

# The Write Line

~ March 2021 ~



Steve Schrag, CAM-C Mustang (Jim Gillett Photo)

The official newsletter of the Salina Region SCCA

## Regional Executive Views

Our season opener was a little chilly and windy but it did not stop people from coming out and enjoying the day. As noted in the last newsletter, the next event will be our annual April doubleheader, separate events Saturday and Sunday. In the past we have had to shorten the course (often a 2-lap run) to accommodate the Evo School on the opposite end of the site but this year that will not be an issue. Evo is unable to come because of COVID restrictions.

We need people to sign up to chair an event and create a course. There are plenty of people that will help if requested but we desperately need chair people. As a volunteer organization everyone needs to offer more help occasionally. Also, this is your work assignment for the day, so while you're in charge our events are pretty self-contained leaving you the rest of the day to prepare for your heat and enjoy the fruits of your labor. Besides, when only a handful of people design courses they tend to become repetitive. So please volunteer to be a chair and call Dennis (phone and e-mail on Page 2) so he can get you on the list.

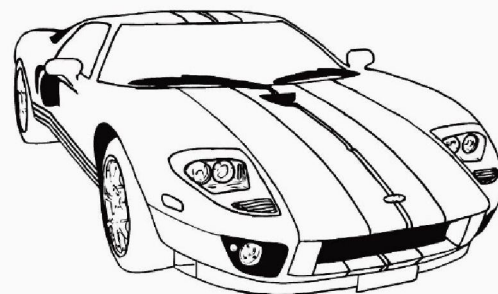
Congratulations to our 2020 award winners. Many awards were picked up at our March event, the "of the year" awards will be presented at April's twinbill. Others will be mailed. See the list on Page 3.

Remember our third scheduled event weekend is the Saturday of Mother's Day weekend. Last year a few people missed it assuming it to be on Sunday, so watch your calendar.

Another change for the year was the restructuring of the heats, necessary to balance them, so make sure you check which heat you are in. It may be different from last year. As always the Group A parks on the east side of the grid while group B parks on the west side. The group driving the first heat trades back and forth with each event – Group A was first out this month; at the doubleheader Group B leads off on Saturday, Group A on Sunday, and May is Group B first, and so on.

You can always check the home page for the event when you pre-register on MotorsportReg.com. Scroll down to the bottom of the page to see the heat schedule for the whole season. After the next couple of events watch for later events to show up on MSR.

See you on course,  
—Monte Rans, RE, Salina Region



### ► Next Events ◀

## Twin Solos - April 17 & 18

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 Berkley Family Recreational Area**  
Pre-register (save \$5) – use link at [www.salinasc.ca.org](http://www.salinasc.ca.org)

### Next Business Meeting

April 17  
After the Solo

Site TBA

*Business meetings  
are open to all  
members and guests*



## Board Members ~ 2021

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## Salina Region Schedule ~ 2021

All events at Berkley Family Recreational Area unless noted otherwise

<u>Event</u>	<u>Chair</u>
April 17 – Double Solo #1	—
April 18 – Double Solo #2	—
May 8 – Solo (Saturday)	—
June 20 – Solo	—
July 11 – Sunflower Showdown 21.1 (Topeka)	—
August 1 – Sunflower Showdown 21.2 (Yoder)	—
September 12 – Sunflower Showdown 21.3 (Salina)	—
October 10 – Solo	—
October 24 – Octoberfest 32	—
November 7 – Solo	—

**Want to chair an event? Contact Dennis Smith!**

*A Salina Divisional (if held) and Solo Nationals (Sep. 6-10) also score in the Salina Region championship, with bonus points. Lowest four scores are thrown out.*

### MiDiv



### SPS/R&S MiDiv Solo Series - 2021

April 24-25 – Kansas @ Topeka (Heartland Park)  
 June 5-6 – Wichita @ Yoder (Sunflower Aerodrome)  
 June 26-27 – St. Louis @ St. Charles (Family Arena)  
 Jul 17-18 – NeOkla @ Muskogee (Davis Field)  
 Aug. 14-15 – Nebraska @ Lincoln (Lincoln Airpark)

**SCCA 2021 Solo Nationals ~ Sep. 6-10 ~ Lincoln, NE**

## MEETING MINUTES

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

The Salina Region SCCA board did not meet in March.



