

# The Write Line

~ August 2024 ~



The LeadSled setup at BCRA

The official newsletter of the Salina Region SCCA

## Regional Executive Views

I hope we are past the triple digit temperatures because ourselves and our vehicles are so over it!

The last installment of the Sunflower Showdown will be in Salina on Sept. 22 and is co chaired by our newest board members Mason Libby and Phelan Gagnon. It's always great to have some new eyes and ideas for courses. We do apologize for the inconvenience of rescheduling it. With the weather that went through half the state on July 31, an overabundant amount of trees and branches were down all over Salina and city workers have been working tirelessly to gather them to the landfill – more than 5000 truckloads! – so they have not able to devote manpower to remove the Jersey barriers from our autocross site.

Keep an eye out. Salina Region's equipment trailer is in need of being replaced. If you or know of anyone that has one for sale that has windows on the side let a board member know. The unusual thing about an autocross trailer is the window that is needed.

Congratulations and good luck to everyone attending this year's Solo Nationals. We have 17 of our Salina Region members entered. If you are not tired of being at Nationals all week, we do have an event on both Saturday and Sunday, Sept. 7-8, following the Nationals. Kind of a fun way to end the week for the few traveling

home and can hit a quick event along the way. The city expects to remove the Jersey barriers from our autocross site before the afterNats doubleheader.

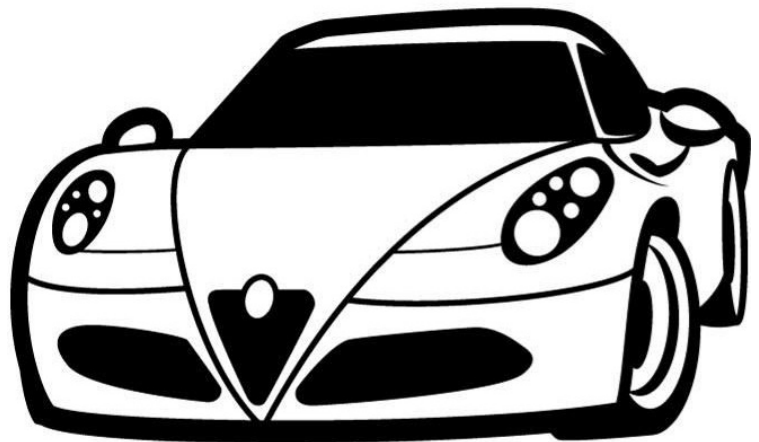
School has officially started and all my kids will be going full time. I love them but this summer might feel longer than usual. My oldest will be a sophomore and has been doing well driving, my younger son's baseball team ended up 2nd in his 8U league. My youngest daughter will be in kindergarten this school year and is very excited.

I hope everyone has a great and safe Labor Day. See everyone in Salina for the September events.

Registration is live on [motorsportsreg.com](http://motorsportsreg.com) for both the doubleheader and the Showdown, so go preregister.

Thanks for reading.

—Andlee, RE Salina Region



### ► Next Events ◀

## Twin Solos - September 7 & 8

Entry fees \$30 one day, \$45 both days ~ Non-members add \$15  
Check-in/Tech opens 8:00 am, closes 9:00 am ~ Course open to walk by 8:30 am  
Novice Coursewalk 9:15 am ~ Driver's meeting 9:30 am ~ Cars on course by 10:00 am

**Berkley Family Recreation Area ~ 841 Markley Road, Salina**  
Pre-register at [motorsportsreg.com](http://motorsportsreg.com) – find link at [www.salinascca.org](http://www.salinascca.org)

### Next Business Meeting

7:00 pm, September 12  
On Zoom!

