

The Write Line

~ August 2021 ~



Robert Clapp, CAM-T Camaro Z-28 (Lizzie Enlow- Brown Photo)

The official newsletter of the Salina Region SCCA

Regional Executive Views

The second round of the Sunflower Solo Showdown is now in the books and Salina's lead was overcome by a surge from the Kansas Region. We have one more chance to retaliate with the Third round at Salina, Sept. 12, so come out and support your region, meet some new friends, and enjoy the camaraderie and competition.

If you want to try nationals caliber courses go the last MiDiv event in Lincoln Aug 14-15. This is a huge concrete surface similar to the Salina and Wichita sites, but with room to do large sweepers and elements that we cannot do at home. If you have ever considered going to a National event this is a great way to experience the atmosphere.

And by the way, you can score points in the Salina Region Championship at Nationals too. Plus bonus! It's the same 12 points to win, admittedly a little harder there, but also a bonus point for every car you beat up to a max of 10. So if you finish 40th in a 50-car class, that's still 10 points (plus 1 point for the finish). Entry is capped at 1300, there's 130 spaces still open, but the entry fee goes up from \$195 to \$325 on Aug. 11.

I mentioned in last month's newsletter that we have added an additional event on Aug. 22. Registration in MSR for this event is now open for your convenience.

After the event we'll try a new meeting place for our board meeting – District Eat & Play in the Central Mall, Ninth & Magnolia (the old Sears store on the east side of the mall). Everyone is invited to board meetings. I'm told there's a quiet area on the east end. Afterward we may check out their electric kart track. Fast karts! It's \$10 for a five-minute run. Or maybe try ax throwing?

Do you realize that we only have five events left? If you are needing points time is running out. Your worst four events are dropped from your totals so come on out and enjoy the competition and get those points.

If you are not a member of Salina Region but have (or will) run at least four events, you are eligible in the Region Championship ***IF*** you are a member by Sept. 30. On Oct. 1 all non-member points are stripped from the points list. Three points events remain after that date.

Also, the Octoberfast event (Oct. 24) is free to all region members so you must be a member to get the free entry, join now and avoid the rush.

If you're a member elsewhere, easiest way is to call SCCA (1-800-770-2055, ask for membership) and have them add you as a "dual" (associate) member. Or you can join SCCA online at www.scca.com. An associate member is just a bookkeeping device, you're a full-fledged member of Salina Region with all rights and privileges.

See you on course,

—Monte Rans, RE, Salina Region

► Next Events ◀

Solo - Aug. 22

Sunflower Solo Showdown 21.3 - Sep. 12

On-site registration/tech 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 Recreation Area

Pre-register (save \$5) on motorsportsreg.com ~ link at salinascca.org

Next Business Meeting

Aug. 22
District Eat & Play
Central Mall
(After the event)

*Business meetings
are open to all
members and guests*

SALINA REGION SPORTS CAR CLUB OF AMERICA

Board Members ~ 2021

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Salina Region Schedule ~ 2021

All events at Berkley Family Recreational Area unless noted otherwise

Event
August 22 – Solo
September 12 – Sunflower Showdown 21.3 (Salina)
October 10 – Solo
October 24 – Octoberfest 32
November 7 – Solo

Chair
Rocky Entriken
Need a chair
Need a chair
Salina Region Board
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.



