

The Write Line

~ July 2021 ~



Darren (#8) & Brandon (#15) Thomas, STS Mazda Miatas (Lizzie Enlow- Brown Photos)

The official newsletter of the Salina Region SCCA

Regional Executive Views

Well, the first round of the 2021 Sunflower Solo Showdown is over and Salina Region is in the lead by a slim margin over Kansas Region. The second round is in a couple of weeks, Aug. 1, at Wichita Region's site in Yoder. Come out and support your region, meet some new friends, and enjoy the camaraderie and competition. As noted before, Salina Region is doing the third round, Sept. 12. Also, all three events are Salina points events and count towards year-end awards.

If you have not noticed ...

We've added an event to the schedule, Aug. 22, and registration is open on MotorsportsReg.com. It fills a big six-week hole in the schedule between the second and third Sunflower Showdown events and also creates a nice warmup before Nationals, or just some more fun between the cones for those not aspiring to a week in Lincoln. So mark your calendar now.

It also means this year's regional championship will score the best nine of 13 events.

About that week in Lincoln ... Registration for the SCCA Tire Rack Solo Nationals is now open for all competitors. The "SCCA Solo Family Reunion" returns after the COVID pandemic cancelled the 2020 event. The entry cap is 1300 drivers and 1050 are already

signed up. The monster classes are shaping up to be E Street and Solo Spec Coupe, both already past 50 drivers, and STX very close to that mark.

If you can take a couple of days off the week after Labor Day you should do Nationals, at least once, just to have been a part of the largest sports car event in the world. Wonder if you're "good enough?" If you've ever done a local event, then yes. Go for the party, for the camaraderie. And there's an autocross too, two courses!

The weekends are getting full with local events, MiDiv events, and the Solo Nationals all coming up in the next couple months so get out and enjoy the competition before the season ends, it is closer than you think.

I know this may be a little early, but, start think about becoming a board member. We need people to step up to help direct the future of the club. There are positions that will be available and several ways you can contribute. Besides, if you don't you may get me again!!!!!!

(Monte's been RE for five terms now; he would not mind at all retiring to Past RE status. — Ed.)

But seriously, we always need new people, new ideas, on the board so consider your contribution to your club. Board meetings are typically after an event so additional driving is unnecessary and everyone is welcome to join us. Meetings are always open to all members.

See you on course,

—Monte Rans, RE, Salina Region

► Next Event ◀

Sunflower Solo Showdown 21.2

Aug. 1 - Sunflower Aerodrome, Yoder

(see Page 3)

► This is a Salina Region points event ◀
Registration/tech/coursewalk 8:00-9:00
Driver's meeting 9:20 ~ Cars on course by 9:30

Registration at [motorsportreg.com](https://www.motorsportreg.com)

<https://www.motorsportreg.com/events/wichita-autocross-6-aug-1-2021-hutchinson-naval-air-station-scca-420913>

Next Business Meeting

TBA

*Business meetings
are open to all
members and guests*



Board Members ~ 2021

- **Regional Executive**
MONTE RANS, Hesston
620-327-2711 / mcrans@cox.net
- **Assistant R.E.**
COLTON MAXWELL, Salina
colton14@ksu.edu
- **Past R.E.**
BILL PREHEIM, Minneapolis
316-772-3638 / cpreheim42@hotmail.com
- **Secretary**
BAILEY MARTIN, Wichita
bailey.martin1001@gmail.com
- **Treasurer**
THERESA WALTON, Hutchinson
620-664-9449 / t_mail@prodigy.net
- **Assistant Treasurer**
TIMOTHY THOMPSON, Leon
714-642-9539 / fj55toyota@gmail.com
- **Solo Chair/Chief of Safety**
DENNIS SMITH, Concordia
785-243-7015 / broncosmitty@gmail.com
- **Member At Large/Newsletter and Membership**
ROCKY ENTRIEN, Salina
785-827-5143 / rocky@spitfire4.com
- **Member At Large/Chief Registrar**
NANCY SMITH, Concordia
785-243-5192 / mustang.nanny@yahoo.com
- **Member At Large/ Chief of Tech**
HENRY BRILLHART, Wichita
316-522-1339 / hankb72@cox.net
- **Member At Large/Asst. Tech Chief**
KALE MORRIS, Osborne
785-324-1617 / cabbage_morris@hotmail.com
- **Member At Large/Equipment Manager**
ABNER PERNEY, Salina
785-822-8570 / abscars@yahoo.com
- **Member At Large/Timing Chief**
AARON LOGGAN, Moundridge
aaronloggan@gmail.com
- **Member At Large/Webmaster**
MICHAEL MACE, LINDSBORG
620-245-1982 / mchl_mace@yahoo.com
- **Member At Large**
Social Media /Facebook/Youth Steward
ARTT MANN, Manhattan
kskartracing@gmail.com

Salina Region Schedule ~ 2021

All events at Berkley Family Recreational Area unless noted otherwise

<u>Event</u>	<u>Chair</u>
August 1 – Sunflower Showdown 21.2 (Yoder)	Wichita Region
August 22 – Solo	Need a chair
September 12 – Sunflower Showdown 21.3 (Salina)	Need a chair
October 10 – Solo	Need a chair
October 24 – Octoberfast 32	Salina Region Board
November 7 – Solo	Kale Morris

Would you 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)

No July meeting was held.

It Was A Very Good Year

Coinciding with the end of the SCCA Convention on Feb. 19, SCCA released membership numbers for 2020. Salina Region did well.