# SALINA REGION AWARDS ~ 2020 SEASON

In a "normal" year – which the COVID-infested 2020 was not – we would have had a banquet and celebrated our award winners there. As was true for many SCCA regions nationwide, it didn't happen. And for some reason the shipping industry seems to have gone bonkers as well. "Overnight" seems to mean "sometime this week, maybe." We planned to do awards at our March 19-20 weekend. Locally produced awards were on hand. Divisional stuff (delivered last November) too. But our championship awards – some made it, some didn't – and none of the top honors arrived except the one produced locally. Whenever they arrive we'll get them to the recipients. Some we'll save for the April doubleheader weekend. But without further ado, we announce and salute here the most deserving Salina Region members:

## Dave & Jo Richards Award ~ Abner Perney

Driver of the Year ~ Mike Herrick

Rookie of the Year ~ Clinton Boling

Newcomer of the Year ~ Chris Thomas

Most Improved ~ Aaron Loggan

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

### Salina Region members

D Street Champion – **Timothy Thompson**  
 D Street Ladies Champion – **Crisanne Thompson**  
 E Street Champion – **Brian Tefft Jr.**  
 E Street Ladies Champion – **Theresa Walton**  
 F Street Champion – **John LaRandeau**  
 F Street Ladies Champion – **Ann LaRandeau**  
 Solo Spec Coupe Champion – **Mason Herrick**  
 Street Touring Ultra Champion – **Mark Hill**  
 Street Touring Sport Champion – **Mike Herrick**  
 CAM-Sport Champion – **Jim French**



B Street Ladies 2nd Place – **Susan Puls**  
 D Street 2nd Place – **Zachary Smith**  
 H Street 2nd Place – **Monte Rans**  
 CAM-Contemporary 2nd Place – **Dennis Smith**  
  
 E Street 3rd Place – **Brian Tefft Sr.**  
 Solo Spec Coupe 3rd Place – **Conner Herrick**  
 Street Touring Sport 3rd Place – **Brandon Thomas**  
 CAM-Contemporary 3rd Place – **Nancy Smith**  
 CAM-Traditional 3rd Place – **Robert Clapp**  
 F Modified 3rd Place – **Chris Thomas**



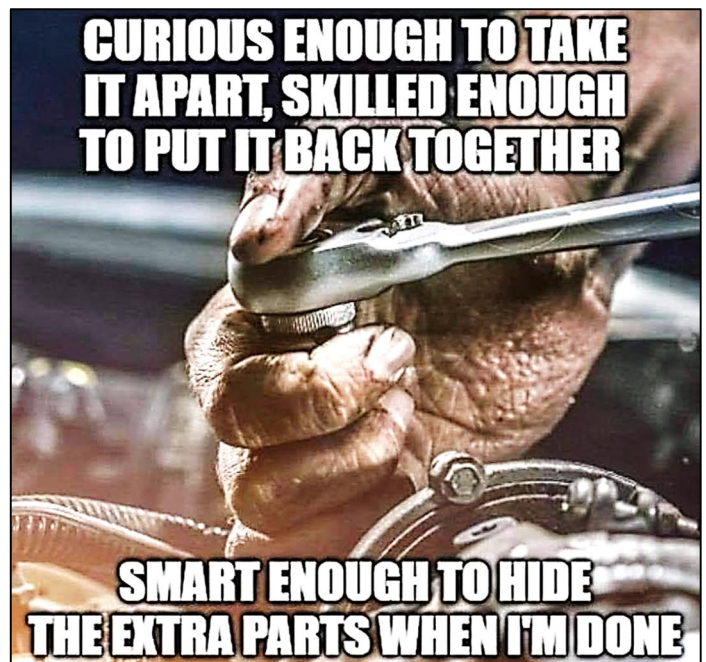
## WELCOME NEW MEMBERS

**Cory Brown**, Wichita, look forward to seeing him soon at our events.

**Phillip Meredith**, Shawnee, ran several events with us last year in a GS Volkswagen GTI.

**Collin Meredith**, Shawnee, his son, co-drives the Volkswagen.

*"Weber carburetors: what makes them good is they are infinitely adjustable. What makes them bad is they are infinitely adjustable."*  
*-Ted Schumacher*





## THE ORANGE MENACE

Interesting weekend, two interesting courses.

For Saturday the “test & tune” concept was abandoned in favor of a practice event concept. Theresa Walton put down a 40-sec course with five different kinds of slaloms. Some had to be charged, some finessed.

Sunday Aaron Loggan created a 50-sec layout that combined aggression with thread-the-needle accuracy that also sucked the unwary into going too deep.

The day dawned cold and windy, but as the sun climbed the temperature warmed and the wind abated.

The closest battle of the day was not for class honors but overall, Just three drivers were under 50 sec and all within a about quarter-sec of each other.

In the first heat Ron Williams cranked down to a 49.016 on his fifth run in a GS Civic, but could find no more. His challengers came in the second heat from Family Herrick – dad Mike in an STS Civic and son Mason in an SSC Scion.

Mike was chasing Mason nearly all the way. By the time Mike managed a clean run on his fourth try, a 49.4, Mason already had a pair of 49.3s on the board. On his fifth try, Mason came home just 0.01 sec shy of Williams’ best. Run six, Mason turned 48.973, 0.043 quicker than Williams. Dad was DNF.

