+1 | D.N.S. | D.N.S. | 46.651 |
| Classic American Muscle - Contemporary | | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | camc | 6 | Dennis Smith | Mustang Cobra | Sal | | 49.211 | 47.485 | 46.667 | 47.178+1 | 47.808+3 | 46.962 | 46.667 |
| 2 | camc | 9 | Nancy Smith | Mustang Cobra | Sal | | 52.425 | 50.133 | 49.450 | 49.343 | 49.361+1 | 50.080 | 49.343 |
| Classic American Muscle - Sport | | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | cams | 61 | Chris Harrison | Corvette Z06 | Neb | | 48.601 | 46.412 | 46.004 | 44.557+2 | 44.226+1 | D.N.F. | 46.004 |
| 2 | cams | 98 | James Green | Corvette | Neb | | 47.525 | 47.134 | 57.176+1 | 48.575+1 | 47.007 | 46.435 | 46.435 |
| Classic American Muscle - Traditional | | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | camt | 11 | Robert Lambert | Plymouth GTX | Sal | | 52.844+1 | 50.023+1 | 49.364+1 | 52.012+5 | 50.903+2 | 49.885 | 49.885 |
| C Street Prepared | | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | csp | 8 | Sean Dudgeon | Mazda Miata | Okla | | 47.188 | D.N.F. | 45.486 | 45.006 | 43.990+1 | 43.506 | 43.506 |

Saturday, continued

| Street Modified | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
|-----------------|----|-----|------------------|----------------|------|----------|---------|----------|----------|----------|----------|--------|
| T1 | sm | 42 | Connor Pruitt | Subaru WRX | Okla | D.N.F. | D.N.F. | 47.292 | 47.711 | 47.472 | 46.554 | 46.554 |
| 2 | sm | 94 | Bill McCreight | Toyota Supra | Okla | D.N.F. | D.N.F. | D.N.F. | D.N.F. | D.N.F. | 68.962+1 | 70.962 |
| C Prepared | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | cp | 49 | Albert Hermans | Mustang Cobra | KC | 45.271 | 45.429 | 44.062+1 | 44.038+1 | 43.745 | 43.296+1 | 43.745 |
| 2 | cp | 29 | Travis Durant | Camaro | Neb | D.N.F. | D.N.F. | D.N.F. | 45.808 | 45.008 | 44.249 | 44.249 |
| 3 | cp | 129 | Dave Zitzlperger | Camaro | Neb | 47.460+1 | 45.846 | 44.728 | 47.615 | 43.464+1 | 42.250+4 | 44.728 |
| Junior A | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | ja | 89 | Mason Herrick | CRG Santana | Neb | 43.720 | 43.709 | 43.178 | 43.095 | 43.305 | 42.972 | 42.972 |
| 2 | ja | 98 | Conner Herrick | CRG Black Star | Neb | 45.596 | 45.232 | 45.049 | 45.007 | 45.023 | 44.936 | 44.936 |
| Junior C | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | jc | 58 | Paxton Cowden | Birel ART | KC | 97.954 | 87.188 | 89.437 | 91.697 | 92.266 | 81.996 | 81.996 |

Solo Performance Specialties/R&S Racing Midwest Division Solo Series
Round #4 -- East Crawford Recreation Area -- Salina, Ks.
Salina Region - Sunday 6-9-2019
Final Results