SPS/R&S MiDiv Solo Series - 2021

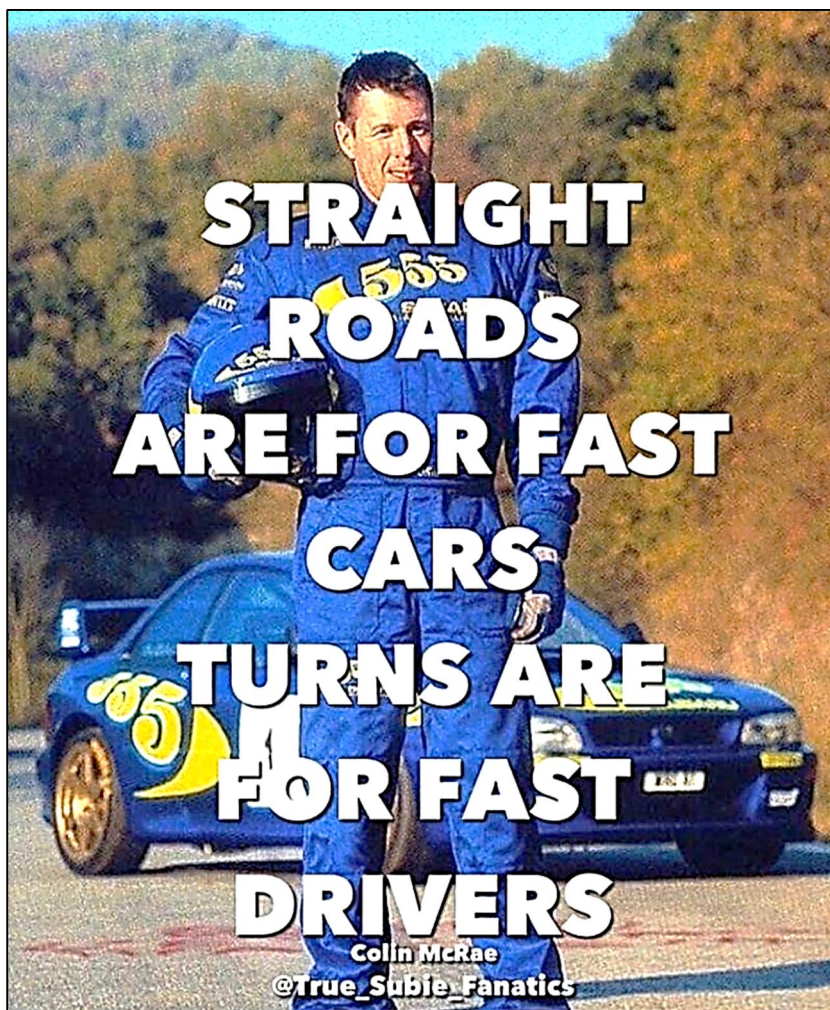
April 24-25 – Kansas @ Topeka (Heartland Park)
June 5-6 – Wichita @ Yoder (Sunflower Aerodrome)
June 26-27 – St. Louis @ St. Charles (Family Arena)
Jul 17-18 – NeOkla @ Muskogee (Davis Field)
Aug. 14-15 – Nebraska @ Lincoln (Lincoln Airpark)

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.



How not to win at the Solo Nationals

By Paul Brown

SportsCar Magazine, August 2020

Not winning at the Tire Rack Solo National Championships is easy, but not doing it 35 times in a row is an art. How does one avoid winning a Tire Rack Solo National Championship? It turns out that I am a subject matter expert.

You might think it would be a challenge to come up short 35 times in a row – and I would say you’re right. The fact is, in addition to aptitude, it also takes creativity to accomplish such a tremendous feat. Consequently, I’m here to reveal every secret I know for repeatedly and unequivocally avoiding obtaining an autocrossing National Championship by as near a margin as possible.

But first some warnings: If you’re what we lovingly call an alien in the autocross world – those who have a penchant for winning despite the odds (I’m looking at you Bryan Heitkotter and Tom O’Gorman) – you’re going to end up in the distinguished list of champions at the back of the rulebook regardless of my tongue-in-cheek-but-all-too-true “How to Not Win” tips. Also, while my tricks have worked for repeatedly putting my name near the top of the Solo National Championship results with nary a win over the course of 3½ decades, I’ve discovered they don’t work for ProSolo. There, I have scored six titles despite my best efforts.