*Business meetings are open to all members and guests*

*Email Andlee (see Pg. 2) to get the connection links*



## Board Members ~ 2024

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## Salina Region Schedule ~ 2024

All events at Berkley Family Recreational Area unless noted otherwise

| Event   | Chair                     |
|---|---------------------------|
| Sep 7-8 – Solo #10 & #11                        | Chandler Brown            |
| Sep 22 – Solo #12 – Sunflower Showdown @ Salina | Phelan Gagnon/Mason Libby |
| Oct 13– Solo #13 – Octoberfast 35               | Salina Region Board       |
| Nov 3 – Solo #14                                | Aaron Loggan              |

A Salina Divisional (if held) and Solo Nationals (Sep. 2-6, 2024) also score in Salina Region's Championship, with bonus points. Lowest three scores are thrown out, four if we do a Divisional

### MiDiv



### SPS/R&S MiDiv Solo Series – 2024

|                       |  |
|-----------------------|--|
| <del>Apr 13-14</del>  | <del>NeOkla @ Muskogee (Davis Field)</del>                         |
| <del>May 4-5</del>    | <del>Kansas/Wichita @ Independence KS (Independence Airport)</del> |
| <del>May 18-19</del>  | <del>Oklahoma @ Burns Flat (Clinton Sherman Airport)</del>         |
| <del>June 1-2</del>   | <del>Salina @ Salina (Berkley Family Rec Area)</del>               |
| <del>June 29-30</del> | <del>Kansas City @ Independence MO (Metro CC Driving Center)</del> |
| <del>Aug 3-4</del>    | <del>Nebraska @ Lincoln (Lincoln Airpark)</del>                    |

SCCA Solo Nationals ~ Sep. 2-6, 2024 ~ Lincoln, NE

## MEETING MINUTES

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

RE Andlee Phengphachanh called the meeting to order on August 21, 2024, at 7:09 pm via Zoom. Board members present were Sharon Brillhart, Rocky Entriken, Justin Gagna, Phelan Gagnon, Mason Libby, Aaron Loggan, Artt Mann, Dennis Smith and Nancy Smith. Also present, members Mark and Theresa Walton.

Artt moved to approve the July meeting minutes, seconded by Mason. Passed.

Sharon presented the treasurers report, including that the charity event check to the Sunflower Rod & Custom Association had been sent (plus a separate donation check someone had written directly to SRCA); receipt has not yet been confirmed. Motion to approve by Rocky, seconded by Artt. Passed.

**Old Business** – Hotspot: It was decided by consensus not to purchase a Wi-Fi hotspot at this time, but to ensure private phones would be available to provide live timing. Andlee, Mason and Sharon offered theirs as needed/available.

**New Business** – Sunflower Solo Showdown: Because of the major windstorm (95 mph wind recorded) which hit Salina on July 31 a few days after the LeadSled Spectacular, city crews have been busy clearing tree limbs and other storm damage and have been unavailable to remove the Jersey barriers which had been set up for the LeadSled drag races in time for our Aug. 11 event to be held. As of today's meeting, the barriers are still in place. Andlee reported city has assured him the barriers will be removed before our Sept. 7-8 events. It was decided (motion Mason, second Rocky) to reschedule our round of the Sunflower Showdown to Sept. 22.

Canceling an event: Rocky reported he had officially canceled the Aug. 11 sanction with SCCA on Sept. 9 as nobody else had done so. Rocky advised the board that when a date is canceled (or booked or changed) three "bases" need to be contacted – City of Salina for the official city permit, SCCA (sanction department) for the sanction and insurance, and MotorsportsReg.com for the registration listing, each being a separate and independent entity. All of which need to be done fresh for the new date Sept. 22. Contacting any one does not affect the other two. Nancy suggested this information be included in the minutes.

Trailer: Consensus of discussion was to table the matter and work to build our treasury while membership is asked to keep watch for better possible deals on a good used trailer.

Next meeting September 12 via Zoom.

Meeting adjourned 8:10 pm.

Submitted by Rocky Entriken, Secretary pro tempore

# Do Performance Brake Pads Really Matter at Autocross Speeds?

By Per Schroeder  
Grassroots Motorsports

Going skydiving? You'll need a parachute. After all, it should make leaping from that airplane a bit more survivable.

Of course, not all parachutes are the same, and there's more to them than different colors. Parachutes come in a variety of airfoil shapes and sizes, each one suited to a particular jumper and situation. While they're all designed to serve the same basic purpose, there are subtle differences in the huge range of offerings.

You can think of brake pads in a similar way. Although there are countless varieties of pads available today, they all do the same thing: create friction to slow a car. Of course, the faster you go on track, the more important it becomes to have adequate stopping power.

High-performance brake pads are a crucial component for a car that sees open track time or race use. Not only are these top-tier pads more resistant to fade, but they can also have a higher coefficient of friction for quicker stops. Of course, that improved pad friction will only help if the tires are good enough to take advantage of the increased brake torque.