The only class with less than a 1-sec margin was CAM-S, Jim French in his ’89 ‘Vette vs. Randy Puls driving the late Jim Gillett’s ’99 Corvette FRS. French led through the first four rounds, dipping into the 53s while Puls was running 54s. On their fifth runs, French coned a 53.1 while Puls brought home a time just 0.005 sec quicker ... but clean. The official margin, using French’s clean third run, was 0.244 sec.

The largest class was once again E Street resuming the Toyota vs. Mazda battles. With the Teffts defecting to GS, Dan Rowland flew the Toyota banner turning 51.248 in an MR2, pursued by Mason Smith under the Miata flag 1.202 behind.

Sharon Brillhart, alone in ESL, was Fast Lady in her MR2 with a time that would have taken 2nd in the open class.

### ~~~ The Orange Menace • PAX Rankings ~~~

Driver	Class	Time	Index	PAX
Ron Williams	GS	49.016	*0.794	38.918
Mason Herrick	SSC	48.973	*0.812	39.766
Mike Herrick	STS	49.247	*0.811	39.939
Brian Tefft Jr.	GS	50.430	*0.794	40.041
Brian Tefft Sr	GS	51.231	*0.794	40.677
Daniel Rowland	ES	51.428	*0.793	40.782
Conner Herrick	SSC	50.808	*0.812	41.256
Frank Wietham	AS	50.338	*0.821	41.327
Sharon Brillhart	ESL	52.120	*0.793	41.331
Jeremy Scotton	CAMT	50.622	*0.817	41.358
Monte Rans	HS	53.001	*0.782	41.446
Mason Smith	ES	52.630	*0.793	41.735
Alex Westrope	ES	52.796	*0.793	41.867
John LaRandeau	FS	52.394	*0.806	42.229
Robert Clapp	CAMT	51.883	*0.817	42.388
Zachary Smith	DS	53.243	*0.807	42.967
Henry Brillhart	ES	54.261	*0.793	43.029
Theresa Walton	ES	54.279	*0.793	43.043
Don Herrick	HS	55.621	*0.782	43.495
Rocky Entriiken	ES	54.870	*0.793	43.511
A J Davis	STR	52.701	*0.827	43.583
Aaron Loggan	XA	51.912	*0.846	43.917
Randy Puls	CAMS	53.169	*0.835	44.396
Kale Morris	CS	54.985	*0.809	44.482
J D Baughman	SMF	52.985	*0.841	44.560
Jim French	CAMS	53.413	*0.835	44.599
Clinton Boling	STH	55.004	*0.813	44.718
James Davis	STR	54.205	*0.827	44.827
Teddy Smith	FS	56.890	*0.806	45.853
Ann LaRandeau	FSL	57.648	*0.806	46.464
Coady Morris	CS	57.756	*0.809	46.724
Steve Schrag	CAMC	57.155	*0.818	46.752
Andlee Phengphachanh	STU	57.169	*0.828	47.335
Joshua Huff	STH	59.054	*0.813	48.010
Susan Puls	CAMSL	58.205	*0.833	48.484
Rick Nicholson	CS	63.502	*0.809	51.373
Jason Rash	HS	68.877	*0.782	53.861

## The Salina Region Solo Championship ~ 2021

1. Points will be scored at all of Salina Region’s Regional Solo events (also referred to as “local” events, including the Sunflower Solo Showdown events at Topeka and Yoder). Points also will be scored at the SCCA Solo Nationals in Lincoln, Neb. Sep. 6-10.

2. Points will be scored for every driver at each event on the basis of: 12-9-7-6-5-4-3-2-1 for the top nine drivers. Any driver placing 10th or lower will also receive one point.

3. Points will be compiled at year-end only for Salina Region members. Drivers eligible for the Salina Region Solo Championships must be Salina Region members (Region of Record or Associate) by the end of September. Weekend Membership does **NOT** satisfy this requirement.

4. To encourage participation in a Divisional Championship event conducted by Salina Region (if held) and the SCCA Solo Nationals, those events will score regular points as in Item 2 above, plus competitors will score a bonus of up to 10 points for every car they beat. For example, a driver placing 15th at Nationals (1 point) in a 28-car class will score a total of 11 points; a driver placing 4th (6 points) in a 5-car class will score a total of 7 points. The Divisional will be scored as two separate events for region points, but the bonus will be calculated only on the two-day result.

5a. Of the possible events that can be scored in 2021, the number to be counted will be the total of local events plus the Nationals, minus the worst four.

5b. A driver must score points in a minimum of three local Salina Region events, which includes the Sunflower Solo Showdown events at Topeka and Yoder, but does not include the Nationals because it is a bonus event. (NOTE: the throw-out total of three or four events is calculated by taking the Nationals, our Divisional when held, plus two Regional events.)