Overall, SCCA ended the year with 44,414 members, less than its goal for the year (set before the COVID pandemic began), but still an increase of 608 members – unexpected in light of the pandemic.

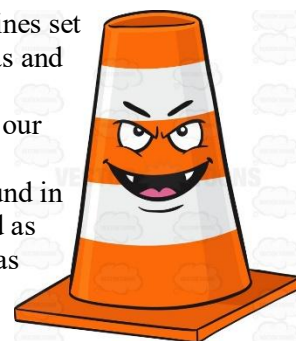
SCCA sets goals for membership growth by each region. Salina Region, which ended 2019 with 90 members, had a goal of 95 by the end of 2020. We ended last year with 102, for a growth rate of 13.3% (20th out of 115 regions), and a member retention rate of 83% (tied for 6th).

We were one of just 38 regions to exceed the year's membership goal, losing 15 members but gaining 27.

Salina Region is one of 59 "Small" Regions (under 200 members). More than half of SCCA's 115 regions are Small regions.

But don't let anybody tell you we're small in spirit. Despite challenges never before encountered, we had a very good year. On May 9 we put on what we believe was the first Pandemic-era solo event in the Lower 48, working under the guidelines set up not only by SCCA but also the State of Kansas and Saline County.

We ended up doing nine events, scoring 11 in our championship with the inclusion of Sunflower Showdown events in Topeka and Yoder. Our round in September had the largest entry of the three. And as far as we know, not a single COVID infection was traced back to a Salina Region autocross.



SUNFLOWER SOLO SHOWDOWN 21.1

Episode VI

RETURN OF THE SHOWDOWN

Great. BIG. GIANT. Sweepers! *In the wet!*

Kansas Region's big pad at Heartland Motorsports Park was the site for the first round of 2021's Sunflower Solo Showdown. Big sweepers are something we see little of on our BCRA runway – maybe one at the south end turnaround. At Topeka there were *four* of them. It's a traction contest! Can your tires hold the curve?

Kansas Region put on a 2-day event with 60-some cars showing up for Saturday. The Showdown was only Sunday's runs and pulled in 112 entries, 64 of them going for region glory under the Kansas, Wichita or Salina flags.

What began in 2013 as a challenge between Salina and Wichita Regions expanded last year when Kansas Region joined in, winning the series on their first attempt.

Sitting in grid waiting for the first heat to begin, here came the rain, a quick soaker that lasted through most of the first runs, then quit, meaning everyone found major improvements for each of the subsequent four runs. A wet first heat, with the rest of the day dry, really messes up the PAX standings! After the heat was done, the 10-car E Street class – the largest of the event – was standing tall. The PAX leader was Pax Rolfe, with Theresa Walton 2nd in class and 3rd in PAX. Rocky Entriiken was 4th in class and 8th in PAX. At the end of the day, Rolfe was 27th, Theresa 33rd, and Rocky 46th! And that's why we have throwout scores (our PAX points toss the worst three).

But who cares! ☺ The purpose was to score Showdown points and Salina's 10-driver contingent did just that, with our ES drivers scoring half of our 320-point total. We take a slim lead into Round 2 at Yoder on Aug. 1.

The big course produced times in the mid-60s for most drivers, even those in the first heat, most of whom turned their best on their fifth run when the course was mostly dry, but with puddles.

Only eight drivers broke the 60-second mark, with FTD falling to Brad Smith's F Mod Doofwagon at 56.803. Second-quick was Mark Hill's STU Mitsubishi Evo at 57.861, who was only 0.680 quicker than Brian Tefft Jr's GS Civic for Fast Fender. Laney Blume ran HSL in a Civic, the Fast Lady at 60.433.

Only four classes produced battles won by less than a second. The closest was CAM-S with Chase Cook (Kansas) chased by Lonnie Moses (Wichita) who finished 0.270 sec behind. ESL was next-closest, but in the dry both Sharon Brillhart (Wichita) and Janet Bauman (Kansas) were able to be quicker than Theresa, Sharon winning by 0.447 sec.

The other two close contests were all-Wichita at the top – STS where Blake Toews took Ryan Plourde by 0.542 sec., and DS where Jim Monroe outran Zachary Smith by 0.611.

	Kansas	Salina	Wichita
TOTAL	1120	320	520
DIVISOR	36	10	18
SCORE	31.111	32.000	28.889