But what about autocross use? Are high-performance pads an advantage when battling the cones? While the brakes usually don't get smoking hot during a 60-second autocross run, they can still see elevated temperatures, especially if a co-driver is adding a second dose of abuse.

More importantly, most of us autocross on stickier-than-stock tires. Can increases in brake pad performance help those grippy tires yield faster times?

To compare these theories against the stopwatch, we pressed our 2010 Mazda MX-5 project car back into service. To see how brake pads impact autocross performance, we tested four different brake compounds: the OE Mazda pad, the street-performance Hawk HPS, the track-worthy Hawk HP Plus and the race-ready Hawk DTC-60.

Our Mazda's KW coil-over suspension and fat Dunlop Direzza Sport Z1 Star Spec tires make it a great platform for evaluating brake pads. The car is easy to drive, and we've found the Dunlops to be very consistent throughout the day and over a wide range of temperatures.

We tested each of the four pad compounds on a separate set of brand-new Centric rotors. By testing each pad with fresh rotors, we eliminated the possibility of contamination between samples.

We started with the stock Mazda pads and then, in order, went on to the HPS, HP Plus and DTC-60 compounds. We finished off the day by retesting the original pads; this is a great way to make sure the surface and conditions have remained consistent.

Each set of pads also went through the same test sequence, starting with four two-lap runs. Immediately after logging those laps, we did five 60-to-zero stops on a section of level asphalt.

## ► Original Equipment Pads – Specimen: Mazda MX-5 OE

**Price (front and rear):** \$172

**60-to-zero distance:** 115.7 ft.

**Peak braking:** 1.167g

**Lap time:** 53.10 sec. (retest: 53.37 sec.)

The pads that originally came on the MX-5 feature a ceramic-based compound and are considerably better than the stock pieces of yore. Today's ceramic material yields both good pedal feel and fade resistance without the typical increase in noise or dust.

John, one of our two testers, summed up the stock pad's performance with some surprisingly kind words: "These pads provide moderate initial bite and have a very linear feel. The braking effort changes up and down directly in relation to pedal effort. Overall these pads have good brake feel, they just require lots of leg effort for peak deceleration."

## ► Performance Street/Autocross Pads – Specimen: Hawk HPS

**Price (front and rear):** \$136

**60-to-zero distance:** 114.5 ft.

**Peak braking:** 1.175g

**Lap time:** 53.13 sec.

Hawk Performance HPS pads are seen as a step up the performance ladder from the stock pieces. These performance-minded pads are built

from a carbon-based friction material, and according to the manufacturer they offer more stopping power with minimal increases in noise and dusting. They also have a higher heat range than most OE pads, making them suitable for high-performance street, autocross and light track use.

John said the HPS pads are also easier on the driver. "These take much less physical work on behalf of the driver to utilize all of their performance," he noted.

## ► Track Day Pads – Specimen: Hawk HP Plus

**Price (front and rear):** \$170

**60-to-zero distance:** 114.7 ft.

**Peak braking:** 1.162g

**Lap time:** 53.08 sec.

The Hawk Performance HP Plus is similar to its "little" brother in that it's meant to be a multipurpose pad. However, the HP Plus favors higher heat capability at the expense of increased noise, rotor wear and dust. According to Hawk, the HP Plus is designed to be a track-capable pad that can manage the drive home. It's also intended for the serious street and autocross enthusiast.

Overall, both drivers enjoyed the HP Plus. Braking inputs required a fine touch and became more of a thought process than a muscular action, our other tester Chris noted. He added that the additional power was very reassuring but a bit abrupt for this application. While many drivers could easily adapt, this pad may be better suited to a heavier vehicle or higher-speed applications, he explained.

"Without being completely calibrated to the pedal feel, it's easy to slow down too much at the end of the slalom and into the final turn with the HP Plus," John said. "However, simply think the word 'brake' and the car slows. You can work the pedal with your toes and ankle, not the big muscles of your leg, allowing you to really fine-tune the pedal pressure."