6. One car makes a class. Cars must be legal for the class entered.

7. A driver may compete only once for points at any event. Second-entry runs (fun runs) will not count for points and will not take positions away. The first class in which a driver competes is the class in which points are scored.

8. A driver competing in more than one class during the year will score points in each class separately.

9. Drivers competing in three or more classes through the year will be considered for the “Wild Car-d” awards. Points scored in Wild Car-d will be those scored in the regular class. Wild Car-d award winners cannot be an award winner in any other class.

10. Ties for awards will be broken first by going to the driver who scores the most wins; second to the driver who beats the other the most in head-to-head competition. If still tied, it will stand and duplicate awards will be given.

11. Should a driver qualify for championship awards in two or more classes, one award will be given representing the highest placing with all qualified-for classes listed thereon.

PAX Champion – A separate championship award will be given to the driver with the top overall PAX score through the season. The score is determined by the top PAX receiving 100 points, 2nd receiving 99, 3rd receiving 98 and so forth. All local events will be counted including the Topeka and Yoder rounds and each day of a Salina Region Divisional if held, but not Nationals. The three lowest PAX scores will not be counted. If at an event two or more drivers have an equal PAX score, they shall receive the same points with the next corresponding points position(s) left blank.

## Episode I

# THE ORANGE MENACE

Salina Region SCCA ~ March 21, 2021 ~ Berkley Family Recreational Area, Salina

Class	Driver	No.	Car	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Best
AS	• Frank Wietham	63	2007 Corvette Z06	53.125	52.319	51.075	50.620	50.706	50.338	50.338
CS	• Kale Morris	24	2007 Nissan 350Z	62.445	57.191	56.380	55.617+1	55.242+1	54.985	54.985
	Coady Morris	124	2007 Nissan 350Z	66.930	61.963	59.208	57.756	58.426	58.615	57.756
	Rick Nicholson	26	Mazda Miata	75.337	74.841	69.501	67.059	68.988	63.502	63.502
DS	• Zachary Smith	13	2015 Subaru WRX STI	53.938	54.104	53.499	53.243	54.120	52.766+1	53.243
ES	• Daniel Rowland	33	2003 Toyota MR2 Spyder	55.094	52.884	51.735	D.N.F.	51.428	51.979	51.428
	• Mason Smith	16	2000 Mazda Miata	54.590	52.630	52.818	52.941+1	53.210	52.659	52.630
	Alex Westrope	13	2003 Toyota MR2 Spyder	58.421	59.374+1	55.823+2	52.796	58.313	55.257	52.796
	Henry Brillhart	48	1999 Mazda Miata	56.887	56.785	58.201	55.810+1	55.874	54.261	54.261
	Theresa Walton	66	1999 Mazda Miata	D.N.F.	57.506+1	54.959	56.769	54.609	54.279	54.279
	Rocky Entriiken	4	2000 Mazda Miata	67.337	57.957	57.183	55.433	56.140	54.870	54.870
ESL	• Sharon Brillhart	28	2003 Toyota MR2	55.021	54.765	54.602	52.901	D.N.F.	52.120	52.120 FL
FS	• John LaRondeau	92	2016 Mustang GT	55.245	53.951	54.658	52.900	52.394	53.246	52.394
	Teddy Smith	12	2015 Camaro 2SS/1LE	70.637	57.085	58.029	58.247	59.207	56.890	56.890
FSL	• Ann LaRondeau	92	2016 Mustang GT	67.675	62.955	60.660	57.770	57.648	57.763	57.648
GS	• Ron Williams	97	2019 Honda civic Si	50.208+1	50.291	49.592+3	49.741	49.016	49.034	49.016 PAX
	Brian Tefft Jr.	191	2018 Honda Civic Si	52.899	D.N.F.	50.989	50.430	49.798+1	49.930+1	50.430
	Brian Tefft Sr.	91	2018 Honda Civic Si	56.857+1	53.808	D.N.F.	52.843	51.231	51.923	51.231
HS	• Monte Rans	52	2013 Mini Cooper	D.N.F.	53.377	53.003	53.070+1	52.707+1	53.001	53.001
	Don Herrick	8	2015 Ford Fiesta ST	60.606	56.413	56.246	55.792	55.621	55.890	55.621
	Jason Rash	13	2010 Toyota Yaris	D.N.F.	D.N.F.	D.N.F.	74.561	68.877	68.914	68.877
SSC	• Mason Herrick	186	2016 Scion FRS	52.085	49.754	49.384	49.394	49.026	48.973	48.973 FTD
	Conner Herrick	86	2016 Scion FRS	55.004	53.473+1	52.211	50.990+1	50.808	51.025	50.808
STU	• Andlee Phengphachanh	23	1988 Toyota Celica Alltrac	60.031	57.618	57.169	59.856	57.439	57.708	57.169
STR	• A J Davis	113	2006 Mazda MX-5	56.171	D.N.F.	54.182	D.N.F.	53.655	52.701	52.701
	James Davis	13	2006 Mazda MX-5	59.184+1	56.377	54.889	54.775+1	54.205	53.798+1	54.205
STS	• Mike Herrick	89	1989 Honda Civic Si	50.810+3	49.668+1	49.527+2	49.446	49.247	D.N.F.	49.247
STH	• Clinton Boling	68	2018 Ford Fiesta ST	77.553	59.783	58.934	55.985	55.004	59.378	55.004
	Joshua Huff	70	2010 Volkswagen GTI	D.N.F.	66.102	D.N.F.	62.862	60.710+1	59.054	59.054
CAMC	• Steve Schrag	44	2018 Mustang	60.953	58.289	57.890	57.896	57.725	57.155	57.155
CAMS	• Randy Puls	77	1999 Corvette FRC	65.318	55.440	54.420	54.149	53.169	54.220+1	53.169
	Jim French	7	1989 Corvette	56.576	54.942	53.413	53.948	53.174+1	53.415	53.413
CAMSL	• Susan Puls	77	1999 Corvette FRC	62.156+2	61.364	60.776	60.716	58.205	58.070+1	58.205
CAMT	• Jeremy Scotton	83	1986 Mustang	55.127	52.614	51.108	50.622	D.N.F.	51.043	50.622
	Robert Clapp	81	1981 Camaro Z-28	56.600	54.547	52.973	52.706	53.501	51.883	51.883
XA	• Aaron Loggan	55	1999 Mercedes-Benz SLK55	53.625	52.323	52.290	51.928	53.128+1	51.912	51.912
SMF	• J D Baughman	89	2006 Chevrolet Cobalt LS	57.810	55.075	54.697	53.768	52.985	52.333+1	52.985