Past Winners

2013 – Wichita

2014 – Wichita

2015 – Salina

2016 – Salina

2017 – not held

2018 – Wichita

2019 – Salina

2020 – Kansas

~ Return of the Showdown • PAX Rankings ~

Driver	Class	Time	Index	PAX
Ron Williams	hs	58.653	*0.782	45.866
Brian Tefft Jr.	gs	58.541	*0.794	46.481
Russell Blume	hs	59.934	*0.782	46.868
Laney Blume	hsl	60.433	*0.782	47.258
Brian Tefft Sr	gs	59.964	*0.794	47.611
Mark Hill	stu	57.861	*0.828	47.908
Doug Gill	hs	62.542	*0.782	48.907
Blake Toews	sts	60.370	*0.811	48.960
Jim Monroe	ds	61.010	*0.807	49.235
Ryan Plourde	sts	60.912	*0.811	49.399
Brandon Thomas	sts	60.975	*0.811	49.450
James Harrison	as	60.294	*0.821	49.501
Monte Rans	hs	63.311	*0.782	49.509
Matthew Sebelksi	hs	63.340	*0.782	49.531
Zachary Smith	ds	61.621	*0.807	49.728
Raymond Pieterick	gs	62.748	*0.794	49.821
Joe Silva	smf	59.295	*0.841	49.867
Chase Cook	cams	60.116	*0.835	50.196
Lonnie Moses	cams	60.386	*0.835	50.422
Jim French	cams	60.422	*0.835	50.452
Benjamin Hanke	sth	62.085	*0.813	50.475
Brian Meyer	bs	62.218	*0.814	50.645
Don Herrick	hs	64.788	*0.782	50.664
John LaRondeau	fs	62.878	*0.806	50.679
Jeremy Scott	cams	60.916	*0.835	50.864
Sharon Brillhart	esl	64.591	*0.793	51.220
Pax Rolfe	es	64.667	*0.793	51.280
Niles Davis	cs	63.570	*0.809	51.428
Penelope Strack	dsl	63.790	*0.807	51.478
Janet Bauman	esl	65.038	*0.793	51.575
Brad Smith	fm	56.803	*0.911	51.747
Marcia Haynes	ssd	64.286	*0.812	52.200
Theresa Walton	es	65.858	*0.793	52.225
Randy Puls	cams	62.804	*0.835	52.441
Bradley Livingston	sth	64.508	*0.813	52.445
Daniel Rowland	es	66.250	*0.793	52.536
Tim Brueske	gs	66.219	*0.794	52.577
John Fines	sth	64.697	*0.813	52.598
James Green	cams	63.032	*0.835	52.631
Tom Zickuhr	ssc	65.238	*0.812	52.973
Greg Cheney	sth	65.243	*0.813	53.042
Luis Rodriguez	cs	65.628	*0.809	53.093
Ian Jennings	fsp	64.633	*0.825	53.322
Clinton Bolling	sth	65.751	*0.813	53.455
Stephen Fudge	cs	66.201	*0.809	53.556
Rocky Entriiken	es	67.577	*0.793	53.588
R.J. Echols	hs	68.534	*0.782	53.593
Conlin Hutsell	as	65.419	*0.821	53.709
Guillermo Chinchilla	asb	62.724	*0.858	53.817
Bill Bauman	es	68.058	*0.793	53.970
James Davis	str	65.294	*0.827	53.998
Kent Edmondson	xxa	63.866	*0.846	54.030
Ryan Redenbaugh	cp	63.665	*0.851	54.178
Brian Sebelksi	hs	69.331	*0.782	54.216
Steve Swartz	es	68.393	*0.793	54.235
Robert Clapp	camt	67.047	*0.817	54.777
Glen Alvis	cams	65.613	*0.835	54.786
James Stowers	km	58.959	*0.930	54.831
A.J. Davis	str	66.497	*0.827	54.993
Blake Reed	es	69.608	*0.793	55.199
Henry Rompage	es	69.874	*0.793	55.410
Cameron Kidwell	sbx	67.906	*0.816	55.411
Joshua Huff	sth	68.162	*0.813	55.415
Brandon Taylor	xxa	65.823	*0.846	55.686
David Einspahr	stu	67.288	*0.828	55.714
Jonathan Griffith	dsp	66.184	*0.842	55.726
Crisanne Thompson	ds	69.241	*0.807	55.877
Richard Thompson	cp	65.749	*0.851	55.952
Joshua Mefford	smf	66.805	*0.841	56.183
Paul DiPasquale	xxb	65.505	*0.858	56.203
Bill Cutler	as	68.501	*0.821	56.239
Jason Rash	hs	71.946	*0.782	56.261
Dan Costello	ssc	69.361	*0.812	56.321
Eric Brown	dp	65.471	*0.866	56.697
Ann LaRondeau	fsl	70.440	*0.806	56.774
Henry Brillhart	es	71.881	*0.793	57.001
Lori Gill	hsl	72.901	*0.782	57.008
Steve Schrag	camc	69.758	*0.818	57.062
April Turner	dsp	68.071	*0.842	57.315
Max Bear	sts	70.821	*0.811	57.435
Glenn Beckerdite	ss	70.164	*0.823	57.745
Vivian Strack	dsl	71.567	*0.807	57.754
Alexander Hesskamp	sbx	71.493	*0.816	58.338
Stuart Hensleigh	dsp	69.475	*0.842	58.497
Stephen Costello	ssc	72.728	*0.812	59.055
Cole Parsons	jb	72.277	*0.820	59.267
Blake McIntyre	sbx	72.687	*0.816	59.312
Susan Puls	camsl	72.029	*0.833	60.000
Hal Vieyra	es	76.912	*0.793	60.991
Tyra Pyle	sbx	75.440	*0.816	61.559
Justin Gudenkauf	camc	75.893	*0.818	62.080
Brandon Jessip	sts	78.554	*0.811	63.707
Timothy Spears	nov	65.914	*1.000	65.914
Christian Compton	nov	66.736	*1.000	66.736
Drew Ashbacher	nov	67.249	*1.000	67.249
Wesley Ng	nov	68.966	*1.000	68.966
Joel Darrah	nov	68.970	*1.000	68.970
Brandon York	nov	69.554	*1.000	69.554
Aaron Nagy	nov	69.938	*1.000	69.938
Allen Darrah	nov	71.022	*1.000	71.022
Jacob Medina	nov	71.085	*1.000	71.085
Russell Criswell	nov	73.209	*1.000	73.209
Joshua Brazzel	nov	74.387	*1.000	74.387
Daniel Ellis	nov	74.623	*1.000	74.623
Tristan Spangler	nov	74.785	*1.000	74.785
Angela Crumer	nov	78.195	*1.000	78.195
Timothy Childers	nov	79.634	*1.000	79.634
Chris Vargas	nov	79.716	*1.000	79.716
Max Childers	nov	81.793	*1.000	81.793
Carly Darrah	nov	88.107	*1.000	88.107
Artt Mann	am	92.037	*1.000	92.037
Ruby Parsons	jb	138.692	*0.820	113.727

SUNFLOWER SOLO SHOWDOWN 21.2

The next round is Aug. 1 in Yoder at the Sunflower Aerodrome, on a former Hutchinson Naval Air Station runway, Wichita Region the host. Registration is open now on MotorsportsReg.com.