| Super Street-R | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
|-----------------------|------|-----|------------------|-------------------|------|----------|----------|----------|----------|----------|----------|--------|
| T1 | ssr | 63 | Frank Wietharn | Corvette Z06 | Kan | 51.483 | 48.756 | 46.790+1 | 65.756+1 | 47.339 | 46.906 | 46.906 |
| Super Street-R Ladies | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | ssrl | 27 | Deborah Jarboe | Corvette | Kan | 55.709 | 52.277 | 52.579 | 51.758+2 | 51.317 | 50.853+1 | 51.317 |
| B Street | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | bs | 77 | Randy Puls | Corvette | Wich | 56.791+1 | 50.537+1 | D.N.F. | 50.032 | 49.438+2 | 49.585+2 | 50.032 |
| 2 | bs | 51 | Jim Gillett | Corvette FRC | Wich | 56.228 | 55.479 | 54.709 | 78.819+1 | 53.566+3 | 53.775 | 53.775 |
| B Street Ladies | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | bsl | 77 | Susan Puls | Corvette | Wich | 56.783 | 54.502 | 54.237 | 53.512+1 | 52.919 | 53.072 | 52.919 |
| 2 | bsl | 60 | Marcia Haynes | Corvette | Neb | 58.431+3 | 56.784 | 56.189 | D.N.F. | 55.867+1 | 54.762+1 | 56.189 |
| C Street | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | cs | 86 | Michael Mace | Honda S2000 | Sal | 54.523 | 52.975 | 51.018+1 | 63.679+2 | 51.069+1 | 50.574+1 | 52.574 |
| D Street | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | ds | 63 | Timothy Thompson | Ford Focus RS | Wich | 52.450 | 49.823 | 49.596 | 49.230 | 48.843+1 | 47.820 | 47.820 |
| E Street | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | es | 191 | Brian Tefft Jr. | Toy. MR2 Spyder | Kan | 47.583+1 | 47.789+2 | 47.987 | 47.176+1 | 60.942+2 | D.N.F. | 47.987 |
| T2 | es | 180 | Pax Rolfe | Mazda Miata | NeOk | 49.437+1 | 49.614 | 48.765 | 48.928+2 | 49.203+1 | 48.394 | 48.394 |
| T3 | es | 80 | Nick Hudec | Mazda Miata | NeOk | 50.113+1 | 49.793+1 | 48.661 | 54.752+1 | 48.186+1 | 48.440+2 | 48.661 |
| 4 | es | 16 | Mason Smith | Mazda Miata | Sal | 49.866 | D.N.F. | 60.685+6 | 48.968 | 49.083+3 | 49.595+3 | 48.968 |
| 5 | es | 91 | Brian Tefft Sr | Toy. MR2 Spyder | Kan | 60.903 | 50.039 | 50.556 | 49.707 | 50.412+4 | 49.584+2 | 49.707 |
| 6 | es | 24 | Kale Morris | Mazda Miata | Sal | 54.747 | 52.222 | 51.574+2 | 51.015+2 | 51.313 | 50.773 | 50.773 |
| 7 | es | 48 | Henry Brillhart | Mazda Miata | Wich | 52.632 | 51.721 | D.N.F. | D.N.F. | 52.386+2 | 65.575 | 51.721 |
| 8 | es | 4 | Rocky Entriiken | Mazda Miata | Sal | 53.281 | D.N.F. | 60.770+2 | 52.391+1 | 52.178 | 52.732+1 | 52.178 |
| E Street Ladies | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | esl | 28 | Sharon Brillhart | Mazda Miata | Wich | 54.998 | 53.234 | 52.686 | 52.155 | 52.468 | 51.884 | 51.884 |
| 2 | esl | 66 | Theresa Walton | Mazda Miata | Wich | 58.538 | 55.794 | 54.494 | 53.035 | 53.102+1 | 53.644 | 53.035 |
| F Street | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | fs | 92 | John LaRandeau | Mustang GT | Neb | 52.792 | 51.007 | 51.799 | 49.380 | 49.551+1 | 49.426 | 49.380 |
| F Street Ladies | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | fsl | 92 | Ann LaRandeau | Mustang GT | Neb | 59.023+1 | 54.990 | 52.950 | 53.240 | 52.559 | 53.909 | 52.559 |
| G Street | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | gs | 91 | Mike Herrick | Honda Civic Si | Neb | 50.466+2 | 50.123 | 49.227+1 | 48.786+2 | 49.117+1 | 48.879 | 48.879 |
| 2 | gs | 66 | Phillip Meredith | Volkswagen GTI | Kan | 53.328 | 52.746 | 51.181+1 | 51.611+2 | 51.762 | 52.377 | 51.762 |
| 3 | gs | 6 | R Abner Perney | Ford Fusion Sport | Sal | 52.647 | 52.720 | 55.036+1 | 52.123+1 | D.N.F. | 52.944+1 | 52.647 |
| H Street | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | hs | 197 | Russell Blume | Honda Civic Sport | Wich | 48.913+2 | 49.284+2 | 49.059 | 48.800 | 48.770 | 48.977+1 | 48.770 |
| T2 | hs | 52 | Monte Rans | Mini Cooper | Sal | 51.089 | 50.604 | 49.984 | 49.698 | 50.662+2 | 49.932 | 49.698 |
| 3 | hs | 8 | Don Herrick | Ford Fiesta ST | Wich | 54.814 | 54.112 | 53.511 | 53.377+2 | 52.655 | 52.031 | 52.031 |
| 4 | hs | 97 | Laney Blume | Honda Civic Sport | Wich | 53.429 | D.N.F. | 51.115+1 | 51.333+1 | D.N.F. | 56.091+5 | 53.115 |