Also, while what I am about to present is by no means a comprehensive list of how I’ve failed from winning at the sport we love, it should prove adequate for most looking to follow in my footsteps. And double also, my writing should not deter you from entering the Solo National Championships – win or lose, SCCA’s National Championship autocross event is the most fun you’ll have autocrossing. Period. It takes place this year on Sept. 7-11 (*Sept. 6-10 this year*) at Lincoln Airpark in Lincoln, Neb., and you need to enter. (*Still about 170 spaces left, entry fee bumps Aug. 11. –Ed.*)

But enough chatter – let’s dig into how I have achieved my staggering level of near success.

Make Your Own Bad Luck

It helps to begin your quest with limited driving and car setup talent – but that is far from enough to match my level of success. While you don’t necessarily need bad luck, you need to ensure good luck is not on your side. And, for that, here are my secrets.

Choose a car that’s unusual, this way performance parts are as unavailable as setup advice. If the car also has no available camber adjustment, super soft springs, and a weak limited slip, all the better. Ensuring the car weighs more than anything else in the class is a nice cherry on top.

Picking the wrong tires is also an effective method of staying just shy of the top spot at the Solo Nationals. A corollary to this is to drive on rain tires when it’s too dry for them, or on dry tires when it’s too wet – throwing a Hail Mary in the wrong direction, you could say. A side bonus to this is that tire manufacturer contingency programs are only good if you finish well enough to win them, so this way you get to experience a crushing defeat on multiple levels.

Another approach is to make a plan for driving the Solo course, then fail to execute it properly for the first two runs. If you want to excel at not winning in style, as I am wont to do, the real trick is to then execute your driving plan perfectly on the third and last try – and then realize it was a terrible plan to begin with. That realization must occur on the last run or else you’ll have a chance

to correct the error on a later run, and that’s not what we’re here for.

An Alternate Path to Second

Something that works for a lot of competitors looking to walk in my footsteps is to choose an absurdly large and competitive class. Back in the day when the Neons were a who’s who of Solo, go ahead and order a shiny new model and jump in the deep end of the pool – it worked for me.

It is worth pointing out that someone wins regardless of the class size, though, so depth alone is no guarantee of scoring a close loss. So, maybe take a run with the emergency brake partially on just to make sure. It’s a tried and true method.

Picking last year’s good car is also a good approach. This works best if a new car comes out and is classed favorably in the same class. If that new car attracts oodles of talented drivers, all the better.

If you pick a good car but make a major setup mistake, that’s an exceptional way to keep you from the top of the podium. Go with an expensive set of dampers tuned by someone who is supposed to know what they’re doing, then learn way too late that their expertise doesn’t extend to autocross. Oh, but don’t stop there. To make defeat truly sting, discover the problem with the setup with enough time to apply a fix, but then have an over-dog car get tossed into your class. Torque is overrated, they say. Pro Tip: This one is good enough to keep you out of the trophies too, not just off the top step.

This next option has to be applied carefully, as one false move can result in a National Championship: Pick a good car, set it up well, and drive it well, but pick an inexpensive class where those with boatloads of talent but limited resources can afford to present a properly prepared car. Apropos of nothing, the list of champions in E Stock is another who’s who of Solo.

Streaking

So far, you’ve succeeded in avoiding the stigma of a win and obtaining one of those embarrassing “SCCA National Champion” jackets – now let’s keep the streak going.

Hop into a car that’s the polar opposite of what you’ve been driving for the previous decade. No more putting down all the power you have in a small car – let’s go big on power and overall dimensions. A car that hates putting that power down is a *big* bonus. The fact that it responds completely differently to damping changes than the previous cars can only help.

OK, now we’re on a roll.

When R-compounds were tossed and Stock became Street, pick a car that should do well with the 200 UTQG rule. However, make sure you fail to notice a suspension binding issue and you’ve made it past another year.

Yes, there are a lot of approaches to avoiding that first win, but these should help you on your quest. I’ve applied all you’ve read – and more. But if you ever feel down about your streak of near misses, keep in mind that there are a lot of drivers who haven’t won, so you’re in great company.

About the author: Paul Brown, a member of Rio Grande Region (New Mexico), has attended every SCCA Solo National since 1985. He has competed in nine different classes and scored 29 trophy finishes, none of which have the number “1” on them. He does, however, own a spectacular collection of 11 trophies with the numbers “2” and “3” inscribed on them.

