

The Write Line

~ July 2020 ~



Andlee Phengphachanh, XS-A Toyota Celica AllTrac (Diane Dowell Photo)

The official newsletter of the Salina Region SCCA

Regional Executive Views

With our season well under way we just finished the first of the Sunflower Solo Showdown series. Unfortunately, we did not fare so well at Topeka, we're currently in third place. The next in the series is with the Wichita Region at the Yoder site, we need you there to help provide support for the region. There were only 11 people there representing Salina so come out and help, I know we can do better.

Also, even though these events are away, they will count towards the Salina Region season points so do what you can to participate. A big thank you for all the Salina region members making the trip to Topeka, I know some traveled a few hours to get there.

A note about the Salina Region portion of the Showdown. Our date has changed to Sept. 12 to avoid the rescheduled Spring Nationals in Lincoln on Aug. 22-23. Our Aug. 23 event will go on as scheduled but as a regular event. Then there will only be three events left after the Showdown, come on out before the season ends.

If you are looking for a little Divisional action the Nebraska MiDiv will be Aug. 8-9. They typically will rerun courses used in last year's Solo Nationals. If you have not been to the Lincoln site you do not know what you are missing. The surface is similar to Salina's but the place is gigantic, all airport concrete.

And then, Kansas Region's rescheduled Divisional is

Oct. 3-4 at Heartland Motorsport Park. But unfortunately, Ozark Mountain Region's attempt to reschedule their Divisional in mid-October was dashed when Crowder College shut off all outside activities until Dec. 31 because of the coronavirus.

That reminds us, as we continue the season, to remember and continue COVID-19 safe practices including distancing and face masks, and gloves for all who handle equipment including pylons until all restrictions have been lifted. So do your part so we can continue the competition. We have been doing very well with the requirements but with the new restrictions and mask mandates we will have to be more diligent.

See you on course,

—Monte Rans, RE, Salina Region



► Next Events ◀

Sunflower Solo Showdown - Aug. 2

Sunflower Aerodrome, Yoder (directions, Page 6) ~ Salina Region points event

Pre-registration at motorsportsreg.com

On-site registration, tech, coursewalk 8:00-9:00 a.m. ~ Driver's Meeting 9:20

Solo - Aug. 23

On-site registration opens 8:00, closes 9:30 ~ Course open to walk by 8:30

Novice Coursewalk 9:30 ~ Driver's meeting 10:00 ~ Cars on course by 10:30

Salina Region events at East Crawford Recreation Area

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

Next Business Meeting

Aug. 23
After the Solo

Mokas Cafe
902 E. Crawford

*Business meetings
are open to all
members and guests*



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Salina Region Schedule ~ 2020

All at East Crawford Recreation Area unless noted otherwise
ALL DATES TENTATIVE – ESPECIALLY THIS YEAR!

<u>Event</u>	<u>Chair</u>
Aug 2 – Sunflower Showdown Solo Series – Yoder	Wichita Region
Aug 23 – Solo	Monte Rans
Sep 13 – Sunflower Showdown Solo Series – Salina	Powercat Motorsports
Oct 11 – Solo	
Oct 25 – Solo, Octoberfast 31	Salina Region Board
Nov 8 – Solo	Aaron Loggan

The Salina Divisional (June 6-7) and Solo Nationals (Sep. 7-11) also score in the Salina Region championship, with bonus points. Lowest four scores are thrown out.

MiDiv



SPS/R&S MiDiv Solo Series – 2020

June 6-7 — Salina (East Crawford Rec. Area)
 July 18-19 — St. Charles, Mo. (CANCELLED)
 Aug. 8-9 — Lincoln, Neb. (Lincoln Airpark)
 Oct. 3-4 — Topeka (Heartland Motorsports Park)
 Oct. 17-18 — Neosho, Mo. (CANCELLED)

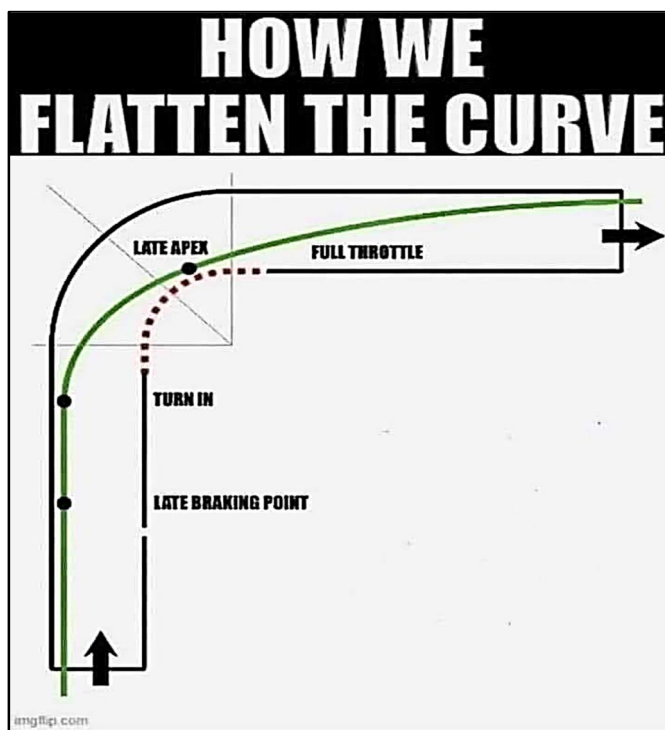
SCCA 2020 Solo Nationals ~ Sep. 7-11 ~ Lincoln, Neb.