Sunday, continued

| Street Touring Ultra | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
|--|------|-----|-------------------|-------------------|------|----------|----------|----------|----------|----------|----------|--------|
| T1 | stu | 45 | Mark Hill | Mitsubishi Evo IX | Kan | 47.758 | 46.535+3 | 47.013 | 46.815 | 45.951+2 | 46.486 | 46.486 |
| Street Touring Roadster | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | str | 67 | Tyler Naden | Mazda Miata | Sal | 52.301 | 70.333 | 50.266 | 49.768 | 49.673 | 50.037 | 49.673 |
| Street Touring Sport | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | sts | 71 | Robert Seelig | Honda Civic Si | NeOk | 49.197+1 | 48.959+1 | 47.474+1 | 46.938 | 47.120 | 46.387+1 | 46.938 |
| Street Touring Hatch | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | sth | 4 | Brian Fipps | Mazdaspeed 3 | NeOk | 51.363 | 50.213 | 49.815 | 48.294 | 48.521 | D.N.F. | 48.294 |
| 2 | sth | 77 | Eric Hunter | Mazdaspeed 3 | Okla | 71.685+1 | 52.771+1 | 50.645 | 50.404 | 50.618+1 | 50.348+1 | 50.404 |
| Classic American Muscle - Contemporary | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | camc | 6 | Dennis Smith | Mustang Cobra | Sal | 52.666 | 50.898 | 50.808 | 49.726+1 | 51.058+1 | 51.857 | 50.808 |
| 2 | camc | 9 | Nancy Smith | Mustang Cobra | Sal | 56.371 | 52.881+2 | 52.093 | 52.993 | 52.072 | 51.430+2 | 52.072 |
| 3 | camc | 41 | Matthew Polzin | Mustang GT | Sal | 60.037+1 | 55.755 | 54.808 | 52.994 | 53.887 | 143.379 | 52.994 |
| Classic American Muscle - Sport | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | cams | 98 | James Green | Corvette | Neb | 49.747 | 49.888 | 51.235 | 49.236 | 49.423 | 48.606 | 48.606 |
| 2 | cams | 61 | Chris Harrison | Corvette Z06 | Neb | 50.294+1 | 48.613+1 | 47.867+1 | 48.356+1 | 47.642+2 | 46.816+5 | 49.867 |
| Classic American Muscle - Traditional | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | camt | 11 | Robert Lambert | Plymouth GTX | Sal | 56.144 | 55.349 | D.N.F. | 55.224 | 54.113+1 | 54.118 | 54.118 |
| C Street Prepared | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | csp | 8 | Sean Dudgeon | Mazda Miata | Okla | 50.330 | 48.300+3 | D.N.F. | 48.818 | 47.894+1 | 48.697 | 48.697 |
| Street Modified | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | sm | 42 | Connor Pruitt | Subaru WRX | Okla | 54.640 | 51.159 | 49.451 | 49.152+2 | 48.871+1 | 49.141 | 49.141 |
| 2 | sm | 94 | Bill McCreight | Toyota Supra | Okla | 97.747 | 77.868+1 | 74.883 | D.N.F. | 72.797+1 | 70.176 | 70.176 |
| C Prepared | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | cp | 29 | Travis Durant | Camaro | Neb | 52.795 | 48.691+1 | 47.964+1 | 47.769 | 47.049 | 46.792 | 46.792 |
| 2 | cp | 49 | Albert Hermans | Mustang Cobra | KC | 48.804+2 | 47.159 | D.N.F. | 46.525+1 | 46.793 | 47.232+1 | 46.793 |
| 3 | cp | 129 | Dave Zitzlsperger | Camaro | Neb | 48.973 | 47.487+2 | 47.730 | 47.723 | 48.017+2 | 47.253 | 47.253 |
| Junior A | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | ja | 89 | Mason Herrick | CRG Santana | Neb | 49.251+2 | 50.672+1 | D.N.F. | 45.918 | 45.098 | 50.348 | 45.098 |
| 2 | ja | 98 | Conner Herrick | CRG Black Star | Neb | 53.328 | 49.061 | 48.005 | 47.560 | 46.258 | 46.975 | 46.258 |
| Junior C | | | | | Rgn | Run 1.. | Run 2.. | Run 3.. | Run 4.. | Run 5.. | Run 6.. | BEST |
| T1 | jc | 58 | Paxton Cowden | Birel ART | KC | 102.496 | 95.016 | 99.615 | 96.783 | 93.542 | 90.319 | 90.319 |

"When you are dead, you don't know you are dead. All the pain is felt by others. The same thing happens when you are stupid." —Anon

"Sometimes you just have to learn to enjoy watching someone's head spin." —Anon

SALINA REGION SOLO CHAMPIONSHIP • 2019

• SALINA REGION MEMBER Points following The Kingsroad (Divisional) * HAS RUN THE MINIMUM 4 LOCAL EVENTS