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

## SALINA REGION SOLO CHAMPIONSHIP • 2021

### • SALINA REGION MEMBER

### Points after The Orange Menace

### \* QUALIFIED FOR AWARDS (MIN. 4 LOCAL EVENTS)

AS	Frank Wieham	12	ESL	Sharon Brillhart	12	HS	Brian Tefft Sr	7	STU	Andlee Phengphachanh	12	CAM-C	Steve Schrag	12
CS	Kale Morris	12	FS	John LaRondeau	12		Monte Rans	12	STR	AJ Davis	12	CAM-S	Randy Puls	12
	Coady Morris	9		Teddy Smith	9		Don Herrick	9		James Davis	9		Jim French	9
	Rick Nicholson	7					Jason Rash	7	STS	Mike Herrick	12	CAM-SL	Susan Puls	12
DS	Zachary Smith	12	FSL	Ann LaRondeau	12	SSC	Mason Herrick	12	STH	Clinton Boling	12	CAM-T	Jeremy Scotton	12
ES	Daniel Rowland	12	GS	Ron Williams	12		Conner Herrick	9		Joshua Huff	9		Robert Clapp	9
	Mason Smith	9		Brian Tefft Jr	9							SMF	J.D. Baughman	12
	Alex Westrope	7										XA	Aaron Loggan	12
	Henry Brillhart	6												
	Theresa Walton	5												
	Rocky Entriiken	4												

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.

*"Everything's in slow motion. You've got plenty of time to brake, you've got plenty of time to change direction. Speed only happens when you're having an accident."*  
*—Sir Jackie Stewart, on the sensation of driving a race car*

# Snell 2020 is here. Time for a new helmet?

Every five years the Snell Foundation issues new standards for motorsports helmets. Sanctioning bodies including SCCA typically upgrade their rulebooks to require a later standard.

For wheel-to-wheel road racing, the SA (Special Applications) standard is required, and the current or previous standard is allowed. For autocross, rallycross, track days and many non-competitive disciplines, the M and K (motorcycle, karting) standards are sufficient, and current or two previous standards are acceptable.

This means SA2020 and SA2015 for road racers. Autocrossers can continue to use SA2010 as well as M2020, M2015 and M2010, plus K2020, K2015 and K2010.

But because the Snell standards are not released until October SCCA allows a grace year. Racers can get one more year out of an SA2010, autocrossers can use that stinky old 2005 (SA, M or K) until the end of 2021.

The new helmets have actually been around most of last year. Manufacturers had to make some to test, after all, but they were not available for sale until Snell sent out the all-important stickers beginning last October. To avoid a land rush to get new headgear, SCCA grants the extra year.

While past SA updates have included major changes, such as specifications for anchors for head-and-neck restraints, the SA2020 is more incremental in nature to bring the specs in line with the latest FIA requirements. Those specs affect the K helmets also, which are identical to the SA with the sole exception that the interior lining is not flame-resistant.