Make the road trip and help Salina Region win back the Solo Cup. We're leading by a whole 0.889 of a point! Remember, it's a Salina Region points event.

If you haven't been to the Yoder site before, from Salina head south on I-135, then K-61 (second McPherson exit) to Hutchinson. At the outskirts of Hutch take a sharp left at 17th Street (there's a traffic light) onto Airport Road, which bends south and becomes Yoder Road. Go about six miles, turn right on Red Rock Road, through Yoder and go 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. You'll pass the farmer's home and there may be children present.

SUNFLOWER SOLO SHOWDOWN 21.1

Episode VI

RETURN OF THE SHOWDOWN*Kansas Region SCCA ~ July 11, 2021 ~ Heartland Motorsports Park, Topeka*

Class	Driver	No.	Car	Rgn/Pts	Run 1	Run 2	Run 3	Run 4	Run 5	Best
SS	• Glenn Beckerdite	22	2010 Porsche 911	—	D.N.F.	70.164	71.275	70.479	68.277+2	70.164
AS	• James Harrison	7	2021 Toyota GR Supra	W 30	D.N.F.	61.849	60.700	60.613	60.294	60.294
AS	Conlin Hutsell	196	2019 Porsche 718 Boxster GS	K 20	67.158	67.049+2	65.981	65.419	65.795	65.419
AS	Bill Cutrer	96	2019 Porsche 718 Boxster GS	K 10	69.237	68.501	67.767+1	D.N.F.	D.N.S.	68.501
BS	• Brian Meyer	94	2020 Ford Shelby GT350	—	67.783	66.014	64.946+1	63.353	62.218	62.218
CS	• Niles Davis	38	2002 Honda S2000	K 30	64.786	63.570	63.571+2	64.006	63.643	63.570
CS	Luis Rodriguez	171	2002 Porsche Boxster	—	69.527+1	68.173	67.434+2	79.894+1	65.628	65.628
CS	Stephen Fudge	71	2002 Porsche Boxster	K 10	68.203	D.N.F.	68.712	66.728	66.201	66.201
DS	• Jim Monroe	11	2013 Subaru BRZ	W 30	65.489	63.409	62.230+1	61.234+2	61.010	61.010
DS	Zachary Smith	13	2015 Subaru WRX STi	W 20	63.205	62.224	63.652	62.902	61.621	61.621
DS	Crisanne Thompson	113	2015 Subaru WRX STi	W 10	80.136	72.013	70.555	69.241	70.879	69.241
DSL	• Penelope Strack	99	2018 Volkswagen Golf R	K 20	67.523	64.505	63.790	64.978+3	65.662	63.790
DSL	Vivian Strack	199	2018 Volkswagen Golf R	K 10	73.456+2	72.854	72.856	69.567+1	72.853+3	71.567
ES	• Pax Rolfe	80	2000 Mazda Miata	—	68.544+1	67.197	67.111	65.499	64.667	64.667
ES	• Theresa Walton	66	1999 Mazda Miata	S 90	71.115+1	75.161	65.998+2	66.501	65.858	65.858
ES	• Daniel Rowland	33	2003 Toyota MR2 Spyder	K 80	68.871	68.049	66.928	66.250	66.423	66.250
ES	• Rocky Entriiken	4	2000 Mazda Miata	S 70	72.897	70.022	70.114	69.485	67.577	67.577
ES	Bill Bauman	3	2003 Mazda Miata	K 60	74.962	71.622	70.326+1	68.189	68.058	68.058
ES	Steve Swartz	17	1999 Mazda Miata	W 50	D.N.F.	73.607	69.621	68.393	80.668	68.393
ES	Blake Reed	6	2001 Mazda Miata	—	92.312	84.165	72.826	69.608	69.723	69.608
ES	Henry Rompage	70	2002 Mazda Miata	—	74.730+1	73.604	70.099	71.442	69.874	69.874
ES	Henry Brillhart	48	2003 Toyota MR2	W 20	D.N.F.	75.712	71.881	72.971	D.N.F.	71.881