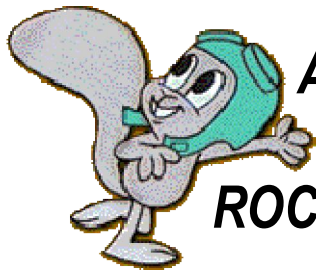
MEETING MINUTES

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

RE Monte Rans called for an e-mail vote July 13 on a request by competitors in Kansas and Wichita Regions to move our Sunflower Solo Showdown date (Aug. 23) because of the conflict with the Summer Nationals in Lincoln. Theresa moved that we do it on our already scheduled Sept. 13 date, and run Aug 23 just as a regular points event. Tim seconded.

The vote was held July 13-14 with eight board members, a majority, voting Aye and no dissenting votes. Voting in favor were Monte, Tim, Abner, Artt, Theresa, Rocky, Dennis and Nancy.





ASSORTED NUTS FROM ROCKET J. SQUIRREL

—ROCKY ENTRIKEN

Last weekend's Majors race at Heartland Park in Topeka is likely the only one I'll get to go to this year. I went to work grid, and also drive in the first round of the new Sunflower Solo Showdown – the three-region headknocker grown out of our R.E. Challenge with Wichita.

Hot weekend. Part of my job was to split the cars going out for the races. I stand in the middle of the pit lane as cars leave the grid, giving hand signals, "you go left, you go right," to set up the 2x2 pace lap. Pole winner gets to choose and everyone else follows accordingly.

Heartland's first turn, which has no name, is a gentle left up the hill beside the pit exit. At the top of the hill is Alpha, a blind over-the-brow right, then down to Turn 1. No-name and Alpha were created when the track was reconfigured in 2007 to take the frontstraight off the dragstrip.

Most drivers on pole choose the left side, the inside of that no-name first turn. Some take the right because they can stay with the other guy through the gentle left and that gives them the inside at Alpha and T1.

Charlie Peter took the right for another reason in the Bigbore race on Sunday. He had pole in a BMW 325i in the Touring 2 class. Trouble was, the next six cars were Trans-Am type GT1 and GT2 cars. Charlie may have been quicker around the 2.5-mile circuit, but those GTs had the power to blast off at start. Charlie was just getting out of the way! I watched as the green waved, Charlie was 4th at the uphill bend. A pair of GT2 Vipers finished 1-2 ahead of a GT1 Cadillac CTS, then Charlie's Bimmer.

On Saturday Bigbore only made six laps. Scheduled for 25 minutes, other races ran 12-15 laps. Only a couple of green-flag laps. Some cars had a coming-together and they couldn't clean up the mess without a full track blockage.

I spent most of the day masked. My wife has been sewing up a storm lately. Saturday morning my mask was a *Cars* motif, Lightning McQueen et al. That afternoon I sported a Grid Green cover, same color as the shirt I wear to denote a grid worker.

Sunday morning I ran the Solo Showdown using a blue-over-yellow mask that matches my helmet. Brian Tefft Jr. arranged for me to run in Heat 1 so I could get back to my race duties (the rest of ES ran Heat 2). Took me eight tries to get in five runs as timing glitches caused me to stop the clock of the driver behind me – *I liked those 45-sec times!* – and once I stopped for a downed cone. Three reruns! Then I spun out two turns from the finish on my last run. DRAT!

Got back to grid just in time for lunch. This time, because of COVID, they delivered box lunches to the

WELCOME NEW MEMBERS

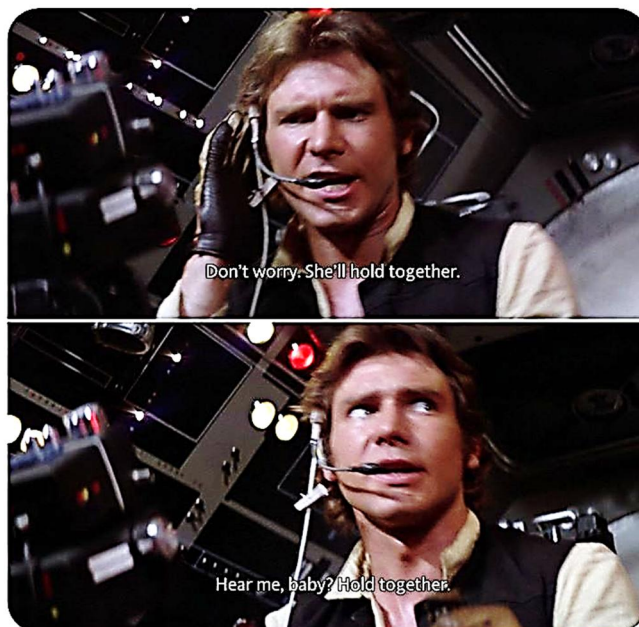
- **Jim French**, Wichita, had taken off a few years but now he's back, with new life for his '89 Corvette (formerly A Stock) in the CAM-S class. He leads points after 3 wins
- **Devin Wright**, Manhattan, has been co-driving an ES Mazda Miata with Colton Maxwell.

workers and we ate at our work stations. Thick pile of cold cuts in a croissant (turkey Saturday, ham Sunday), slice of cheese, mayo and mustard, chips, pickle, couple of cookies. Pretty good, actually.

Donned a checkered-flag mask for the afternoon races. Fast track. Eighteen drivers set new track records in their class. Couple of close finishes. Jim Coté was ahead of Chris Funk by only 1.145 sec at the finish of the Spec Racer Ford battle. Jesse Prather spun off late in the Smallbore race and had to chase down Cam Wogrin – pair of BMWs, Jesse's Z3 roadster he built in his own Topeka shop, Wogrin's 328is sedan. Jesse got Cam two turns from the finish to win E Production by 0.403 sec.

That race ran its first three laps under yellow. I was in pit lane waiting to split the cars, and just as they came out there was an ambulance call, "report to grid." But right at that moment I had a job to do! I later found out my grid chief, Vicki Jarecke, had woozed out from overheating and with the medical crew tending her they could not start the race! Vicki was fine, she was back later for the 75-minute Enduro at the end of the day.