| | | | | | | | | | | | | | | |
|-------|---------------------|-----|-----|-------------------|-----|------|-----------------|-----|------|-----------------|----|----|-------------------------|-----|
| SS-R | Frank Wietharn | 12 | | | | | | | | | | CP | Albert Hermans | 14 |
| SS-RL | Deborah Jarboe | 12 | | | | | | | | | | | Rodney Walters• | 12 |
| AS | Guy Roberts | 12 | | | | | | | | | | | Travis Durant | 10 |
| BS | Jim Gillett• | *54 | | | | | | | | | | | Dave Zitzlsperger | 7 |
| | Randy Puls• | 13 | | | | | | | | | | | Zack Kimble | 12 |
| | Michael Mace• | 12 | | | | | | | | | | | Mason Herrick• | 37 |
| | John Mace• | 7 | | | | | | | | | | | Conner Herrick• | 27 |
| BSL | Susan Puls• | 37 | | | | | | | | | | | Paxton Cowden• | 24 |
| | Marcia Haynes | 9 | | | | | | | | | | | Michael Mace• | †51 |
| CS | Doug Gill | 24 | | | | | | | | | | | Abner Perney• | †50 |
| | Lori Gill | 18 | | | | | | | | | | | Jeremy Spink• | 48 |
| | Michael Mace• | 12 | | | | | | | | | | | James Green• | 28 |
| DS | Timothy Thompson• | *37 | ESL | Sharon Brillhart• | *61 | | | | | | | | Randy Puls• | 22 |
| | James Hood | 9 | | Theresa Walton | 27 | | | | | | | | Joey Green | 21 |
| | Jacob Lynn | 9 | FS | John LaRondeau• | 48 | | | | | | | | † has run three classes | |
| | Crissanne Thompson• | 9 | FSL | Ann LaRondeau• | 48 | STO8 | Abner Perney• | 24 | CSP | Sean Dudgeon | 12 | | | |
| ES | Brian Tefft Jr• | 43 | GS | Mike Herrick• | 38 | | John Mace• | 12 | ESP | Jeremy Spink• | 12 | | | |
| | Rocky Entriken• | *35 | | Phillip Meredith | 10 | | Michael Mace• | 9 | FSP | Bill Preheim• | 21 | | | |
| | Henry Brillhart• | *32 | | Abner Perney• | 7 | | Luke Rosebraugh | 7 | | Abner Perney• | 12 | | | |
| | Brian Tefft Sr | 21 | HS | Monte Rans• | *60 | STO6 | Simon Crowder | 12 | FSPL | Connie Preheim• | 24 | | | |
| | Mason Smith• | 19 | | Don Herrick• | 41 | STO4 | Tyler Naden• | *48 | SM | Connor Pruitt | 13 | | | |
| | Kale Morris• | 16 | | Laney Blume | 8 | | Michael Mace | 18 | | Bill McCreight | 9 | | | |

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.

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

THE KINGSROAD

MIDWEST DIVISION SOLO CHAMPIONSHIP ~ ROUND 2

Salina Region SCCA ~ June 8-9, 2019 ~ East Crawford Recreation Area, Salina, Ks.