## ► Full-Race Pads – Specimen: Hawk DTC-60

**Price (front and rear):** \$308

**60-to-zero distance:** 115.3 ft.

**Peak braking:** 1.151g

**Lap time:** 53.26 sec.

The DTC-60 is one of Hawk's many race-specific compounds, products that have no business being used on a street-driven car. For one, these pads are only meant to work between 400 and 1600 degrees Fahrenheit. Until the pads reach that temperature range, they're tough on rotors and create copious amounts of noise and dust. They're simply designed to cope with the rigors of track use.

Two negative traits did crop up, however. Initial bite was strong enough to momentarily lock the front tires until weight transfer took place, delaying full braking as the ABS computer struggled to keep up with the instantaneous brake force. The pad's peak braking g-loads suffered, and the drivers could feel the ABS system cycling pressure on and off.

The DTC-60 brake pad also lacked feel and feedback through the pedal. "The friendly handshake of the HPS pad had turned into an iron fist," Chris noted. "The pedal has a somewhat dead feel," John added.

## ► Coming to a Stop

The funny thing about brakes is that the less you use them, the faster you can lap an autocross course. The secret to a quick run is knowing exactly when and how much to brake, then avoiding the pedal entirely the rest of the time.

While our drivers noticed obvious differences in the feel of the brake pads, the data showed otherwise. There were no significant objective differences between any of the brake pads in terms of the lap times, peak stopping forces, or stopping distances. This makes sense, as we didn't change the biggest factor in braking performance: the tires.

However, good pedal feel and consistency can definitely help driver comfort—which can then translate to confidence and better performance. Our recommendation is to shop for autocross pads based on feel rather than concept. And if you want to crib from our notes, our drivers loved both the HPS and HP Plus pads—we'll be running the HPS in the future.



# SUNFLOWER SOLO SHOWDOWN 24.2

The second round of this year's Sunflower Solo Showdown was Wichita Region's turn at Road Yoder. Forty-Seven drivers in two heats turned out for Mitchell Bell's course, the reverse direction of his layout for an event the previous day.

It was a sunny day of close competition, most drivers running in the mid-40 sec range and six classes decided by less than one second.

Closest was E Street: only 0.013 sec separated Mark and Theresa Walton and 10 of their 12 runs came home at 44 sec. Theresa led the whole way, working down from a 44.9 first run to 44.091 on her fifth while Mark fought off pylons, a DNF and one "slow" turn at 45.5 (which was still faster than 42 other drivers). But then on his final lap he uncorked a 44.079 to take the 5-car class. They scored for Salina with the 4th and 5th line on the PAX list.

Scoring for Wichita were Austin Mackey and Garrett Barnaby in CAM·C, finishing only 0.236 sec apart. Mackey had the smoothest day, steadily whittling down his times while Barnaby fought pylons on his first four circuits. He was actually leading the first two runs despite the cones, and had five times at 47 sec. On the 5th run Barnaby was finally clean on a "safe" 47.9 but that's when Mackey spun his 47.0. Barnaby came back with 47.2, his fastest raw time but not quite enough.

In Street Touring Sport, Gary Jacobs (in his "Honda del Slow") led all day to a final 47.2. Meanwhile Drew Shelton averaged more than a 1-sec improvement each run from his first time out in his NA Miata, closing at 47.6, only 0.361 behind.

The CAM·T class saw Cory Tibbitts' Firebird and course designer Mitchell Bell hook up in a series of close runs. Both went quickest on run #6, both 46-sec times, Tibbitts ahead by 0.436 sec.

Mason Libby and James Harrison traded the B Street lead back and forth. Libby's Saturn Sky led after Run #1 when Harrison's Toyota GR Supra was DNR. Harrison took over with a 44.6 on #2, Libby took it back with 44.0 on #3, On #4 Harrison found his fast time with a faster 44.0 but Libby ran 43.7 and followed with a 43.2. Both wasted their final run leaving the margin at 0.702 sec.

The final less-than-a-second class was Street Touring Roadster. Jacob Lynn only got one clean run, but it was his second-quickest at 44.3, and enough to hold off Steve Swartz who worked down to a 45.9, or 0.909 sec behind.

If Russell and Laney Blume had both driven G Street, as sometimes they do, They'd have finished 0.485 apart. But Laney chose GSL this day and either way was Fast Lady while they took the top two PAX times, both with 43 sec runs. The only driver faster was CS winner Mason Smith at 42.074. The only other drivers below 45 sec were BS winner Mason Libby and SM winner Ryan Plourde.