Last run of the day: Corded tires, fuel well past E, strange knocking sound, pretty sure at least one bearing is making noise, and the steering wheel is cocked about 15 degrees to one side



SUNFLOWER SOLO SHOWDOWN 20.1

Kansas Region saw a good thing going between the Salina and Wichita Regions and wanted in. Thus was born the Sunflower Solo Showdown.

The first of the three events went off July 19 on the solo pad at Heartland Motorsports Park, Topeka, under a blazing summer sun while road racers provided the background noise. Seventy-three drivers showed up including 11 from Salina, 18 from Wichita, and 19 for the host region. plus 25 who were members of

none of the three regions (mostly Kansas City). Although more than 11 hold Salina membership, the points are credited to the drivers' Region of Record first, but if not a RoR member in any of the three, then an associate region membership gets to claim the points.

The large Heartland pad permits course design not possible on Salina's or Wichita's runway sites, and big sweepers were a main feature. The course – a the low to mid 60 sec run for most cars – began with three 5-cone slaloms. First a straightline slalom where the first cone was taken on the outside allowing a fast approach. Then came a fencerow slalom that was fast and actually fairly easy, and then a challenging outset slalom, not only uphill but also over rows of asphalt patches. Bumpy! Then came the sweepers, looping around the inside portions of the course. How fast do you dare try?

Craig Wilcox, from Kansas City Region and so not scoring points for any of the three Showdown regions, put on the clinic for How It Is Done. All of his runs (not counting a DNF) were in the 55 sec range to take both FTD and Top PAX with a 55.614 on the third of five runs. His Street Mod FWD Civic was more than 2 sec quicker than anyone else on the lot.

Second-quick was Wichita's top driver, AS winner David Green, at 57.9, one of four classes decided by less than one second. Kansas Region's quickest, James King, chased Green in AS, finishing 0.878 sec behind. Salina's quickest was SSC winner Mason Herrick, only 0.003 sec slower than King.

At the end of the day Wichita took the early lead in the Showdown (see box) 4.240 points ahead of Kansas, with Salina another 5.407 back and two events remaining.

The closest contest was a 2-car ESL class, Theresa Walton and Sharon Brillhart separated by 0.207 sec, each quickest on her third run.

E Street was the largest class, 7 cars, with Brian Tefft Jr. taking cone-killer honors – 11 pylons, every run dirty – to hand victory to his dad who only collected 2 on the day, between them they snagged 130 points for Kansas Region.

Street Touring Ultra was another 2-car class producing a tight battle. Mark Hill had a fight on his hands from Bob Buxbaum, holding on to a 0.721 sec win at the end.

The new XSA class produced a family feud between Dan and Neil Rowland, who finished in that order separated by 0.930 sec.

Fast Lady was Penelope Strack, running a VW Golf in DSL and turning a 63.482 that would have won the D Street Open class.

The Showdown continues first Sunday of August, Wichita Region at the Sunflower Aerodrome in Yoder. Registration is open on MotorsportsReg.com.



Sunflower Solo Showdown ~ Round #1

TEAM	POINTS	DIVISOR	SCORE
Wichita	550	18	30.556
Kansas	500	19	26.316
Salina	230	11	20.909