| Class | Driver | No. | Car | Make | Saturday | Sunday | Total |
|--------|---------------------|-----|------------|------------------|-------------|-------------|-------------|
| SS-R | • Frank Wietharn | 63 | Corvette | Z06 | 0.000 | 46.906 | * 46.906 |
| SS-RL | • Deborah Jarboe | 27 | Corvette | | 48.618 | 51.317 FL | 99.935 |
| AS | • Guy Roberts | 94 | Dodge | Viper RT/10 | 45.286 | 0.000 | * 45.286 |
| BS | • Randy Puls | 77 | Corvette | | 47.617 | 50.032 | 97.649 |
| | • Jim Gillett | 51 | Corvette | FRC | 50.014 | 52.775 | 103.789 |
| BSL | • Susan Puls | 77 | Corvette | | 50.340 | 52.919 | 103.259 |
| | • Marcia Haynes | 60 | Corvette | | 52.632 | 56.189 | 108.821 |
| CS | • Michael Mace | 86 | Honda | S2000 | 47.171 | 52.574 | 99.745 |
| DS | • Timothy Thompson | 63 | Focus | RS | 45.363 | 47.820 | 93.183 |
| | • Jacob Lynn | 77 | Scion | FR-S | 45.371 | 0.000 | * 45.371 |
| ES | • Brian Tefft Jr | 191 | Toyota | MR2 Spyder | 43.680 PAX | 47.987 PAX | 91.667 PAX |
| | • Pax Rolfe | 180 | Mazda | Miata | 45.557 | 48.394 | 93.951 |
| | • Nick Hudec | 80 | Mazda | Miata | 45.608 | 48.661 | 94.269 |
| | • Mason Smith | 16 | Mazda | Miata | 46.293 | 48.968 | 95.261 |
| | • Brian Tefft Sr | 91 | Toyota | MR2 Spyder | 46.229 | 49.707 | 95.936 |
| | • Rocky Entriken | 4 | Mazda | Miata | 47.920 | 52.178 | 100.098 |
| | • Henry Brillhart | 48 | Mazda | Miata | 48.401 | 51.721 | 100.122 |
| | • Kale Morris | 24 | Mazda | Miata | 0.000 | 50.773 | * 50.773 |
| ESL | • Sharon Brillhart | 28 | Mazda | Miata | 47.801 FL | 51.884 | 99.685 FL |
| | • Theresa Walton | 66 | Mazda | Miata | 49.957 | 53.035 | 102.992 |
| FS | • John LaRondeau | 92 | Mustang | GT | 46.551 | 49.380 | 95.931 |
| FSL | • Ann LaRondeau | 92 | Mustang | GT | 48.390 | 52.559 | 100.949 |
| GS | • Mike Herrick | 91 | Honda | Civic Si | 45.515 | 48.879 | 94.394 |
| | • Philip Meredith | 66 | Volkswagen | GTI | 49.712 | 51.762 | 101.474 |
| | • Abner Perney | 6 | Ford | Fusion Sport | 49.647 | 52.647 | 102.294 |
| HS | • Monte Rans | 52 | Mini | Cooper | 47.374 | 49.698 | 97.072 |
| | • Don Herrick | 8 | Ford | Fiesta ST | 47.812 | 52.031 | 99.843 |
| | • Laney Blume | 97 | Honda | Civic Sport | 48.229 | 53.115 | 101.344 |
| | • Russell Blume | 197 | Honda | Civic Sport | 0.000 | 48.770 | * 48.770 |
| STU | • Mark Hill | 45 | Mitsubishi | Evo IX | 44.182 | 46.486 FFTD | 90.668 |
| STR | • Tyler Naden | 67 | Mazda | Miata | 46.067 | 49.673 | 95.740 |
| STS | • Robert Seelig | 71 | Honda | Civic Si | 43.801 | 46.938 | 90.739 |
| STH | • Brian Fipps | 4 | Mazda | speed 3 | 44.815 | 48.294 | 93.109 |
| | • Eric Hunter | 77 | Mazda | speed 3 | 46.651 | 50.404 | 97.055 |
| CAM-C | • Dennis Smith | 6 | Mustang | Cobra | 46.667 | 50.808 | 97.475 |
| | • Matthew Polzin | 41 | Mustang | GT | 0.000 | 52.994 | * 52.994 |
| CAM-CL | • Nancy Smith | 9 | Mustang | Cobra | 49.343 | 52.072 | 101.415 |
| CAM-S | • James Green | 98 | Corvette | | 46.435 | 48.606 | 95.041 |
| | • Chris Harrison | 61 | Corvette | Z06 | 46.004 | 49.867 | 95.871 |
| CAM-T | • Robert Lambert | 11 | Plymouth | GTX | 49.885 | 54.118 | 104.003 |
| CSP | • Sean Dudgeon | 8 | Mazda | Miata | 43.506 FFTD | 48.697 | 92.203 |
| SM | • Connor Pruitt | 42 | Subaru | WRX | 46.554 | 49.141 | 95.695 |
| | • Bill McCreight | 94 | Toyota | Supra Twin Turbo | 70.962 | 70.176 | 141.138 |
| CP | • Albert Hermans | 49 | Mustang | Cobra | 43.745 | 46.793 | 90.538 FFTD |
| | • Travis Durant | 29 | Camaro | | 44.249 | 46.792 | 91.041 |
| | • Dave Zitzlsperger | 129 | Camaro | | 44.728 | 47.253 | 91.981 |
| JA | • Mason Herrick | 89 | CRG | Santana | 42.972 FTD | 45.098 FTD | 88.070 FTD |
| | • Conner Herrick | 98 | CRG | Black Star | 44.936 | 46.258 | 91.194 |
| JC | • Paxton Cowden | 58 | Birel | ART | 81.996 | 90.319 | 172.315 |

* One-day time only

• = Trophy FTD = Fast Time of Day FFTD = Fast Fender FL = Fast Lady PAX = Top PAX time

NOTE: Two-day combined times are the basis on which event trophies and Salina Region points are awarded.
Single-day times from each day are the basis on which MiDiv Solo Championship points are awarded.

FILTERING OUT THE WHITE NOISE

From Mazda Motorsports, Feb. 2019

“There are 1,000 channels of information coming at you and you have to figure out what are the most important ones,” explained GT racer Andy Lally after getting his first taste of racing in the Battery Tender Global Mazda MX-5 Cup last fall at Sebring. “There are probably 20 important things and all the rest are white noise. You kind of check off the box – OK, that vibration is fine, that little bit of slide, that compliance, that rebound ... all those things are OK; check it off the list and think, ‘OK, next time I feel that, I can ignore it.’ You focus and whittle down to the things you need to feel.

“You have to figure it out – is it the tire, or the car,” Lally continued. “Is the tire always going to do that or is there something that I can do with the shock, the spring, the swaybar to make the car better? The answer is almost always ‘yes’.”

Lally mostly races in GT3 cars, but he was taking the opportunity of the Global Mazda MX-5 Cup Challenge at Sebring to try something different. But something different has a learning curve, and that’s something every racer deals with in learning a new car or a new tire.

“Start with the things that touch the ground and move up from there,” explains Mazda factory driver and driver coach Tom Long. “Think about the tires and the contact patch ... if it’s a vibration, maybe it’s pickup on the tire, maybe a flat spot, maybe an imbalanced wheel. Then move that up into the suspension – springs, swaybars, dampers.”

The idea is to focus on things you can do something about and ignore the rest. Much of that comes with experience, says 2017 USF2000 champion Oliver Askew. But comparing lap times with others to see how you stack up may indicate that what you’re feeling isn’t really a problem, he notes.