ES	Hal Vieyra	7	2002 Mazda Miata	—	80.600	78.749	76.912	77.403	77.260	76.912
ESL	• Sharon Brillhart	28	2003 Toyota MR2	W 20	79.634		65.349+1	64.959	64.591	64.591
ESL	Janet Bauman	99	2003 Mazda Miata	K 10	D.N.F.	66.950	65.935	65.204+1	65.038	65.038
FS	• John LaRondeau	92	2016 Mustang GT	S 10	65.440	82.754	63.531	63.120	62.878	62.878
FSL	• Ann LaRondeau	92	2016 Mustang GT	S 10	80.949	74.823	72.152	D.N.F.	70.440	70.440
GS	• Brian Tefft Jr.	191	2018 Honda Civic Si	K 40	58.689	58.860+3	58.933+3	63.419+3	58.541	58.541
GS	• Brian Tefft Sr	91	2018 Honda Civic Si	K 30	61.843	59.964	60.338+2	61.247+2	60.543	59.964
GS	Raymond Pieterick	87	2013 Ford Focus ST	—	63.178	62.748	63.216+1	62.797+1	62.847	62.748
GS	Tim Brueske	59	2021 Honda	—	76.346+1	67.592	68.388	66.618	66.219	66.219
HS	• Ron Williams	97	2019 Honda Civic Sport	K 90	59.479+1	59.119	58.900	58.653	58.816	58.653 PAX
HS	• Russell Blume	197	2019 Honda Civic S	K 80	60.683+1	60.048	60.149+2	59.934	60.404+1	59.934
HS	• Doug Gill	96	2006 Honda Civic Si	K 70	65.727+2	67.036+1	62.542	63.764+1	63.705+1	62.542
HS	Monte Rans	52	2013 Mini Cooper	S 60	D.N.F.	64.370	64.490	63.439	63.311	63.311
HS	Matthew Sebeliski	55	2019 Ford Fiesta ST	—	64.370	65.240	64.262	63.483	63.340	63.340
HS	Don Herrick	8	2015 Ford Fiesta ST	W 40	67.583	68.006	65.849	64.788	64.902	64.788
HS	R.J. Echols	24	2010 Honda Fit	—	73.130	69.858	68.976+1	68.534	68.421+1	68.534
HS	Brian Sebeliski	155	2019 Ford Fiesta ST	—	D.N.F.	69.689	70.906	70.186+1	69.331	69.331
HS	Jason Rash	13	2010 Toyota Yaris	S 10	81.813	76.667	75.229	71.946	73.547	71.946
HS	• Laney Blume	97	2019 Honda Civic S	K 20	D.N.F.	63.364+1	61.497	61.080	60.433	60.433 FL
HSL	Lori Gill	196	2006 Honda Civic Si	K 10	74.387+1	73.183	69.652+2	72.901	71.234+1	72.901
SSC	• Tom Zickuhr	97	2014 Scion FR-S	K 30	69.993	68.997	66.694+1	65.238	68.358	65.238
SSC	Dan Costello	51	2013 Scion FR-S	—	79.626	71.436	70.279+1	69.361	72.779+1	69.361
SSC	Stephen Costello	151	2013 Scion FR-S	—	79.054	77.913	D.N.F.	72.728	73.045	72.728
SSCL	• Marcia Haynes	98	2015 Subaru BRZ	—	66.983+2	65.007+1	64.286	64.655	63.482+1	64.286
STU	• Mark Hill	45	2006 Mitsubishi Evo IX	K 20	58.504	65.247	58.335+3	57.861	57.950+1	57.861 FFTD
STU	David Einspahr	74	2005 Chrysler Crossfire SRT6	K 10	73.391	70.732	68.596	68.452	67.288	67.288
STR	• James Davis	13	2006 Mazda MX-5	K 20	D.N.F.	68.825	66.730+2	65.968	65.294	65.294
STR	A.J. Davis	113	2006 Mazda MX-5	K 10	66.497	74.004	66.443+1	D.N.F.	69.273	66.497
STX	• Cameron Kidwell	46	2014 Honda Civic Si	K 40	75.112	71.853	68.625+1	67.906	75.281	67.906
STX	• Alexander Hesskamp	35	1997 BMW 328i	K 30	75.522	83.067+1	72.801+1	71.611	69.493+1	71.493
STX	Blake McIntyre	22	2013 Honda Civic	—	70.687+1	74.309	73.327+1	74.013	73.678	72.687
STX	Tyra Pyle	122	2013 Honda Civic	—	78.370	75.440	85.797	77.311	76.503+1	75.440