DATE CHANGE Salina's round is moved to Sept. 13 to get off the conflict created by the Solo Summer Nationals.

~~~ Sunflower Solo Showdown 20.1 • PAX Rankings ~~~

Driver	Class	Time	Index	PAX
Craig Wilcox	SMF	55.614	*0.841	46.771
Ron Williams	GS	59.122	*0.792	46.824
Mason Herrick	SSC	58.789	*0.805	47.325
David Green	AS	57.908	*0.819	47.426
Russell Blume	HS	60.949	*0.780	47.540
Mike Herrick	STS	59.244	*0.812	48.106
James King	AS	58.786	*0.819	48.145
Jacob Lynn	SSC	59.836	*0.805	48.168
Brian Tefft Sr	ES	61.065	*0.793	48.424
Brian Meyer	BS	60.212	*0.814	49.012
Conner Herrick	SSC	60.886	*0.805	49.013
Guy Roberts	AS	59.986	*0.819	49.128
Raymond Pieterick	GS	62.071	*0.792	49.160
Laney Blume	HS	63.028	*0.780	49.161
Mark Hill	STU	59.418	*0.828	49.198
Don Herrick	HS	63.363	*0.780	49.423
Jonathan Griffith	DSP	58.800	*0.842	49.509
Ryan Plourde	STS	61.005	*0.812	49.536
Frank Wietharn	AS	60.486	*0.819	49.538
Brian Tefft Jr.	ES	62.662	*0.793	49.691
Monte Rans	HS	63.758	*0.780	49.731
Bob Buxbaum	STU	60.139	*0.828	49.795
Phillip Meredith	GS	62.887	*0.792	49.806
James Harrison	BS	61.370	*0.814	49.955
Brandon Thomas	STS	62.308	*0.812	50.594
Gus Jacob	BS	62.266	*0.814	50.684
Blake Toews	STS	62.618	*0.812	50.845
Penelope Strack	DSL	63.482	*0.806	51.166
Jason Stockton	DS	63.494	*0.806	51.176
John LaRondeau	FS	63.681	*0.804	51.199
Richard Chapman	AS	62.533	*0.819	51.214
April Turner	DSP	60.850	*0.842	51.235
Robert Clapp	CAMT	63.432	*0.817	51.823
Henry Brillhart	ES	65.412	*0.793	51.871
Theresa Walton	ESL	65.668	*0.793	52.074
Greg Cheney	STH	64.068	*0.813	52.087
Jim French	CAMS	62.553	*0.833	52.106
Ann LaRondeau	FSL	64.966	*0.804	52.232
Sharon Brillhart	ESL	65.875	*0.793	52.238
Justin Gilbert	CS	64.855	*0.809	52.467
Pedro Martinez	STR	63.532	*0.827	52.541
Daniel Rowland	XSA	62.462	*0.844	52.717
Collin Meredith	GS	66.689	*0.792	52.817
Rocky Entrikey	ES	66.660	*0.793	52.861
Bruce Unruh	BS	65.228	*0.814	53.095
Steve Swartz	ES	66.987	*0.793	53.120
Bill Cutrer	STS	65.492	*0.812	53.179
Anthony Toledano	CAMT	65.187	*0.817	53.257
Neil Rowland	XSA	63.392	*0.844	53.502
Ryan Redenbaugh	STS	65.905	*0.812	53.514
Dale Long	CAMS	64.448	*0.833	53.685
Kent Edmondson	XSA	63.730	*0.844	53.788
Sam Coulter	CAMS	64.746	*0.833	53.933
Larry Barry	HS	69.334	*0.780	54.080
Dennis Smith	CAMC	66.135	*0.818	54.098
Nancy Smith	CAMCL	66.233	*0.818	54.178
Clint Holmes	DS	67.364	*0.806	54.295
Ryan Penrod	ES	69.166	*0.793	54.848
Lonnie Moses	CAMS	65.972	*0.833	54.954
Art Martinez	CP	65.140	*0.851	55.434
Jim Gillett	CAMS	66.560	*0.833	55.444
Clinton Boling	STH	68.288	*0.813	55.518
Paul DiPasquale	XSB	64.590	*0.864	55.805
Stephen Fudge	XSA	67.195	*0.844	56.712
Matthew Sonsthagen	CAMT	70.187	*0.817	57.342
Zack Kruse	HS	73.795	*0.780	57.560
Cameron Winter	ES	73.314	*0.793	58.138
Dave Sturgeon	SM	70.352	*0.854	60.080
Tim Coulter	CAMS	74.829	*0.833	62.332
Jeremy Scotton	CAMT	dnf	*0.817	—

SUNFLOWER SOLO SHOWDOWN 20.1

Kansas Region SCCA ~ July 19, 2020 ~ Heartland Motorsport Park, Topeka

Class	Driver	No.	Car	Rgn/Pts	Run 1	Run 2	Run 3	Run 4	Run 5	Best	
AS	• David Green	84	Corvette Z06	W 50	58.475	58.044	57.908	58.398	57.982	57.908	
AS	• James King	85	Corvette Z06	K 40	60.940	59.970	59.579+1	60.373+2	58.786	58.786	
AS	Guy Roberts	94	Dodge Viper RT/10	W 30	62.121	60.625	60.533	68.215	59.986	59.986	
AS	Frank Wietham	63	Corvette Z06	K 20	61.288+1	60.803	60.674	60.486	60.589	60.486	
AS	Richard Chapman	88	Corvette Z06	K 10	63.427	62.533	73.668+2	62.866+2	62.547	62.533	
BS	• Brian Meyer	94	Ford Shelby GT350	—	60.698	59.677+2	59.759+1	60.095+1	60.212	60.212	
BS	• James Harrison	72	Porsche Cayman S	W 20	62.679	62.677	62.036	62.381	61.370	61.370	
BS	Gus Jacob	23	Porsche Cayman	—	62.891	64.596+1	62.972	62.266	62.665	62.266	
BS	Bruce Unruh	1	Mercedes-Benz GLA45	W 10	66.184+1	65.533+3	65.973	65.328	65.228	65.228	
CS	• Justin Gilbert	1	Nissan 350Z	—	67.168	65.004	64.906+1	65.807+2	64.855	64.855	
DS	• Jason Stockton	70	Camaro 1LE	W 20	65.047	63.494	63.912	63.521	62.676+2	63.494	
DS	Clint Holmes	17	Camaro	K 10	76.955	72.120	68.328	67.640	67.364	67.364	
DSL	• Penelope Strack	199	Volkswagen Golf R	K 10	66.830	64.614	D.N.F.	63.622	63.482	63.482	FL
ES	• Brian Tefft Sr.	91	Toyota MR2 Spyder	K 70	63.286	62.329	60.799+2	61.332	61.065	61.065	
ES	• Brian Tefft Jr.	191	Toyota MR2 Spyder	K 60	60.161+2	63.632+2	60.662+1	61.251+2	59.957+4	62.662	
ES	• Henry Brillhart	48	Toyota MR2	W 50	66.424	D.N.F.	65.486	65.766+1	65.412	65.412	
ES	Rocky Enriken	4	Mazda Miata	S 40	69.811	68.012	67.496+1	66.660	78.171+2	66.660	
ES	Steve Swartz	17	Mazda Miata	W 30	73.054	68.987	68.339	66.987	73.253	66.987	
ES	Ryan Penrod	69	Mazda Miata	—	72.845	71.512	69.940	69.688+1	69.166	69.166	
ES	Cameron Winter	7	Mazda Miata	—	75.985	75.191	75.993	75.428	73.314	73.314	
ESL	• Theresa Walton	66	Mazda Miata	S 20	68.581	66.233	65.668	64.835+1	65.707+1	65.668	
ESL	Sharon Brillhart	28	Toyota MR2	W 10	68.624	66.419	65.875	77.600	66.314	65.875	
FS	• John LaRondeau	92	Ford Mustang GT	S 10	64.100	64.336	63.681	63.844	63.853	63.681	