“Maybe you can only get so much out of it,” says Askew. “If you’re feeling something that’s consistent, that’s not changing when you work on the car, and you’re still competitive, maybe the track conditions and tire translate to that issue. That’s a telltale sign that there’s nothing you can do about it.”

Track conditions – they are what they are, and a driver just has to deal with it. Askew cites a couple of corners at Sebring that get greasier than others in the heat, and coupled with a bit of off-camber, can be pretty tricky. “I know this corner is going to be oversteer-y at this time of day and this track temperature, and there’s nothing we can do about it. Just move on, deal with it and work on other parts of the track,” he says.

For some drivers, though, just moving on isn’t always so simple. Once it gets into your brain, it’s easy to obsess about an inconsequential car behavior that you can’t do anything about. Long has a few ideas about that topic.

“If you’re distracted by something, you need to get back in your rhythm,” says Long. “The way to do that would be focusing on your points. I’m looking at my brake points and I’m going to focus on that; the gear I want to use in the corner; getting a good run off the corner. Focus your mind on the things you want to do and push out the negative aspects so that keeps you focused.”

If whatever odd thing you’ve noticed isn’t something you can fix, move on. If it is, make a mental note to deal with it after the session and drive around it. Keep the focus on what’s important at the moment and you’ll get the most out of the time on track.

What’s your AX class?

(Found on Facebook, mildly updated)

I think I finally worked out SCCA classing:

Street classes – or, Just how wide a tire can I stuff on this rim?

- HS – For people that drive a really slow fast car.
- GS – Significant other said the race car needed to be practical.
- FS – For people who need a V8 just to get across a parking lot.
- ES – Find out just how fast your hairdresser’s car is.
- DS – Wait, how fast is a 4-cylinder Camaro?
- CS – Spec Miata.
- BS – Fast cars, but not *really* fast cars.
- AS – Spec Corvette
- SS – Find out just how fast your doctor’s car is.
- SS-R – With tires this expensive might as well run the best.
- SSC – Super Stock(-ish) but Cheaper.

Street Touring – or, I want a real suspension and better seats.

- STU – The car to have is a Mitsubishi 350Z M edition
- STR – For the Mazda F-type look-alike and the right-wheel-drive Honda
- STX – Wait, how fast is a Mini Cooper?
- STS – For the Mazda Elan look-alike and the fun-wheel-drive Honda
- STH – New class but clearly the 240 Turbo will be the car to beat.
- STP – Like CAM but with rules, Oh wait, nobody liked the rules. Class is gone.

Classic American Muscle – I didn’t want to read the rulebook before modifying my car, and it has a V8.

Street Prepared – My daily is on Hoosiers, my tow vehicle is on Hoosiers, I only drive on Hoosiers.

Street Modified – I didn’t know about the rulebook before modifying my car.

Prepared – My car predates OBD1 but it’s still competitive.

Modified – If I can just keep the car running for three runs....

Heritage Classic – Eligible for Antique tags, but the Solo Board hates anything built before 1990.