## ~~ Showdown 24.2 • PAX Rankings ~~

| Driver             | Class  | Best   | Index  | PAX    |
|--------------------|--------|--------|--------|--------|
| Blume, Russell     | •GS    | 42.388 | *0.796 | 33.740 |
| Blume, Laney       | •GSL   | 42.870 | *0.796 | 34.124 |
| Smith, Mason       | •CS    | 42.074 | *0.813 | 34.206 |
| Walton, Mark       | •ES    | 44.079 | *0.792 | 34.910 |
| Walton, Theresa    | •ES    | 44.092 | *0.792 | 34.920 |
| Brillhart, Sharon  | •ESL   | 44.690 | *0.792 | 35.394 |
| Libby, Mason       | •BS    | 43.323 | *0.818 | 35.438 |
| Harrison, James    | •BS    | 44.025 | *0.818 | 36.012 |
| Haynes, Marcia     | SSC    | 44.749 | *0.805 | 36.022 |
| Entriaken, Rocky   | •ES    | 45.583 | *0.793 | 36.101 |
| Herrick, Don       | •HS    | 45.991 | *0.786 | 36.148 |
| Brillhart, Henry   | •ES    | 45.680 | *0.792 | 36.178 |
| King, Ashton       | •DSL   | 45.193 | *0.810 | 36.606 |
| Loggan, Aaron      | •HCS   | 46.241 | *0.793 | 36.669 |
| Bell, Addison      | •STX   | 44.899 | *0.819 | 36.772 |
| Lynn, Jacob        | •STR   | 44.305 | *0.832 | 36.861 |
| Redman, Alex       | ES-N   | 46.862 | *0.813 | 37.114 |
| Green, James       | CAMS   | 44.118 | *0.848 | 37.412 |
| Gagnon, Phelan     | •AS    | 45.411 | *0.824 | 37.418 |
| Swartz, Steve      | •STR   | 45.209 | *0.832 | 37.613 |
| Plourde, Ryan      | •SM    | 43.505 | *0.868 | 37.762 |
| Tibbitts, Cory     | •CAMT  | 46.131 | *0.820 | 37.827 |
| Allen, Steven      | •STU   | 45.590 | *0.833 | 37.976 |
| Potter, Tyler      | •SS    | 45.607 | *0.835 | 38.081 |
| Bell, Mitchell     | •CAMT  | 46.567 | *0.820 | 38.184 |
| Brown, Chandler    | •XS-B  | 45.219 | *0.849 | 38.390 |
| Jacobs, Gary       | •STS   | 47.299 | *0.816 | 38.596 |
| Puls, Randy        | •CAMS  | 45.612 | *0.848 | 38.679 |
| Monroe, John       | •CAMS  | 45.658 | *0.848 | 38.718 |
| Unruh, Allan       | •STR   | 46.649 | *0.832 | 38.812 |
| Presnell, Tracy    | •STR   | 46.671 | *0.832 | 38.830 |
| Mackey, Austin     | •CAMC  | 47.020 | *0.826 | 38.838 |
| Clapp, Robert      | •CP    | 45.408 | *0.856 | 38.869 |
| Shelton, Drew      | STS    | 47.660 | *0.816 | 38.890 |
| Barnaby, Garrett   | •CAMC  | 47.256 | *0.826 | 39.033 |
| Alvis, Glen        | •CAMS  | 47.013 | *0.848 | 39.867 |
| Cavanaugh, Misty   | •STRL  | 48.114 | *0.832 | 40.030 |
| Martinez, Art      | •CP    | 47.525 | *0.856 | 40.681 |
| Puls, Susan        | •CAMSL | 48.084 | *0.848 | 40.775 |
| McGinley, Justin   | CAMC-N | 48.967 | *0.826 | 41.272 |
| Tackett, James     | •CAMC  | 50.087 | *0.826 | 41.371 |
| Presnell, Darla    | •DSL   | 52.625 | *0.810 | 42.626 |
| Loesch, Scott      | •EM    | 47.069 | *0.910 | 42.832 |
| Sherrrod, Steve    | •CAMS  | 50.756 | *0.848 | 43.041 |
| Pahl, Nick         | CAMC-N | 52.178 | *0.826 | 43.099 |
| Richardson, Rhonda | •CSL-N | 53.893 | *0.813 | 43.815 |
| Cavanaugh, Brian   | •STR   | 53.815 | *0.832 | 44.774 |