Snell's M specs differ in many ways, but still provide good protection for the lower speeds and one-at-a-time nature of autocross and rallycross. M helmets are really designed for highway use as opposed to race track application. Impact with a rollbar or vehicle interior differs from smacking your head on pavement. Lower cost makes M-rated helmets the go-to choice of most autocrossers and rallycrossers.

For 2020 there actually are two M standards. **M2020D** is for markets that use DOT. The "D" stands for DOT, and it means that the impact standard will be the same as M2015. **M2020R** is for other markets. The R in the standard name stands for Regulation 22 (ECE 22-05). Snell regards both ECE and FIM standards to be inadequate. An ECE helmet might be just fine if you're on a scooter or small-displacement machine and go down at a low to moderate speed. However, if you're traveling a highway speed, or collide with another vehicle the Snell helmet is likely to protect you better. Still, because ECE is a government standard, Snell needs to offer a solution that will work with ECE. Hence the two standards: M2020D and M2020R.



## Helmet Fitting: 8 Steps to Finding the Right Size for Your Skull

*From Grassroots Motorsports*

Felix Teodoro at HJC Helmets recommends the following tips to get the right helmet:

1. Measure your head. Wrap a tape measure around your head about 1 inch above your eyebrows.
2. Use the sizing chart to select the helmet size that corresponds most closely to your head measurement. If your head size falls between two helmet sizes, try on the larger helmet first and then the smaller size.
3. Try on the helmet by grasping both chin straps to pull it completely onto your head, ensuring that the top of your head is in contact with the top of the helmet interior.

4. Check for a proper fit. To make sure your helmet is the right size, make sure that:

- The helmet inner lining fits snugly around your head.
- The top pad presses firmly on your head.
- The cheek pads contact your cheeks.
- There is no space around your brow under the inner lining. Test this by trying to insert your fingers. If the helmet does not fit snugly, try on a smaller size.

5. Check your field of vision with the helmet on. Some helmets may obstruct or block your vision when you look left, right, up or down. Always make sure you can see well enough to safely operate your vehicle.

6. Test the helmet fit by placing your hands on each side of the helmet. While keeping your head as motionless as possible, try rotating your helmet from left to right, then up and down. If you can feel the helmet's padding sliding on your head, it is too big. Try a size smaller. You should feel the helmet move the skin on your head and face as you try to move the helmet.

7. Fasten the retention system (chin strap) as tightly as possible under your jaw without causing pain. There must be no slack in the strap, and the strap must be tight up against your jaw.

8. Test the retention system:

- Put your hands on the back of the helmet and try to push the helmet off by rotating it forward.
- Put your hands on the front of the helmet above your forehead (or on the chin guard) and try to push the helmet off by rotating it backward. If the helmet comes off, try another size, model or brand. Repeat steps 3 through 8 until you find a helmet that fits your head snugly and securely.

How many incidents has the helmet been in? Not only accidents but being dropped from the top shelf of your closet or bounced around the trunk of a car. Our rule of thumb is that if there is any question as to the helmet's integrity, it should be replaced. This should be a no-brainer after *any* track incident that results in a helmet impact. —Steve Wu, OG Racing