SUNFLOWER SOLO SHOWDOWN 21.1

STS	• Blake Toews	76	1991 Mazda Miata	W 50	D.N.F.	61.829	62.788+2	60.370	D.N.F.	60.370
STS	• Ryan Plourde	74	1992 Mazda Miata	W 40	62.803+1	61.102	60.912	61.273	60.652+2	60.912
STS	Brandon Thomas	15	1995 Mazda Miata	W 30	67.382+1	63.255+1	63.032	62.481	60.975	60.975
STS	Max Bear	52	1983 Mazda RX7	—	74.376	71.299+1	71.835	70.673+1	70.821	70.821
STS	Brandon Jessip	25	1983 Mazda RX7	—	117.273	88.319	80.980	78.554	D.N.F.	78.554
STH	• Benjamin Hanke	999	2016 Volkswagen GTI	K 60	64.862	62.734+2	62.154	62.438+1	62.085	62.085
STH	• Bradley Livingston	12	2014 Ford Focus ST	K 50	67.821	66.418	D.N.F.	64.508	D.N.F.	64.508
STH	John Fines	41	2013 Volkswagen GTI	K 40	68.396	65.169	65.260	64.905	64.697	64.697
STH	Greg Cheney	43	2014 Ford Fiesta ST	K 30	66.912	66.118	65.243	67.010	65.301+2	65.243
STH	Clinton Boling	68	2018 Ford Fiesta ST	S 20	79.240	69.865	67.062+1	65.542+2	65.751	65.751
STH	Joshua Huff	70	2010 Volkswagen GTI	K 10	69.863+1	71.998	D.N.F.	68.162	64.690+3	68.162
CAMC	• Steve Schrag	44	2018 Mustang	S 20	73.857+1	71.526	70.867	69.758	70.102	69.758
CAMC	Justin Gudenkauf	88	2009 Mustang	K 10	77.464	D.N.F.	77.754+1	D.N.F.	75.893	75.893
CAMS	• Chase Cook	31	2003 Corvette Z06	K 70	D.N.F.	61.894	60.046+2	60.116	61.121	60.116
CAMS	• Lonnie Moses	39	2002 Corvette	W 60	D.N.F.	62.651	60.851	D.N.F.	60.386	60.386
CAMS	• Jim French	7	1989 Corvette	W 50	62.707	61.115	61.411	61.013	60.422	60.422
CAMS	Jeremy Scotton	83	2013 Corvette	K 40	63.868	63.119	62.564	61.755	60.916	60.916
CAMS	Randy Puls	77	1999 Corvette FRC	W 30	64.477	62.983+2	62.804	62.377+1	61.695+2	62.804
CAMS	James Green	98	1965 Shelby Backdraft Cobra	—	D.N.F.	65.431	64.456	64.162	63.032	63.032
CAMS	Glen Alvis	24	1989 Corvette	W 10	D.N.F.	D.N.F.	69.270	67.167	65.613	65.613
CAMSL	• Susan Puls	77	1999 Corvette FRC	W 10	79.257	75.911	D.N.F.	75.993	72.029	72.029
CAMT	• Robert Clapp	81	1981 Camaro Z-28	W 10	71.793	70.726	68.594	67.047	70.994	67.047
XSA	• Kent Edmondson	89	1989 BMW E30	—	D.N.F.	63.957	D.N.F.	64.413	61.866+1	63.866
XSA	Brandon Taylor	137	1989 Nissan 240SX	—	67.743	66.646	68.578+3	67.138	65.823	65.823
XSB	• Guillermo Chinchilla	48	2002 Toyota MR2 Spyder	—	66.409	64.625	63.449	D.N.F.	62.724	62.724
XSB	Paul DiPasquale	19	1999 Mazda Miata	K 10	75.433	67.899	66.525	65.235+1	65.505	65.505
DSP	• Jonathan Griffith	184	2005 Mazda RX8	—	74.586	D.N.F.	68.941	67.141	66.184	66.184
DSP	April Turner	84	2005 Mazda RX8	—	66.909+1	74.089	69.352	74.402	68.071	68.071
DSP	Steuart Hensleigh	32	2004 Volkswagen Golf R32	—	89.892+1	73.488+2	D.N.F.	72.161+1	69.475	69.475
FSP	• Ian Jennings	6	1987 Toyota Corolla FX16	K 10	87.466	66.307	66.154	66.149+2	64.633	64.633
SMF	• Joe Silva	96	2012 Mini Cooper S	S 20	D.N.F.	60.927	60.064+4	59.432	59.295	59.295
SMF	Joshua Mefford	25	2004 Ford Focus ZX3	—	71.848	69.102	69.116	67.782	66.805	66.805
CP	• Ryan Redenbaugh	53	1966 Corvair	K 20	67.317	D.N.F.	63.665	64.758	64.761	63.665
CP	Richard Thompson	153	1966 Corvair	K 10	D.N.F.	68.945	83.028	65.749	65.882	65.749
DP	• Eric Brown	56	1994 Mazda Miata	W 10	73.752	70.382+1	D.N.F.	67.112	65.471	65.471
AM	• Artt Mann	72	2018 Dwarfmann Dwarf Mod	S 10	114.411	92.037	D.N.S.	D.N.S.	D.N.S.	92.037
FM	• Brad Smith	188	2020 DoofWagon	K 10	D.N.F.	D.N.F.	56.803	D.N.F.	D.N.S.	56.803 FTD
KM	• James Stowers	84	2011 Biesse Shark	—	70.073	71.875	72.148	58.959	79.319	58.959
JB	• Cole Parsons	30	2007 Margay Kart	—	92.523	D.N.F.	82.001	75.879	72.277	72.277
JB	Ruby Parsons	29	2007 Intrepid Kart Cadet	—	D.N.F.	D.N.F.	144.703	D.N.F.	138.692	138.692
Nov	• Timothy Spears	204	Honda Civic Type R	—	73.803+2	D.N.F.	68.415	67.109	65.914	65.914
Nov	• Christian Compton	33	2017 Ford Focus ST	—	84.058	71.008	68.825	68.255	66.736	66.736
Nov	• Drew Ashbacher	10	2002 Honda S2000	—	79.387	72.809	69.833+3	68.795	67.249	67.249
Nov	• Wesley Ng	95	2021 Honda Civic Type R	—	76.071	71.464	69.040	69.478	68.966	68.966
Nov	• Joel Darrah	78	2002 BMW M3	—	D.N.F.	74.178	D.N.F.	70.313	68.970	68.970
Nov	• Brandon York	3	2017 Ford Focus ST	—	86.630	77.547	73.150	73.660	69.554	69.554
Nov	Aaron Nagy	1	2015 BMW M235i xDrive	—	78.201	74.252	71.282	70.716	69.938	69.938
Nov	Allen Darrah	46	2002 BMW M3	—	88.811	74.647	71.022	70.330+2	71.746	71.022
Nov	Jacob Medina	90	1990 Mazda Miata	—	D.N.F.	74.521	D.N.F.	71.085	82.921	71.085
Nov	Russell Criswell	13	2008 Mazda MX5	—	79.566	D.N.F.	77.274	73.652	73.209	73.209
Nov	Joshua Brazeal	37	2015 Nissan 370Z	—	D.N.F.	D.N.F.	D.N.F.	78.359	74.387	74.387
Nov	Daniel Ellis	56	2017 Volkswagen GTI	—	90.623+1	80.515	76.610	74.646	74.623	74.623
Nov	Tristan Spangler	190	1990 Mazda Miata	—	86.657	78.323	D.N.F.	75.566+1	74.785	74.785
Nov	Angela Crumer	53	1991 Mazda Miata	—	85.248	81.421	82.486	79.394	78.195	78.195
Nov	Timothy Childers	22	2011 BMW 335d	K —	D.N.F.	D.N.F.	79.634	D.N.F.	81.283+1	79.634
Nov	Chris Vargas	32	1991 Mazda Miata	—	D.N.F.	D.N.F.	84.177	D.N.F.	79.716	79.716
Nov	Max Childers	76	2011 BMW 335d	K —	90.605	86.160	83.891	81.833	81.793	81.793
Nov	Carly Darrah	4	2010 Mazda 6	—	100.956	99.188	93.911	92.454	88.107	88.107