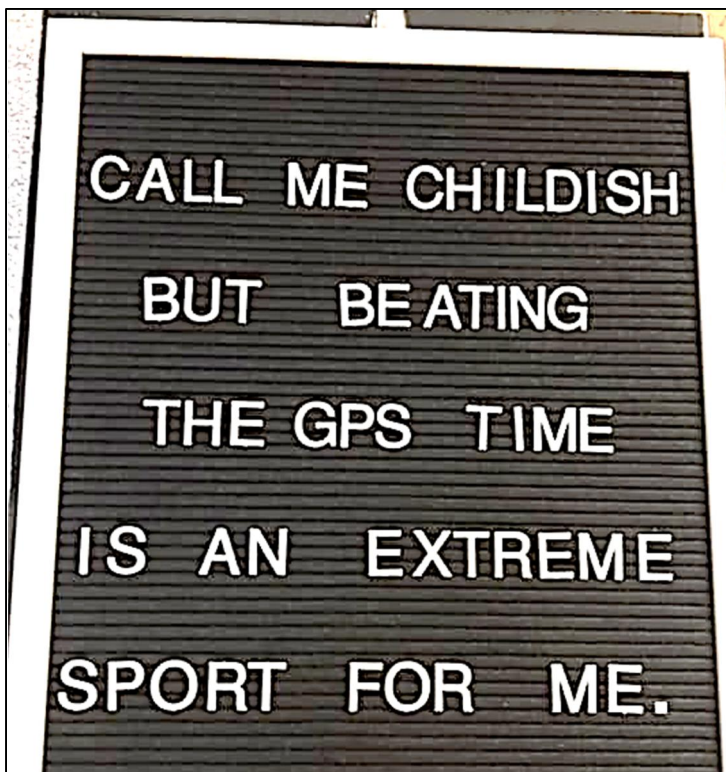
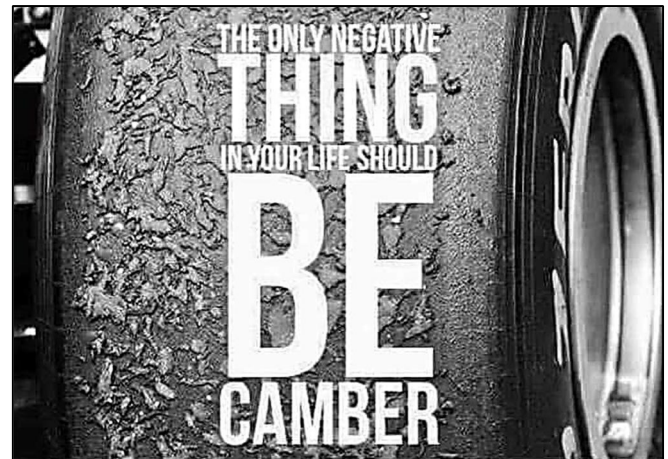
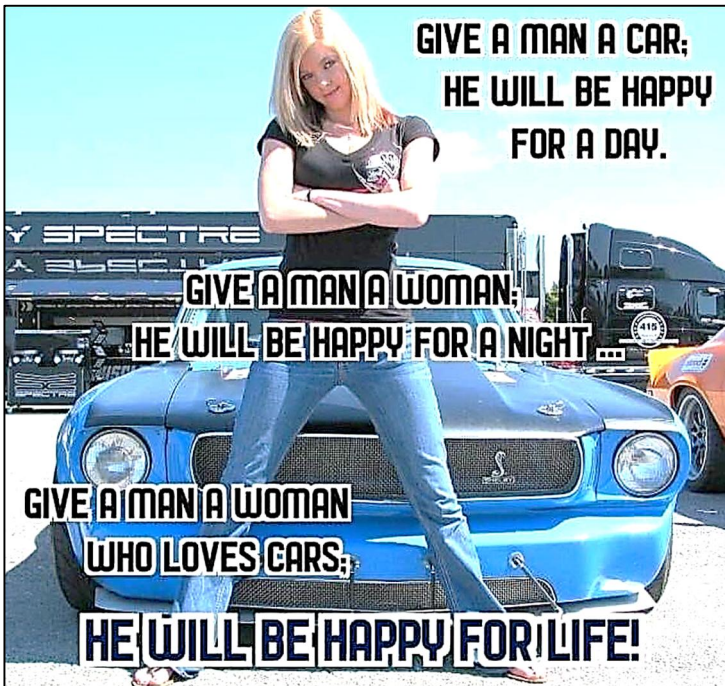
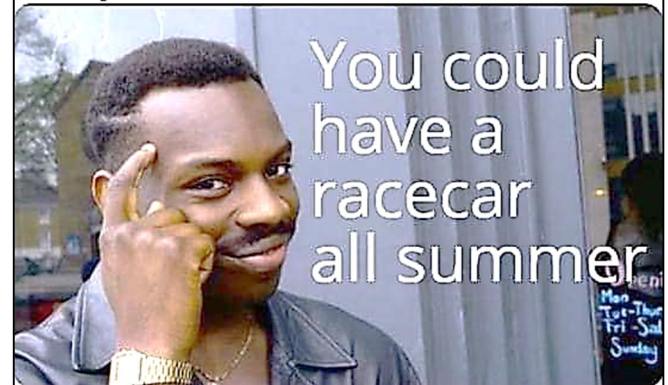
How tax breaks really work:

Here’s a tiny example. I own a small business. As the tax cuts are presented today I will have enough extra dough to hire one person. I don’t need a person. I need a race car. So I would not use this money to grow my business. And I don’t really ‘need’ a race car so I do not need this tax break. But if I’m given this money and then four years from now I’m told my taxes must go up that amount, I will grumble about those damn tax hikes. —Jim Coshow

I find so many fun memes on Facebook. Gotta share a few! -Ed.



Since banks don't repo until 3 months





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.

Just Idling Around

—Abner Perney

Sportscar season is in full swing, with relatively few interruptions from the excessively wet weather. I've been satisfied with results thus far, considering, as always, my predilection for driving underdog cars and of course I am dealing with the phenomena of old age, which makes the big picture view of daily time speed up, while simultaneously slowing the cognition rate and reaction time of the old body.

I was nominally chair of the April double solos which accompanied the Evolution Performance Driving Schools. Mike Mace and Dennis Smith ended up pretty much doing the compact two-lap courses for the events. A fine job they did. Saturday's version was a little tight and busy for bigger cars, but I liked it and won STO8 in the big Ford Fusion Sport, against two actual competitors in a 2017 Mustang, no less. On Sunday's version, there was no other STO8 driver, so I "won" but I was most pleased that in the raw results I was ahead of Monte Rans and Don Herrick, the aces of HStreet, which has never happened before, and I was only .3 seconds behind FStreet Champ John LaRondeau, which is also probably a first and last occurrence.