FSL	• Ann LaRondeau	92	Mustang GT	S 10	68.322	66.913	67.222	66.638	64.966	64.966	
GS	• Ron Williams	97	Honda Civic Si	K 40	60.105	59.729	59.214	59.122	59.206	59.122	
GS	• Raymond Pieterick	87	Ford Focus ST	—	63.403	63.587	63.522	62.983	62.071	62.071	
GS	Phillip Meredith	66	Volkswagen GTI	K 20	63.848	63.320	64.308	63.689	62.887	62.887	
GS	Collin Meredith	69	Volkswagen GTI	—	70.784	68.550+1	67.633	66.689	71.216+1	66.689	
HS	• Russell Blume	197	Honda Civic S	K 50	62.469	61.154	61.790	60.949	61.722	60.949	
HS	• Laney Blume	97	Honda Civic S	K 40	63.996	63.028	61.581+1	62.619+1	72.119+1	63.028	
HS	Don Herrick	8	Ford Fiesta ST	W 30	72.221	64.888	63.168+1	63.363	63.693	63.363	
HS	Monte Rans	52	Mini Cooper	S 20	68.109+2	65.367	64.455	64.044	63.758	63.758	
HS	Larry Barry	94	Subaru Crosstrek	—	71.908+1	70.090	70.310	69.463	69.334	69.334	
HS	Zack Kruse	56	Scion tC	—	77.206	73.261+1	76.011	75.080	73.795	73.795	
SSC	• Mason Herrick	186	Scion FRS	S 30	59.641	58.789	59.612	58.715+1	59.850+1	58.789	
SSC	Jacob Lynn	77	Scion FR-S	W 20	61.326	59.836	61.281	59.885	60.085	59.836	
SSC	Conner Herrick	86	Scion FR-S	S 10	63.007	63.115	61.213	60.886	60.949	60.886	
STU	• Mark Hill	45	Ford Focus RS	K 20	D.N.F.	59.422	D.N.F.	61.204+1	59.418	59.418	
STU	Bob Buxbaum	65	BMW M3	K 10	61.116	60.378	60.506	60.290	60.139	60.139	
STR	• Pedro Martinez	816	Mazda Miata	—	67.443+1	66.035	67.516	74.358	63.532	63.532	
STS	• Mike Herrick	89	Honda Civic Si	S 60	D.N.F.	59.572+1	59.350+1	59.244	59.939+1	59.244	
STS	• Ryan Plourde	74	Mazda Miata	W 50	72.664	61.845	61.005	61.714	61.507	61.005	
STS	Brandon Thomas	15	Mazda Miata	W 40	64.482+1	63.794	63.483	62.354+3	62.308	62.308	
STS	Blake Toews	76	Mazda Miata	W 30	64.052	D.N.F.	63.125	64.005	62.618	62.618	
STS	Bill Cutrer	96	Honda Civic Si	K 20	66.120	67.161+1	65.623	65.492	65.850	65.492	
STS	Ryan Redenbaugh	31	Mazda Miata	K 10	67.663	67.150	65.905	66.194	66.187	65.905	
STH	• Greg Cheney	43	Ford Fiesta ST	—	65.694	65.429+1	64.530	64.935	64.068	64.068	
STH	Clinton Boling	68	Ford Fiesta ST	S 10	70.440	68.313	69.214	68.288	67.322+1	68.288	
CAMC	• Dennis Smith	6	Mustang Cobra	S 10	66.481	D.N.F.	D.N.F.	66.960	66.135	66.135	
CAMCL	• Nancy Smith	69	Mustang Cobra	S 10	71.953	67.800+1	66.821	66.233	66.658	66.233	
CAMS	• Jim French	7	Corvette	W 60	64.093	63.296	63.224+1	62.553	62.585	62.553	
CAMS	Dale Long	28	Corvette	—	66.651	66.940	64.448	64.857	64.449	64.448	
CAMS	Sam Coulter	210	Corvette	K 40	69.083	65.448	65.590	65.738	64.746	64.746	
CAMS	Lonnie Moses	39	Corvette	W 30	69.703	67.703+1	67.034	65.972	66.246	65.972	
CAMS	Jim Gillett	51	Corvette FRC	W 20	D.N.F.	67.415+1	67.421	D.N.F.	66.560	66.560	
CAMS	Tim Coulter	21	Corvette	—	85.190	80.786+1	74.829	77.379	D.N.F.	74.829	



CAMT	• Robert Clapp	81	Camaro Z-28	W 40	66.263	65.262	63.781	63.432	64.157	63.432	
CAMT	• Anthony Toledano	2	Mustang GT	—	67.709	65.529	D.N.F.	65.187	D.N.F.	65.187	
CAMT	Matthew Sonsthagen	92	Mustang GT	—	70.812	71.698+1	70.489+1	68.716+2	68.187+1	70.187	
CAMT	Jeremy Scotton	83	Mustang	K 10	D.N.F.	D.N.F.	D.N.S.	D.N.S.	D.N.S.	D.N.F.	
DSP	• Jonathan Griffith	84	Mazda RX8	—	61.829	D.N.F.	59.378	D.N.F.	58.800	58.800	
DSP	April Turner	184	Mazda RX8	—	63.139+1	D.N.F.	63.105	62.237	60.850	60.850	
SM	• Dave Sturgeon	85	Nissan 240SX	—	77.340	D.N.F.	75.417	71.469	70.352	70.352	
SMF	• Craig Wilcox	98	Honda Civic	—	55.885	D.N.F.	55.614	55.300+1	55.979+1	55.614	FTD/PAX
XSA	• Daniel Rowland	3	BMW 328iS	—	65.054	63.755	64.223+2	62.707	62.462	62.462	
XSA	• Neil Rowland	13	BMW 328 IS	—	65.936+1	D.N.F.	65.466+2	64.993	63.392	63.392	
XSA	Kent Edmondson	89	BMW E30	—	66.051+1	64.732	64.548	62.935+1	63.730	63.730	
XSA	Stephen Fudge	189	BMW 325is	K 10	69.726	68.036	D.N.F.	67.195	D.N.S.	67.195	
XSB	• Paul DiPasquale	19	Mazda Miata	K 10	68.366	66.115+1	65.896	64.045+1	64.590	64.590	
CP	• Art Martinez	34	Pontiac MSE TA	W 10	68.014	65.140	66.129	66.952	66.522	65.140	
N	• Jesse Frevert	77	Lotus Elise	—	69.784+2	64.417	64.014	63.992	63.594	63.594	
N	Nathan Jones-Walker	15	Mazdaspeed Miata	—	72.012	72.035	70.969	69.681	71.010	69.681	
N	Darui Wang	34	Mustang	—	D.N.F.	D.N.F.	81.944	76.089+1	73.364	73.364	

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

(second McPherson exit) to Hutchinson. At the outskirts of Hutch take a sharp left at 17th St. (there's a traffic light) onto Airport Road which bends south and becomes Yoder Road. Go about 6 miles, then right on Red Rock Road, through Yoder about 2¼ miles to what looks like a country driveway on the left. That's the site entrance. It's gravel until you reach the end of the runway. Watch the 10 mph speed limit. There may be kids present.

* SALINA REGION MEMBER			Points following Sunflower Solo Showdown 20.1						* HAS RUN THE MINIMUM 4 LOCAL EVENTS														
SS	Jeremy Foley	25	<div>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.</div>											Aaron Holstrom	18								
	Kelsey Karanges	18																			Ryan Redenbaugh*	13	
AS	Frank Wiethman	43																			AM	Artt Mann*	36