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

“If GM had kept up with technology like the computer industry has, we would all be driving \$25 cars that got 1000 MPG.” —Bill Gates

SALINA REGION SOLO CHAMPIONSHIP• 2021

• SALINA REGION MEMBER **Points after Return of the Showdown** * QUALIFIED FOR AWARDS (MIN. 4 LOCAL EVENTS)

[illegible]

AUTOCROSS



What my friends think I do



What my mom thinks I do



What society thinks I do



What road racers think I do



What I think I do



What I really do

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 autocross on this date)

AUTOCROSS

- Jul 24.....Nebraska @ Lincoln Airpark, Lincoln NE (Starting Line Sch)
 Jul 25.....Nebraska @ Lincoln Airpark, Lincoln NE
 Jul 31.....Kansas City @ MetroCC Driving Center, Independence MO
 Aug 1.....* Kansas City @ MetroCC Driving Center, Independence MO
Wichita @ Sunflower Aerodrome, Yoder
 Aug 21.....Kansas City @ MetroCC Driving Center, Independence MO
 Aug 22.....Kansas City @ MetroCC Driving Center, Independence MO
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 3-5ProSolo Finale @ Lincoln Airpark, Lincoln NE - TBD
 Sep 12.....* NeOkla @ Fair Meadows, Tulsa OK
 Sep 18.....Kansas City @ MetroCC Driving Center, Independence MO
 Sep 19.....Kansas City @ MetroCC Driving Center, Independence MO
Oklahoma @ Remington Park, Oklahoma City OK
 Sep 26.....Nebraska @ Lincoln Airpark, Lincoln NE
Wichita @ Sunflower Aerodrome, Yoder
 Oct 2.....Kansas @ Heartland Mspts Park, Topeka
Oklahoma @ Remington Park, Oklahoma City OK
 Oct 3.....Kansas @ Heartland Mspts Park, Topeka
Oklahoma @ Remington Park, Oklahoma City OK
 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)
 Oct 23.....Kansas City @ MetroCC Driving Center, Independence MO
 Oct 24.....* Kansas City @ MetroCC Driving Center, Independence MO
 Nov 6-7...* Nebraska @ Lincoln Airpark, Lincoln NE
 Nov 7.....NeOkla @ Fair Meadows, Tulsa OK
 Nov 14.....Wichita @ Sunflower Aerodrome, Yoder

RALLYCROSS

- Jul 25.....Kansas City @ end of NW Canal St, Riverside MO
 Aug 8.....Wichita @ Sandy Bottom, Mulvane, KS
 Aug 15.....Kansas City @ end of NW Canal St, Riverside MO
 Sep 12.....* Kansas City @ I-35 Speedway, Weston MO
 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 10.....Kansas @ Santa Fe Trail Cycle Park, Carbondale KS
 Oct 15-17RallyCross Nationals @ Ross Cnty Fgds, Chillicothe, OH
 Oct 17.....Kansas City @ Thunder Valley Sand Drags, Grain Valley MO
 Oct 31.....Wichita @ Sandy Bottom, Mulvane, KS (?)
 Nov 7.....* Kansas City @ Thunder Valley Sand Drags, Grain Valley MO
 Nov 14.....Nebraska @ I-80 Speedway, Greenwood NE
Kansas @ Santa Fe Trail Cycle Park, Carbondale KS
 Dec 5.....Kansas City @ end of NW Canal St, Riverside MO
 Dec 12.....Wichita @ Sandy Bottom, Mulvane, KS (?)

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

- Jul 24-25 MidAm - AVR @ Hallett Motor Racing Circuit, OK
 Sep 25-Oct 3 . The Runoffs @ Indianapolis Motor Speedway

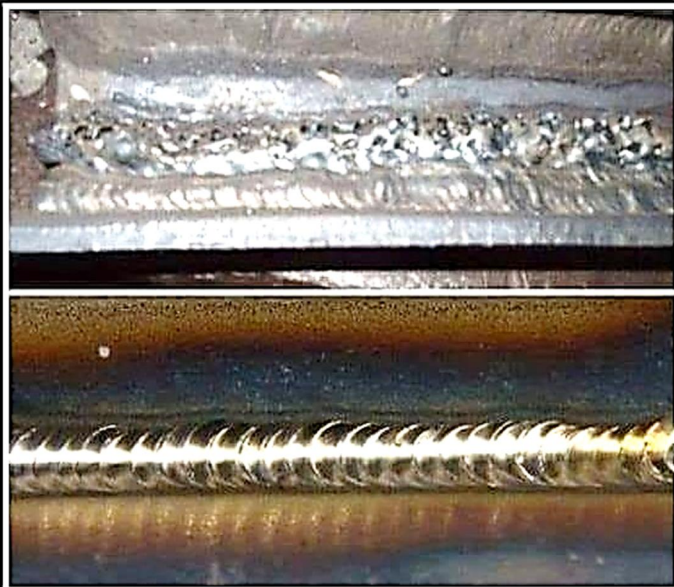
MIDWINTER TRIALS SERIES

- Jul 24-25 AVR @ Hallett Motor Racing Circuit, OK

TRACK NIGHT IN AMERICA

- Aug 19..... @ Heartland Motorsports Park, Topeka
 Sep 14..... @ Heartland Motorsports Park, Topeka
 Oct 14..... @ Heartland Motorsports Park, Topeka

A man answered a job advertisement: "Welder, \$15-30/hr." Given a welding test, he produced the two welds shown in the photos.