SUNFLOWER SOLO SHOWDOWN 21.2

Episode VII

THE COURSE AWAKENS

Wichita Region's turn for the Sunflower Solo Showdown on their Sunflower Aerodrome concrete pulled 66 drivers, 58 of them scoring for their region's glory.

The course was fast, a bit tricky, and turned very technical at the end. The very first cone was a Kenny cone, a pin turn to the rest of the course (Oh, no, they've killed Kenny again!). Ask Nancy Smith how many times she had to stand it back up. It was so easy to go too fast, too deep, and end up at the next turn too fast to make it. Two big sweepers were such fun, except you had to back out of them earlier than you really wanted to.

Kansas Region took the lead in the Showdown scoring, mostly by dint of sending multiple-time National Champions to the event.

Ron Williams, a seven-time champ, who'd been driving in G Street most of this year (SportsCar Magazine declares him "unbeatable" at Nationals), dropped into HS to stack the deck for Kansas Region, joining Russell and Laney Blume atop the six-car class, good for 150 Showdown points. Blume, himself a past champion, was only 0.488 sec behind and Laney in third was Fast Lady – she's won the last three HSL national championships and SportsCar says, "We see no likelihood of that changing."

Williams and Blume also placed 1-2 in the PAX rankings ahead of Mason and Mike Herrick with Laney fifth-quick.

As for the rest of us mere mortals, there were several other nail-biting contests at the Sunflower Aerodrome, aka Road Yoder.

The closest contest actually came down to who can keep it clean, and Clint Boling won that duel of STH Focuses. He hit nary a cone all day while Bradley Livingston tagged 11. Livingston's only clean run was 0.072 slower than Boling's best.

Almost as close was the CAM-S clash of Z06 'Vettes, David Green coming in just 0.087 ahead of Frank Wietharn.

Two other classes were covered by less than half a second. G Street was a family affair between Brian Tefft and Brian Tefft sharing a Civic, with Jr. ahead of Sr. by 0.395 sec. (and another 90 points for Kansas Region!). D Street was decided by just 0.459 sec, Jim Monroe's BRZ ahead of Brian Strack's Golf.

Largest class was eight cars in ES, topped by the Miatas of Mason Smith and Theresa Walton, scoring 150 points for Salina Region.

Fast time fell to Chris Thomas's Red Devil in FMod, at 50.610 sec. Fast Fender was 53.104 by Eric Brown's DP Miata

The third and final event of Showdown 21 is Sept. 12 in Salina, the weekend just after the SCCA Tire Rack Solo Nationals. Everybody scores points no matter what class you are running, so come on out and boost your region's score!

	Kansas	Salina	Wichita
TOTAL	390	290	870
DIVISOR	12	11	35
SCORE	32.500	26.364	24.857
Topeka	31.111	32.000	28.889
Total x 2	63.611	58.364	53.746

Past Winners

2013 – Wichita

2014 – Wichita

2015 – Salina

2016 – Salina

2017 – not held

2018 – Wichita

2019 – Salina

2020 – Kansas

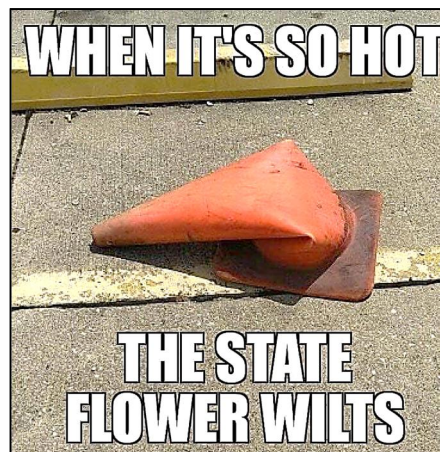
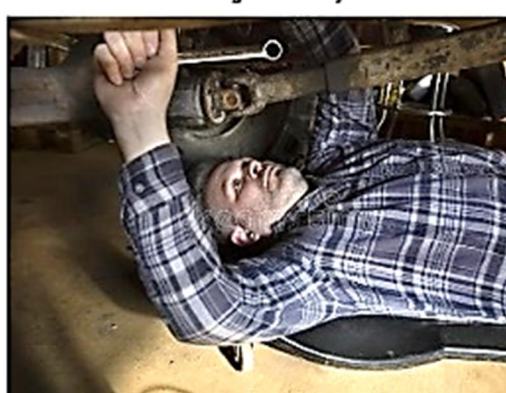
~ The Course Awakens • PAX Rankings ~