	James King	35																			DM	Travis McMillian	25
	Richard Chapman	16											Isaiah McMillian	18									
	Cindy Dykhouse	16											Kim McMillian	12									
	Paul Dykhouse	14											FM	Dan Wheeler	26								
	David Green	12												Brad Smith	19								
	Austin Covey	9												Chris Thomas	14								
	Guy Robeerts	7											FML	Andrea Wolfe	24								
BS	James Harrison	48											JC	Paxton Cowden*	12								
	Gus Jacob	24	ESL	Sharon Brillhart*	59								Wild	April Turner	51								
	Brian Strack	18		Theresa Walton*	46	STR	A.J. Davis	32	ASP	Paul Sanguinett	24			Stephen Fudge	40								
	Brian Meyer	12		Marcia Haynes*	17		James Davis	29	DSP	Jonathan Griffith	59			Jim Gillett*	40								
	Randy Puls*	12	FS	John LaRondeau*	61		Kale Morris*	24		April Turner	27			Robert Clapp*	38								
	Bruce Unruh	6		Ken Stowers	25		Pedro Martinez	12		Daniel Rowland	22			Penelope Strack	37								
BSL	Penelope Strack	25		Wesley Burt*	9	STS	Mike Herrick*	64		Mark Rowland	14			Ryan Redenbaugh*	†26								
	Susan Puls*	18		Robert Clapp*	9		Robert Seelig	30	DSPL	April Turner	24			Mark Rowland	14								
CS	Stephen Fudge	34	FSL	Ann LaRondeau*	60		Bill Burnham	16	FSP	Abner Perney*	39			† Has run three classes									
	Luis Rodriguez	21	GS	Ron Williams	49		Brandon Thomas	13		Bill Preheim*	37			* NOTE: Divisional is not counted as a "local" event. All Showdown events are.									
	Justin Gilbert	12		Phillip Meredith	16		Darren Thomas	12	FSPL	Connie Preheim*	36												
	Tim Nicholson	12		Raymond Pieterick	9		Ryan Plourde	9	SSM	Jim Feinberg	24												
	Rick Nicholson*	9		Collin Meredith	6		Blake Toews*	6	SM	Dave Sturgeon	12												
	Ryan Redenbaugh*	9	HS	Russell Blume	48		Bill Cutrer	5	SMF	J.D. Baughman*	25												
DS	Timothy Thompson*	38		Monte Rans*	40		Ryan Redenbaugh*	4		Craig Wilcox	12			♦ PAX – Top 10 ♦									
	Clint Holmes*	32		Laney Blume	37	STH	Clinton Boling*	48		Jacob Schmidt	9	STS	Mike Herrick*	492									
	Zachary Smith*	28		Cameron Goode	31		Tim Miller	37	XSA	Aaron Loggan*	37	SSC	Mason Herrick*	489									
	Mason Lieb	12		Don Herrick*	31		Greg Cheney	12		Andree Phengphachanh*	24	STU	Mark Hill*	459									
	Jason Stockton	12		Donald Carl	14	CAM-C	Dennis Smith*	37		Daniel Rowland	24	HS	Monte Rans*	428									
	Dylan White	7		Larry Barry	5		Darren Mouilleseaux	23		Kent Edmondson	16	SSC	Conner Herrick*	413									
DSSL	Crisanne Thompson*	36		Julian Garfield	5		Scott Peterson	9		Neil Rowland	9	FS	John LaRondeau*	404									
	Penelope Strack	12		Doug Gill	5	CAM-CL	Nancy Smith*	36		Brett Cook	7	GS	Ron Williams	396									
ES	Brian Tefft Jr.*	52		Sarah Dean	4	CAM-S	Jim French*	36		Stephen Fudge	6	HS	Don Herrick*	386									
	Brian Tefft Sr.*	43		Zack Kruse	4		Jim Gillett*	33		Mark Rowland	5	HS	Russell Blume	378									
	Rocky Entriiken*	32		Jake Kanning	3		Chris Harrison	26	XSB	Lance Cochran*	12	ESL	Sharon Brillhart	367									
	Henry Brillhart*	28		Lori Gill	2		Chase Cook	14		Paul DiPasquale	12												
	Joey Green	19	SSC	Mason Herrick*	61		Dale Long	9	CP	Albert Hermans	34												
	Mason Smith*	18		Conner Herrick*	43		Sam Coulter	7		Chris Miller	25												
	James Green*	12		Jacob Lynn	9		Lonnie Moses	6		Art Martinez	22												

Events Elsewhere - 2020



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

ALWAYS CONFIRM THE EVENT BEFORE MAKING A LONG TRIP!

(* = Salina Region event on this date)

AUTOCROSS

- Aug 1 Wichita @ Sunflower Aerodrome, Yoder (Test & Tune)
 Aug 2 Nebraska @ Lincoln Airpark
 Wichita @ Sunflower Aerodrome, Yoder (Sunflower Showdown 20.2)
 Aug 15 Kansas City @ MCC Blue River, Indep, Mo (Solo school)
 Aug 16 Kansas City @ MCC Blue River, Independence, Mo
 Aug 22 Nebraska @ Lincoln Airpark
 Aug 23 *Nebraska @ Lincoln Airpark
 NeOkla @ Fair Meadows, Tulsa
 Aug 29 Oklahoma @ Remington Park, OKC
 Aug 30 Oklahoma @ Remington Park, OKC
 Sep 4-6 ProSolo/CAM Finale @ Lincoln Airpark
 Sep 13 *NeOkla @ Fair Meadows, Tulsa
 Sep 20 Kansas City @ MCC Blue River, Independence, Mo
 Oklahoma @ Remington Park, OKC
 Sep 26 *Nebraska @ Lincoln Airpark
 Wichita @ Sunflower Aerodrome, Yoder (Street Survival)
 Sep 27 Nebraska @ Lincoln Airpark
 Wichita @ Sunflower Aerodrome, Yoder
 Oct 3-4 Kansas @ Heartland, Topeka (Double Solo)
 Oct 4 Oklahoma @ Remington Park, OKC
 Oct 10 *Nebraska @ Lincoln Airpark
 Oct 11 *Kansas City @ MCC Blue River, Independence, Mo
 Nebraska @ Lincoln Airpark
 Oct 17 Wichita @ Sunflower Aerodrome, Yoder
 Oct 18 Oklahoma @ Remington Park, OKC
 Wichita @ Sunflower Aerodrome, Yoder (Endurocross)
 Oct 25 *Kansas City @ MCC Blue River, Indep, Mo (Halloweenie)
 Nov 1 Wichita @ Sunflower Aerodrome, Yoder
 Nov 7 *Oklahoma @ Remington Park, OKC
 Nov 8 *NeOkla @ Fair Meadows, Tulsa
 Oklahoma @ Remington Park, OKC

RALLYCROSS

- Aug 1-2 NeOkla @ Billy Bob's Farm, Billings, Okla (Divisional RX)
 Aug 15-16 .. RallyCross Nat'l's @ Heartland Park
 Aug 29 Kansas @ Santa Fe Trail Cycle Park, Carbondale