# Events .... Elsewhere - 2021



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

**Mar 27** ..... Nebraska @ Lincoln Airpark, Lincoln NE  
**Mar 28** ..... Nebraska @ Lincoln Airpark, Lincoln NE  
**Apr 10** ..... Nebraska @ Lincoln Airpark, Lincoln NE  
**Apr 11** ..... Nebraska @ Lincoln Airpark, Lincoln NE  
 ..... NeOkla @ Davis Field, Muskogee OK  
 ..... Oklahoma @ Remington Park, Oklahoma City OK  
**Apr 24-25** ..... Kansas @ Heartland Mspts Park, Topeka (Double Solo)  
**Apr 25** ..... Oklahoma @ Remington Park, Oklahoma City OK  
**May 1** ..... Nebraska @ Lincoln Airpark, Lincoln NE  
**May 2** ..... Nebraska @ Lincoln Airpark, Lincoln NE  
 ..... Wichita @ Sunflower Aerodrome, Yoder  
**May 8** ..... \*..NeOkla @ Fair Meadows, Tulsa OK  
**May 9** ..... NeOkla @ Fair Meadows, Tulsa OK  
**May 15-16** ..... **ProSolo @ Heartland Motorsports Park, Topeka**  
**May 16** ..... Oklahoma @ Remington Park, Oklahoma City OK  
**May 23** ..... Wichita @ Sunflower Aerodrome, Yoder  
**May 27-29** ..... **Summernationals @ Lincoln Airpark (ProSolo) TBD**  
**May 29-31** ..... **Summernationals @ Lincoln Airpark (ChampTour)**  
**Jun 6** ..... NeOkla @ Davis Field, Muskogee OK  
**Jun 12** ..... Nebraska @ Lincoln Airpark, Lincoln NE (Test & Tune)  
**Jun 13** ..... Nebraska @ Lincoln Airpark, Lincoln NE  
 ..... Oklahoma @ Remington Park, Oklahoma City OK  
**Jun 27** ..... Oklahoma @ Remington Park, Oklahoma City OK  
**Jul 10-11** ..... Kansas @ Heartland Mspts Park, Topeka (Double Solo)  
**Jul 11** ..... \*..Oklahoma @ Remington Park, Oklahoma City OK  
**Jul 24** ..... Nebraska @ Lincoln Airpark, Lincoln NE (Starting Line Sch)  
**Jul 25** ..... Nebraska @ Lincoln Airpark, Lincoln NE  
**Aug 1** ..... \*..Wichita @ Sunflower Aerodrome, Yoder  
**Aug 22** ..... NeOkla @ Davis Field, Muskogee OK  
**Aug 28** ..... Wichita @ Sunflower Aerodrome, Yoder (Test & Tune)  
**Aug 29** ..... Oklahoma @ Remington Park, Oklahoma City OK  
 ..... Wichita @ Sunflower Aerodrome, Yoder  
**Sep 3-5** ..... **ProSolo Finale @ Lincoln Airpark, Lincoln NE - TBD**  
**Sep 12** ..... \*..NeOkla @ Fair Meadows, Tulsa OK  
**Sep 19** ..... Oklahoma @ Remington Park, Oklahoma City OK  
**Sep 26** ..... Nebraska @ Lincoln Airpark, Lincoln NE  
 ..... Wichita @ Sunflower Aerodrome, Yoder  
**Oct 2-3** ..... Kansas @ Heartland Mspts Park, Topeka (Double Solo)  
 ..... Oklahoma @ Remington Park, Oklahoma City OK (Dbl Solo)  
**Oct 9** ..... Nebraska @ Lincoln Airpark, Lincoln NE  
**Oct 10** ..... \*..Nebraska @ Lincoln Airpark, Lincoln NE  
 ..... NeOkla @ Davis Field, Muskogee OK  
**Oct 17** ..... Wichita @ Sunflower Aerodrome, Yoder (Endurocross)  
**Nov 6** ..... Nebraska @ Lincoln Airpark, Lincoln NE  
**Nov 7** ..... \*..Nebraska @ Lincoln Airpark, Lincoln NE  
 ..... NeOkla @ Fair Meadows, Tulsa OK  
**Nov 14** ..... Wichita @ Sunflower Aerodrome, Yoder

**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

## RALLYCROSS

**Mar 28** ..... Kansas City @ end of NW Canal St, Riverside MO  
**April 18** ..... \*..Kansas/Kansas City @ TBA  
**Apr 25** ..... Nebraska @ I-80 Speedway, Greenwood NE  
**May 2** ..... Kansas City @ TBA  
**May 16** ..... Nebraska @ 527 Masters Drive Nebraska City NE  
**Jun 12or13** ..... Kansas City @ end of NW Canal St, Riverside MO  
**Jul 18** ..... Nebraska @ I-80 Speedway, Greenwood NE  
**Jul 25** ..... Kansas City @ end of NW Canal St, Riverside MO  
**Aug 15** ..... Kansas City @ end of NW Canal St, Riverside MO  
**Sep 12** ..... \*..Kansas City @ TBA  
**Sep 19** ..... Nebraska @ I-80 Speedway, Greenwood NE  
**Oct 2** ..... Nebraska @ I-80 Speedway, Greenwood NE (Test & Tune)  
**Oct 3** ..... Nebraska @ I-80 Speedway, Greenwood NE  
**Oct 17** ..... Kansas City @ Thunder Valley Sand Drags, Grain Valley MO  
**Nov 7 or 21** ..... Kansas City @ Thunder Valley Sand Drags, Grain Valley MO  
**Nov 14** ..... Nebraska @ I-80 Speedway, Greenwood NE  
**Dec 5** ..... Kansas City @ end of NW Canal St, Riverside MO

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 of Midlands, Pacific Jct. Iowa

## ROAD RACING

**Apr 17-18** ... Super Tour – AVR @ Hallett Motor Racing Circuit, OK  
**May 15-16** ... Majors – KVRG @ Heartland Motorsports Park, Topeka  
**Jul 10-11** ... MidAm – KVRG @ Heartland Motorsports Park, Topeka  
**Jul 24-25** ... MidAm – AVR @ Hallett Motor Racing Circuit, OK  
**Sep 25-Oct 3** . The Runoffs @ Indianapolis Motor Speedway