Driver	Class	Time	Index	PAX
Ron Williams	hs	54.686	*0.782	42.764
Russell Blume	hs	55.174	*0.782	43.146
Mason Herrick	ssc	53.462	*0.812	43.411
Mike Herrick	sts	53.529	*0.811	43.412
Laney Blume	hs	55.755	*0.782	43.600
Mason Smith	es	55.136	*0.793	43.722
Jacob Lynn	ssc	54.775	*0.812	44.477
Brian Tefft Jr	gs	56.228	*0.794	44.645
Ryan Plourde	sts	55.127	*0.811	44.708
Jim Monroe	ds	55.564	*0.807	44.840
Monte Rans	hs	57.426	*0.782	44.907
Theresa Walton	es	56.649	*0.793	44.922
Brian Tefft Sr	gs	56.622	*0.794	44.957
Robert Seelig	ss	54.803	*0.822	45.048
Brian Strack	ds	56.023	*0.807	45.210
Blake Toews	sts	55.907	*0.811	45.340
Conner Herrick	ssc	55.872	*0.812	45.368
Brandon Thomas	sts	55.972	*0.811	45.393
Sharon Brillhart	esl	57.358	*0.793	45.484
Shane Reese	gs	57.510	*0.794	45.662
David Green	cams	54.972	*0.835	45.901
Frank Wietharn	cams	55.059	*0.835	45.974
Eric Brown	dp	53.104	*0.866	45.988
Bill Munsell	ss	56.025	*0.822	46.052
Chris Thomas	fm	50.610	*0.911	46.105
James Harrison	as	56.251	*0.821	46.182
Steve Schrag	camc	56.508	*0.818	46.223
Adam Blumck	sm	54.232	*0.854	46.314
Henry Brillhart	es	58.533	*0.793	46.416
Dennis Smith	gs	58.584	*0.794	46.515
Lonnie Moses	cams	55.748	*0.835	46.549
Robert Clapp	camt	57.057	*0.817	46.615
Gavin Patton	es	58.795	*0.793	46.624
Giang Vu	hs	59.743	*0.782	46.719
Hal Vieyra	es	59.154	*0.793	46.909
Penelope Strack	dsl	58.280	*0.807	47.032
Jim French	cams	56.698	*0.835	47.342
Steve Swartz	es	59.843	*0.793	47.455
Don Herrick	hs	60.778	*0.782	47.528
Kyle Martinez	cp	55.883	*0.851	47.556
Rocky Entriken	es	60.208	*0.793	47.744
Nancy Smith	gsl	60.592	*0.794	48.110
Clinton Boling	sth	59.440	*0.810	48.146
Bradley Livingston	sth	59.512	*0.810	48.204
Andy Truong	stu	58.397	*0.828	48.352
Aaron Loggan	xs-a	58.035	*0.836	48.517
Cameron Kidwell	stx	59.764	*0.816	48.767
Randy Puls	cams	58.462	*0.835	48.815
Glen Alvis	cams	58.489	*0.835	48.838
Jordan Lauer	cams	58.951	*0.835	49.224
Blake Reed	es	62.371	*0.793	49.460
Dan Deener	ds	61.525	*0.807	49.650
Allan Unruh	cs	61.453	*0.809	49.715
Art Martinez	cp	58.899	*0.851	50.123
Vivian Strack	dsl	62.387	*0.807	50.346
Rick Nicholson	cs	63.470	*0.809	51.347
Thiennam Ninh	stu	62.113	*0.828	51.429
Susan Puls	camsl	62.354	*0.835	52.065
Rick Dowers	camt	64.880	*0.817	53.007
Wesley Burt	gs	66.836	*0.794	53.067
David Einspahr	stu	64.116	*0.828	53.088
John Monroe	bs	66.038	*0.814	53.754
Rick Ast	ds	66.719	*0.807	53.842
David Grieve	camt	66.796	*0.817	54.572
Logan Grieve	camt	66.894	*0.817	54.652
Matthew Elder	str	67.637	*0.827	55.935