 Aug 30 Wichita @ 81 Speedway, Park City
 Sep 6 Kansas City @ I-35 Speedway, Winston, Mo.
 Sep 20 Nebraska @ I-80 Speedway, Greenwood, Neb.
 Wichita @ Howard, Ks.
 Sep 27 Kansas @ Santa Fe Trail Cycle Park, Carbondale
 Oct 11 *Wichita @ 81 Speedway, Park City
 Oct 18 Nebraska @ I-80 Speedway, Greenwood, Neb.
 Oct 24 Kansas City @ Thunder Valley Sand Drags, Grain Valley, Mo
 Oct 31 Kansas @ Santa Fe Trail Cycle Park, Carbondale
 Nov 8 *Kansas City @ I-35 Speedway, Winston, Mo.
 Nebraska @ I-80 Speedway, Greenwood, Neb.
 Nov 22 Kansas @ Santa Fe Trail Cycle Park, Carbondale
 Dec 13 Kansas @ Santa Fe Trail Cycle Park, Carbondale

CHANGE!

Because of the Coronavirus outbreak, it would be wise to confirm any event before leaving on a trip to participate in it.
 Known cancellations marked in crossout

Go

Racing!



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

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

ROAD RACING

Oct 5-11 The Runoffs @ Road America, Elkhart Lake, Wisc.

MIDWINTER TRIALS SERIES

Sep 25-27 Time Trial Nat'l's @ NCM Mspts Park, Bowling Green, Ky.

TRACK NIGHT IN AMERICA

Aug 11 @ High Plains Raceway, Deer Trail, Colo
 Aug 12 @ Heartland Motorsports Park, Topeka
 Sep 15 @ Heartland Motorsports Park, Topeka
 Oct 15 @ Heartland Motorsports Park, Topeka

Most Will Never Understand

But there are these moments when rubber and muscle and steel and skin merge, when we hunt with one focus, one purpose and every atom of our being crackles with life.

When the green flag drops, the stress and worries of daily life vanish. There is no past, no future, *only NOW.*



Time slows and speed evaporates into a rhythmic flow of balanced velocities as we fiercely pursue our personal best. *This is why we race.*



MEMBERSHIP APPLICATION

Join the SCCA at <https://join.scca.com> on any mobile device or complete the form below and return with payment, to SCCA Member Services, P.O. Box 299, Topeka, KS 66601-0299. Dues include payment for monthly subscription to SportsCar magazine (\$24 value). Dues are not deductible as charitable contributions. All membership dues are non-transferable and non-refundable.

CONTACT INFORMATION

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

ANNUAL MEMBERSHIP DUES

NATIONAL DUES ☐ INDIVIDUAL MEMBERSHIP \$70.00
REGIONAL DUES ☐ SALINA REGION \$15.00 (VARIES BY REGION)
FAMILY MEMBERSHIP – Go online to scca.com, click on “JOIN SCCA” – Dues \$90 National, \$15 Salina

Sign up online to get an immediate Member ID and to apply credits and discounts.

DISCOUNTS (OFF NATIONAL DUES)

☐ 24 years of age or younger; eligible for \$30.00 discount until age 25.
☐ Active duty or a veteran of the United States Military; eligible for 20% Discount.

The above information regarding discount qualifications will be verified and applied if appropriate.

I hereby certify that the information above is correct. I realize any falsification may result in the loss of a discount and/or membership. By accepting membership in the SCCA and SCCA Region II0 - Salina. 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. I will abide by the Code of Member Conduct both at SCCA-sanctioned events and away and will strive to uphold the SCCA Mission, Vision and Values and the Welcoming Environment.

Applicant's Name (Signature Required)

Date (Required)

PAYMENT METHOD

☐ Cash ☐ Check ☐ Credit Card Amount Paid \$ _____

Credit Card _____ Exp. _____ CVV# _____

Payment Signature _____ Date _____

☐ **Auto-Renew** I understand this credit card will be charged prior to my membership expiration date for my membership dues. Manage your SCCA Membership account at <https://my.scca.com>.

Wisdom for the novice autocrosser

By Bob Tunnell

Lots of great advice has been written for the novice autocrosser. Kate Hughes' Novice Handbook is just one fine example (find it at

tunnellracing.com/handbook.html). But I've also noticed that despite all the good advice, first-timers often still don't get the most out of the experience. Here are four things I suggest to pay particular attention to.

1) Go to have fun. This has been my primary motivation for more than 20 years and if you ain't goin' out to have fun, then go golfing or scuba diving or shopping or somethin' else. After all, you're gonna get to drive your Ultimate Driving Machine in a totally irresponsible and illegal manner, and not worry about getting busted for it – what more could you ask for!!

2) Treat walking the course like voting: Do it early and often. You don't get practice laps in autocrossing – that's a major part of the spirit of the sport – so walk the course until your feet bleed. Well, that's a bit of an exaggeration, but not by much. This is probably the single most common "mistake" beginners make – they walk the course only enough to avoid getting lost, but that isn't nearly enough to be **FAST**. The course will look a lot different from the driver seat "at speed" than it does at a stroll.