## MIDWINTER TRIALS SERIES

**May 15-16** ... KVRG @ Heartland Motorsports Park, Topeka  
**Jun 9-13** ... Time Trial Nat'ls @ NCM Mspts Park, Bowling Green, KY  
**Jul 10-11** ... KVRG @ Heartland Motorsports Park, Topeka  
**Jul 24-25** ... AVR @ Hallett Motor Racing Circuit, OK

## TRACK NIGHT IN AMERICA

**Apr 22** ..... @ Heartland Motorsports Park, Topeka  
**May 14** ..... @ Heartland Motorsports Park, Topeka  
**Jun 17** ..... @ Heartland Motorsports Park, Topeka  
**Jun 23** ..... @ High Plains Raceway, Deer Trail CO  
**Jul 9** ..... @ Heartland Motorsports Park, Topeka  
**Aug 19** ..... @ Heartland Motorsports Park, Topeka  
**Sep 14** ..... @ Heartland Motorsports Park, Topeka  
**Oct 14** ..... @ Heartland Motorsports Park, Topeka



## 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](https://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>.



# Just Idling Around

—Abner Perney

The spring season kicked off with our two-day Test & Tune Solo Saturday and a Regular Solo Sunday, but for me there was that conflict of the First Wichita RallyCross at a new site across the tracks from beautiful downtown Mulvane, Kansas.

So, dark and early Saturday, I delivered the trailer to the Berkley Family Recreation Area – or whatever; they sold the naming rights to the Berkley Family. This purportedly to help out the city budget and confuse the innocent.

But I digress.

When we arrived at registration, we also had the opportunity to pick up some of our trophies for the 2020 season. I received my Year-at-a-Glance, and then fiddled around to see what else needed to be done, that I could do.

When the driver's meeting was called to order I was surprised by Rocky's announcement that the Dave and Jo Richards Award was presented to me!

So it does recognize my history with the Salina Region, beginning shortly after my first autocross experiences in Wichita and in Salina under the Wichita Region aegis. I was a charter member of both the Salina Chapter of the Wichita Region (during which time I was also a board member of Wichita Region), and the Salina Region itself which was carved out of territory assigned to both the Wichita and Kansas Regions.

We were heavily involved in hosting the SCCA Solo Nationals for many years, and I was given the title of co-host for one Nationals.

We have gone through a lot of administrative changes in the 38 years I have been participating. Now we have graduated to being complete slaves of the timing computer. In the beginning, our high-tech timing worked off a single timer and the courses were all designed to cross over the same line to start and stop the clock. The times were recorded by writing them on carbon paper timesheets. Compiling the class winners was a fairly labor intensive operation. But the

cool thing was we usually took time for “fun runs” at the end of every event. And for a time we always ran 4 heats and you could sign up to run twice, Heat one and two for the official record, and heat three and four for “fun runs.”

Some extremely fun things happened over the years. I was privileged to run the Mirror Khana when it really was practically a road race speed event, where it was possible for the fastest cars to hit 110mph at the finish lines! You could hit the long slalom at 70 mph in a fairly slow car, in my case, a 1986 Acura Integra.

*[Editor's (also the Mirror Khana event chair then) note: Abner exaggerates. The south half of the course remains almost exactly as it was when it was designed in 1973. The only real change was to move the slalom*

*one square to the left to move it away from the dog park. The northbound straightaway, however, could get stupid fast by hitting the two cones in the “elbow” on purpose, taking advantage of the 3-for-free rule; fixed that by adding a third cone.]*

Long before RallyCross, we had a season closing Snow Khana one November. Only six of us showed up, but we all did three runs on a very simple course and called it a day! I need to find that in the old Write Lines and detail the report. I can't at this moment remember what I drove, but I do remember Rich Morrison

thrashing his wife's Jaguar sedan in the freezing rain-sleet-crapola mix.

I held most every office at one time or another – secretary, treasurer, newsletter editor (created the title: *The Write Line*) regional executive, assistant regional executive, past regional executive, maybe more. Now trailer wrangler.

Thanks to all for the years of support and for this piece of recognition. I always do my best, and my best is none too good. Thanks for bearing with me.

And keep on playing with cars. Remembering that, keep “keep on playing with cars” as long as you can. I will. Remembering, “When you're over the hill, you pick up speed.”

And, “It's more fun to drive a slow car fast, than a fast car slow.”

As always, Happy Trails to you.

—Abner, the world's most experienced novice.



**SCCA Membership notes •••**

If you are a Region-of-Record member of Salina Region, the code on your mailing label (such as RR 02-21) 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](http://www.salinasc.ca.org), [www.scca.com](http://www.scca.com), or call Salina Region membership chair Rocky Entriken at 785-827-5143 or e-mail [rocky@spitfire4.com](mailto: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](mailto: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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