What I thought racing would be like



What racing is really like



SUNFLOWER SOLO SHOWDOWN 21.2

Episode VII

THE COURSE AWAKENS

Wichita Region SCCA ~ August 1, 2021 ~ Sunflower Aerodrome, Yoder

Class	Driver	No.	Car	Rgn/Pts	Run 1	Run 2	Run 3	Run 4	Run 5	Best
SS	• Robert Seelig	108	2021 Corvette	—	56.439	54.803	55.225+1	53.900+2	54.327+1	54.803
SS	• Bill Munsell	8	2021 Corvette	—	D.N.F.	D.N.F.	56.377	56.025	56.195+5	56.025
AS	• James Harrison	7	2021 Toyota GR Supra	W 10	D.N.F.	D.N.F.	57.319	57.370	56.251	56.251
BS	• John Monroe	5	1994 Corvette	W 10	71.193	67.195	66.342+1	66.115	66.038	66.038
CS	• Allan Unruh	57	2003 BMW Z4 3.0	W 20	62.954	61.568	61.453	D.N.F.	65.495	61.453
CS	• Rick Nicholson	26	2012 Mazda Miata MX-5	S 10	63.470	D.N.F.	D.N.F.	D.N.F.	D.N.F.	63.470
DS	• Jim Monroe	11	2013 Subaru BRZ	W 40	57.960+1	57.325	57.368+1	55.635	55.564	55.564
DS	• Brian Strack	99	2018 Volkswagen Golf R	K 30	D.N.F.	57.137	56.023	D.N.F.	56.562	56.023
DS	• Dan Deener	61	2010 Mini Cooper S	W 20	D.N.F.	64.606	62.917	61.525	62.590	61.525
DS	• Rick Ast	25	2003 Mini Cooper S	W 10	D.N.F.	68.405	D.N.F.	68.299	66.719	66.719
DSL	• Penelope Strack	99	2018 Volkswagen Golf R	K 20	60.030	59.407	58.280	58.686+1	58.293	58.280
DSL	• Vivian Strack	199	2018 Volkswagen Golf R	K 10	72.141+1	67.443	64.171	62.387	62.355+1	62.387
ES	• Mason Smith	16	2000 Mazda Miata	S 80	56.551	55.752	55.678+1	55.136	55.373	55.136
ES	• Theresa Walton	99	1999 Mazda Miata	S 70	57.798	56.953+1	56.154+1	62.629+1	56.649	56.649
ES	• Henry Brillhart	48	1999 Mazda Miata	W 60	58.844+3	58.533	D.N.F.	58.456+1	59.308	58.533
ES	• Gavin Patton	26	2003 Mazda Miata	W 50	61.451	D.N.F.	60.162	59.029	58.795	58.795
ES	• Hal Vieyra	7	2002 Mazda Miata	—	D.N.F.	60.519	59.377	61.302+2	59.154	59.154
ES	• Steve Swartz	17	1999 Mazda Miata	W 30	62.172	61.336+1	60.156	60.564+1	59.843	59.843
ES	• Rocky Entriiken	4	2000 Mazda Miata	S 20	61.396	60.342	67.024+2	60.208	60.978+3	60.208
ES	• Blake Reed	6	2001 Mazda Miata	—	D.N.F.	60.806+1	60.371+1	67.098+1	D.N.F.	62.371
ESL	• Sharon Brillhart	28	2003 Toyota MR2	W 10	D.N.F.	58.675	58.064	57.582+1	57.358	57.358
GS	• Brian Tefft Jr	191	2018 Honda Civic Si	K 50	56.337+1	55.852+1	56.228	57.985	D.N.S.	56.228
GS	• Brian Tefft Sr	91	2018 Honda Civic Si	K 40	56.622	57.471+1	57.638	58.365	D.N.S.	56.622
GS	• Shane Reese	10	2015 Volkswagen GTI	W 30	60.201	59.095	58.382	57.510	58.569	57.510