The potential boss asked what the deal was with the two welds. The applicant replied, "The top one is \$15 an hour, the bottom one is \$30 an hour."



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 **110 - 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>.

Aero Mythbusting: Tackling Bad Questions, Bad Info

By Steve Stafford

From grassrootsmotorsports.com

The area of aerodynamics poses problems for amateurs and professionals alike. You can't see the air you are trying to work with, and that air doesn't react linearly. As a full-time aero engineer – you've likely seen my work at places like Daytona, Sebring and Talladega – I have five items that get under my skin when discussing operation aerodynamics.

• Bad Question: How Much Downforce Does It Make?

This question is probably the first one that I get asked about an aero device. The real answer is “it depends.” How the device is incorporated into the whole car and the speeds involved are needed to accurately answer the question.

A better question, which should make the questioner think through the entire process, is this: How does this device work with the rest of the car? Adding devices at the back of a body can and often will change what happens at the front. It is a system to be considered as a whole. As a side note, mostly we don't use forces for comparing aero, we use coefficients that are almost speed-neutral.

• Bad Advice: Do It Like the Pros

While imitation is a high compliment, most professional series employ rules and limitations that prevent the engineers from getting too much performance. It might be size, location, adjustability or an outright ban on a device, but the limit is there. Use the pro series configurations as a starting point, not a final destination.

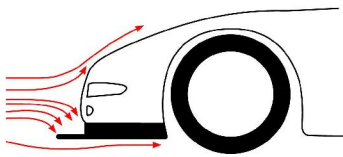
• Bad Info: Spoilers and Vortex Generators Reduce Drag

Every time I hear this, I gnash my teeth. While there are a very few instances where this works, it is much more likely that spoilers and vortex generators increase drag. Forcing the air around stuff—like a spoiler—takes energy and therefore creates drag. This is a guarantee locally, but it *may* reduce drag effects elsewhere, providing a net drag reduction on the car. Remember, the entire car operates as a system.

• Bad Plan: Bigger and More Is Better

Even at the professional levels, this crops up time after time. Usually it occurs with things like the angles of splitters and dive planes as well as the angle of spoilers and wings.

Once wings and spoilers achieve their peak downforce, more angle reduces the downforce. It does not disappear; it is just reduced, usually with increased drag.



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stuff—like a spoiler—takes energy and therefore creates drag. This is a guarantee locally, but it *may* reduce drag effects elsewhere, providing a net drag reduction on the car. Remember, the entire car operates as a system.

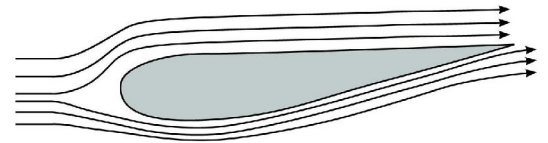
WELCOME NEW MEMBERS

- **Chris Carey**, Leewood, competed in the One Lap of America last May in a 2019 Porsche Carrera, “The Little Pork Chop That Could.”
- **Nora Schrag**, Manhattan. When Steve Schrag renewed his membership he made it a Family membership to include Nora.

Splitters and dive planes suffer by typically being made of materials that can bend under load. If you make those items too big, they will deform at speed and start causing issues like ground contact, flow separation that reduces downforce, or even ultimate failure and departure from the car. If the car feels unstable at the limit, back off angles and/or stiffen the aero devices to get a more consistent feel that will also make the car easier to drive at the limits.

• Bad Logic: Aero Does not Work at Autocross Speeds

The very nature of aerodynamics says that something is happening if there is any airspeed. At autocross speeds, the effects are likely small compared to the end of the Mulsanne

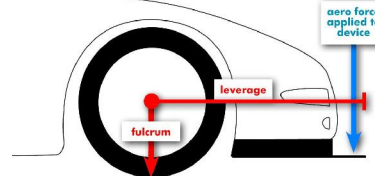


Straight, but aero is doing something.

Since the forces are a function of square of speed, aero forces at 60 mph are four times greater than at 30 mph—your typical range of speeds between the cones. With that idea in mind, a dedicated autocross car will have much bigger aero devices than a track car just to get useful downforce. Also, autocross can often (legally) make some big power, so the drag impact can be ignored for all but the lowest-powered cars. This is a case for bigger is better, since the aero forces also increase directly with size.

• Good Aero Logic

Remember, treat the car as a system with all of the aero parts working together.



Determine the operating range for the car and components, and test to make sure you have not exceeded the peak

operating conditions for the devices. Finally, think beyond professional series cars: They are working to a specific set of rules that may not apply to you.

Steve Stafford is a professional aerodynamicist working for factory efforts in NASCAR, IndyCar and IMSA. He's also a frequent question-answerer on the GRM message board.

SCCA Membership notes •••

If you are a Region-of-Record member of Salina Region, the code on your mailing label (such as RR 02-22) 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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