Think about driving around in a strange neighborhood looking for an address. The next time you go to that house, you'll get there in half the time because it looks *familiar*. Walk the course until various sections are imprinted in your brain and you can "drive" the entire course in your mind.

I actually put a clock on my mental "practice runs." When I can mentally drive a course within a couple seconds of my actual run time, I did a good job of memorizing it. But that's probably **way** more than a beginner should expect.

While walking, pay particular attention to the "straightaways." I define those as sections of the course – straight or not – that can be taken without lifting off the gas. Autocross (or any racing for that matter) is nothing more than drag racing with corners. Of course you need to slow down for the corners (see #3), but look for the *earliest* point at which you can get back on the gas and not have to lift at the exit of a corner. Now see if you can get on the gas even earlier than that. As long as you don't have to lift at the exit, you didn't get on the gas too soon. Remember, "He who late apexes the earliest wins." (*paraphrased quote stolen from John Ames, 9-time National Champion.*)

3) Go fast in the fast places and slow in the slow places. That may be a bastardization of an Emerson Fittipaldi quote, but it's the absolute truth.

Most beginners can't believe how fast they can really go through some high-speed maneuvers (as evidenced by the

stains in my passenger seat), but they also try to make up for it by going 11/10ths through slow maneuvers. Bad idea. Really good drivers know when to go slowly and when to go all out. And great drivers can actually *do* it.

Going faster in the fast sections will come naturally with time, so be aware of the "slow" sections and be sure you don't overcook them. In general, you should take the shortest line possible. This ain't NASCAR and runnin' the high line next to the wall like The King, Richard Petty, won't cut it. In autocross the shortest line is *almost always* the quickest. This is particularly true in corners more than 90 degrees and is a *must* in corners greater than 120 degrees. Our BMWs have a reputation for pushing or understeering in slow corners and IMNSHO the biggest contributing factor is usually excessive entry speed – drivers trying to take a "wide line" to "carry speed." Uh-uh. That's a no-no.

4) Remember to have fun. It bears repeating because beginners almost always get discouraged when they see how much slower they are than someone that's been doing it a while, even only once or twice before.

An average 60-second autocross course can have as many as 100-150 of what I call "decision points" – places where the driver needs to make a decision regarding when to get on the gas, when to lift, when to brake, how much to brake, when to turn into a corner, how sharply to turn into a corner, when to begin unwinding the wheel out of a corner, etc. AND all the various subtleties, variations, and combinations of those techniques.

The difference between a really good autocrosser and a slug-slow novice may be as little as a tenth of a second at each decision point – an imperceptible amount. (Provided the driver isn't also wondering, "Where is the next corner?") But multiply that tenth of a second by 100 decision points and you've now got a 10-second difference between a truly great run and a very good novice run.

In reality, the difference between a discouraged beginner and a great driver really only boils down to a tenth of a second. But it all adds up.

I hope that helps. Good luck and have fun!

(Bob Tunnell is a 7-time Solo National Champion, and his wife Patty is a 15-time winner at the Solo Nationals. They were inducted into the SCCA Hall of Fame last January.)



SCCA Membership notes •••

If you are a Region-of-Record member of Salina Region, the code on your mailing label (such as RR 02-20) is your expiration date.

National membership 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 (coded A or FA). 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 Trial (free) and Weekend (\$15) Memberships. More information is available at www.salinasc.ca.org, www.scca.com, or call Salina Region membership chair Rocky Entriken at 785-827-5143 or e-mail rocky@spitfire4.com.

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).

- 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.

- 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.

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

E-mail or U.S. Mail?

If you received the e-mail version but would prefer to receive *The Write Line* by mail, just send a message to the editor (rocky@spitfire4.com, or 2731 Scott, Salina Ks. 67401) and we'll keep you on

the snail-mail list. Likewise, if we sent you the mailed version but the e-mail copy (in color!) would better meet your preferences, just say so.



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