GS	• Dennis Smith	77	2015 Ford Focus ST	S 20	59.287	59.829	59.904	58.765	58.584	58.584
GS	• Wesley Burt	17	2018 Honda Civic Si	S 10	69.420	D.N.F.	65.556+1	65.229+1	64.836+1	66.836
GSL	• Nancy Smith	77	2015 Ford Focus ST	S 10	61.698	60.694	D.N.F.	60.802	60.592	60.592
HS	• Ron Williams	79	2021 Honda Civic Sport	K 60	56.431+1	55.258	54.895	54.686	54.973	54.686 PAX
HS	• Russell Blume	197	2019 Honda Civic S	K 50	56.187	55.895	55.819+1	54.927+1	55.174	55.174
HS	• Laney Blume	97	2019 Honda Civic S	K 40	56.694	58.232	56.395	55.755	55.593+1	55.755 FL
HS	• Monte Rans	52	2013 Mini Cooper	S 30	59.061+2	58.558	57.426	57.599	57.477	57.426
HS	• Giang Vu	24	2011 Honda Civic Si	W 20	62.716	60.492	60.052	59.002+2	59.743	59.743
HS	• Don Herrick	8	2015 Ford Fiesta ST	W 10	62.186	60.778	61.615+1	60.167+1	60.045+1	60.778
SSC	• Mason Herrick	186	2016 Scion FR-S	W 30	54.250	54.372	54.219	53.826+1	53.462	53.462
SSC	• Jacob Lynn	77	2015 Scion FR-S	W 20	55.965+2	55.247	55.328+2	54.775	54.561+1	54.775
SSC	• Conner Herrick	86	2016 Scion FR-S	W 10	58.237+1	58.152	56.278	55.872	55.246+1	55.872
STU	• Andy Truong	17	2017 Honda Civic Type R	—	62.498	58.796+1	59.736+1	58.397	58.419	58.397
STU	• Thiennam Ninh	20	2011 Lexus IS F	—	63.795	62.488	62.113	D.N.F.	62.398	62.113
STU	• David Einspahr	74	2005 Chrysler Crossfire SRT6	K 10	68.739	D.N.F.	D.N.F.	D.N.F.	64.116	64.116
STR	• Matthew Elder	11	1999 Mazda Miata	—	76.515	70.507+1	67.901	66.471+1	65.637+1	67.637
STX	• Cameron Kidwell	46	2014 Honda Civic Si	K 10	67.752+1	D.N.F.	59.764	58.840+1	58.877+1	59.764
STS	• Mike Herrick	89	1989 Honda Civic Si	W 40	54.064	53.574	53.761+1	53.529	53.840	53.529
STS	• Ryan Plourde	74	1992 Mazda Miata	W 30	56.897	56.085	55.127	55.238	55.160	55.127
STS	• Blake Toews	76	1991 Mazda Miata	W 20	56.983	55.907	D.N.F.	D.N.F.	56.569	55.907
STS	• Brandon Thomas	15	1995 Mazda Miata	W 10	57.397+1	57.314	55.677+1	55.971+1	55.972	55.972
STH	• Clinton Boling	68	2018 Ford Fiesta ST	S 20	61.399	60.351	60.141	73.275	59.440	59.440
STH	• Bradley Livingston	12	2014 Ford Focus ST	K 10	61.955+2	59.854+5	59.512	59.180+1	61.548+3	59.512
CAMC	• Steve Schrag	44	2018 Mustang	S 10	58.023	57.234	57.310	57.161	56.508	56.508
CAMS	• David Green	84	2008 Corvette Z06	W 70	55.384	54.979	54.972	55.173	55.045	54.972
CAMS	• Frank Wietham	63	2007 Corvette Z06	K 60	56.880	55.846	55.478	55.059	D.N.F.	55.059
CAMS	• Lonnie Moses	39	2002 Corvette	W 50	56.516	56.451	56.666	55.748	56.190+1	55.748