I like comparing raw results against other drivers. I contend autocross is much more driver than car, and that the existence of more than a hundred classes (*actually only 96. Ed.*) is not particularly relevant. But it does encourage lots of participation and lots of technical discussion. And sells a lot of cars, tires, parts and trophies. Recently the Region Board has spent a lot of time discussing PAX scores and trophies. I don't care. The theory of ranking classes and then statistically equalizing them is obviously another amusing way to look at things, and to try to legitimize competition across car classes, but it is statistics, which is governed by mathematical rules and assumptions and is therefore just a guide at best. That being said, I am pleased to rank fair-to-middling on the PAX Championship points.

In my quest to be "Wild Card" Champion of 2019, I took up Bill Preheim's offer to co-Drive his MG Midget FSP car in the May event. This was a real hoot, because it is a perfect demonstration of the motto "It's more fun to drive a slow car fast than to drive a fast car slow." An MG Midget is a classic Little British Roadster with almost no horsepower, but it has a roarty four-cylinder engine that, bless its little heart, sounds fast, even though, with two oversized carburetors, headers, and an ace mechanic's care, probably doesn't make 100 horsepower. On the other hand, Bill has done a beautiful restoration, and has the suspension tuned so well that you feel that you just about never have to slow down for turns. The steering is QUICK! It has a 4.56 rear end ratio and the first three gears are also notably low so you just stand on the gas and rip through the gears. It is just fun to drive! Great looking and sounding and Classic! Oh, and I edged him for the win – but he is two years older! Kind of like having a big brother who is a great mechanic, but plagued by his smart-mouth little brother who can barely tell a spanner from a screwdriver. The stuff sitcoms are made of.

On that fine Spring day the 11th of May, I finished 16th overall in the MG on raw time, but dropped to 21st on the PAX. That doesn't seem right! But in the year overall it is even more confusing, because there are a ton of ties, where I think I am tied

for 7th, but am 16th down on the list. I will continue to monitor that through the year, and continue to not expect a PAX trophy.

Wichita Region is to be thanked and congratulated for finding a new conveniently located site for RallyCross at the 81 Speedway, a dirt oval built for real-by-gum wheel-to-wheel racing of internal combustion engine unmuffled stockish based automobiles! I looked at the Google maps satellite view of the facility and thought it was going to be really difficult to lay out a suitable course, but I was wrong again! It was a fun challenging course with wickedly muddy spots mixed with dusty places and then the steeply banked hard packed clay half oval of the race track! Turnout was modest for this first event, and I won the 4-car Front Stock class by hitting fewer cones than the somewhat faster second place driver. Support their program, if you can. I'm signed up for the next 81 Speedway RallyCross Aug. 11!

The Divisional Solo of June 8-9 actually went off well despite the huge deposit of storm damage tree limbs along the east edge of the course. Setup Friday was interesting because Monte had a detailed pre-engineered design, which had to be modified due to the tree debris. Plus, he was assisted by Rocky. That meant that after six or seven hours every available cone had been used, but there was a usable course hiding out there.

Saturday was hot. The course was surprisingly fast, yet busy. Fairly high cone counts and DNFs were racked up. Everyone seemed to enjoy the day, and I ended up with some improvement through my 6 runs in the too big, too heavy, Ford Fusion Sport running G Street, finishing in the middle of the class 2nd of three, but in the bottom third overall on raw times and PAX.

Sunday dawned damp and pleasantly breezy and cool. The reversed and revised course looked like it might flow a little more smoothly and be a little faster. Again, every cone was employed. I thought my first run felt good and was pretty fast, but my Perpetual Novice style kicked in and everything I tried to better my time failed. I went faster, but took more time overall. I hit cones. I attempted to shift for myself, with the paddle shifters, but mostly just flailed away at the windshield wipers and locked the gearbox in third, which was wrong.

I went back to letting the computer shift, but found new places to overdrive the upcoming corners and hit cones. Turned out my first run was my best and my best was none too good. Third in class, not last in raw times, and also near the end of the PAX. Maybe next time will be better.

The Really Good Drivers seem to be able to do three things I and many normal drivers can't. 1. They can walk the course and visualize and talk about how they expect to be able to drive it. 2. They can remember everything they did in a run and then analyze how they could do it better. 3. They go out and effectively make corrections. For me every run is a largely new experience. Some days just dribble along and some days magically do get better. I can't really remember how that works.

So I helped clean up the site, stored the trailer, went home, mowed the lawn, sipped a beer, polished the cone marks off the Ford, had a nice dinner, watched a dumb TV show (a redundancy), poured some whiskey over ice, and wrote down these impressions. Thanks to all who came, worked and drove to make this a successful Salina MiDiv Solo event.

Our next Solo is at East Crawford on June 30. *BE There!* I'll be out in Colorado, most likely walking, biking, eating, drinking and visiting, but if I'm driving it will be in peak summer traffic and I'll just be going with the flow, trying to stay out of trouble. I expect to be back for the July 28 Solo in Yoder and may be appearing in a different car and class, because it will be A New Day in Kansas!! —Abner

SCCA Membership notes:

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

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

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

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

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