CAMS	• Jim French	7	1989 Corvette	W 40	D.N.F.	57.753	56.974+1	56.951	56.698	56.698
CAMS	• Randy Puls	77	1995 Corvette	W 30	62.413	60.836	59.608	58.462	58.861+1	58.462
CAMS	• Glen Alvis	248	1989 Corvette	W 20	59.215	60.960+2	58.489	59.195	59.208	58.489
CAMS	• Jordan Lauer	1	2016 Mustang	W 10	61.174+2	60.313+1	60.379+2	58.582+2	58.951	58.951
CAMSL	• Susan Puls	77	1999 Corvette FRC	W 10	65.390	64.014	62.544	D.N.F.	62.354	62.354
CAMT	• Robert Clapp	81	1981 Camaro Z-28	W 40	58.907	57.712	57.057	57.721	57.721	57.057
CAMT	• Rick Dowers	89	1989 Camaro IROC	W 30	68.615	67.039	65.394	65.501	64.880	64.880
CAMT	• David Grieve	68	1968 Ford F250	W 20	69.055	68.391	67.167	67.247	66.796	66.796
CAMT	• Logan Grieve	168	1968 Ford F250	—	69.600	67.839	71.195	68.464	66.894	66.894
XS-A	• Aaron Loggan	55	1999 Mercedes-Benz SLK55	S 10	68.562	D.N.F.	58.440	58.035	58.059+1	58.035
SM	• Adam Blunck	57	2004 Subaru Impreza WRX	W 10	D.N.F.	55.328	54.166+1	53.980+2	54.232	54.232
CP	• Kyle Martinez	134	1982 Pontiac MSE TA	W 20	56.446+1	55.883	D.N.F.	D.N.S.	D.N.S.	55.883
CP	• Art Martinez	34	1982 Pontiac MSE TA	W 10	58.899	D.N.F.	59.662+2	D.N.S.	D.N.S.	58.899
DP	• Eric Brown	56	1994 Mazda Miata	W 10	54.454+2	53.311	53.146+2	53.104	54.559+1	53.104 FFTD
FM	• Chris Thomas	129	1992 Red Devil	W 10	57.760	52.575+1	51.658	50.676	50.610	50.610 FTD

• = Trophy

FTD - Fast Time Of Day

FFTD - Fast Fender

FL - Fast Lady

PAX - Top PAX

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

Aug 21Kansas City @ MetroCC Driving Center, Independence MO

Aug 22.....*..Kansas City @ MetroCC Driving Center, Independence MO

.....NeOkla @ Davis Field, Muskogee OK

Aug 28Wichita @ 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

GO

Racing!



ROAD RACING

Sep 25-Oct 3..The Runoffs @ Indianapolis Motor Speedway

MIDI V TIME TRIALS SERIES

Jul 24-25.....AVRG @ Hallett Motor Racing Circuit

Sep 19.....Nebraska/DMV @ Midlands

Oct 9.....Nebraska/DMV @ Hastings

TRACK NIGHT IN AMERICA

Aug 19@ Heartland Motorsports Park, Topeka

Sep 14.....@ Heartland Motorsports Park, Topeka

Oct 14@ Heartland Motorsports Park, Topeka

SALINA REGION SOLO CHAMPIONSHIP • 2021

- SALINA REGION MEMBER

Points after The Course Awakens

* QUALIFIED FOR AWARDS (MIN. 4 LOCAL EVENTS)

[illegible]



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>.

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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