• Indicates Showdown competitor

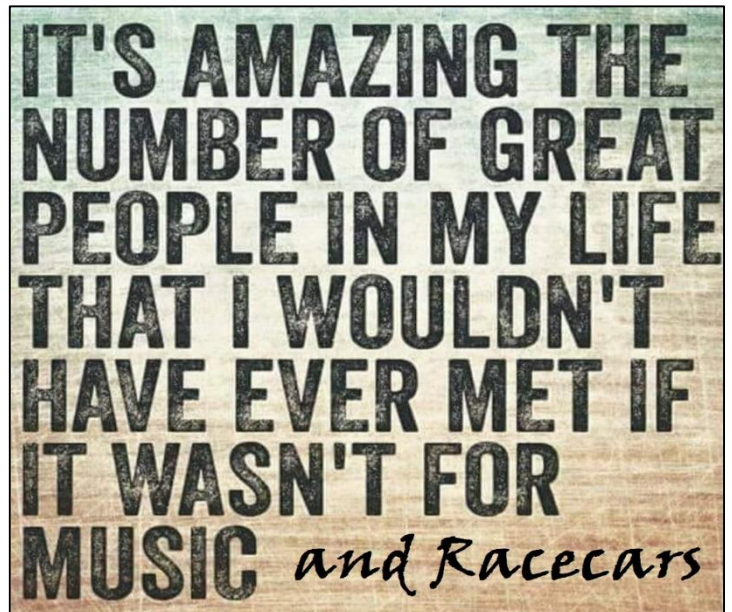
|                     | <u>Kansas</u> | <u>Salina</u> | <u>Wichita</u> |
|---------------------|---------------|---------------|----------------|
| Total PAX (Yoder)   | 110.905       | 414.740       | 1041.872       |
| ÷ Entry             | 3             | 11            | 27             |
| = Yoder Average     | 36.968        | 37.704        | 38.588         |
| + Independence Avg. | 39.365        | 38.062        | 42.372         |
| TOTAL               | 76.333        | 75.766        | 80.960         |

## SALINA STILL LEADS SUNFLOWER SHOWDOWN

After two rounds of the Sunflower Solo Showdown, Salina still leads the tally by a slim half-point margin (precisely 0.567) over our friends from Topeka and Wichita.

One round remains. Originally to be Aug. 11 but Mother Nature intervened. **So now the finale is scheduled for Sept. 22 at our BFRA site.**

Since the series began in 2013, Salina Region has won four of them, Kansas Region and Wichita Region have three each. (It wasn't held in 2017).



# SUNFLOWER SOLO SHOWDOWN 24.2

Wichita Region SCCA ~ July 28, 2024 ~ Road Yoder Solo Site, Yoder, KS

| Class  | Driver               | No. | Car                           |      | Run 1    | Run 2         | Run 3         | Run 4         | Run 5           | Run 6         | Best              |
|--------|----------------------|-----|-------------------------------|------|----------|---------------|---------------|---------------|-----------------|---------------|-------------------|
| SS     | • Potter, Tyler      | 98  | 2018 Camaro ZL1 1LE           | Wich | 49.100   | 45.834        | 46.606        | 46.235        | <b>45.607</b>   | 46.665        | <b>45.607</b>     |
| AS     | • Gagnon, Phelan     | 6   | 2013 Corvette                 | Sal  | 47.957   | 46.462        | 46.349        | 46.603        | 45.816          | <b>45.411</b> | <b>45.411</b>     |
| BS     | • Libby, Mason       | 62  | 2008 Saturn Sky Redline       | Sal  | 48.205   | 45.212        | 44.091        | 43.722        | <b>43.323</b>   | 42.690+1      | <b>43.323</b>     |
| BS     | • Harrison, James    | 2   | 2021 Toyota GR Supra          | Wich | D.N.F    | 44.621        | 44.785        | <b>44.025</b> | 43.739+1        | D.N.F         | <b>44.025</b>     |
| CS     | • Smith, Mason       | 92  | 2022 Mazda MX5                | Wich | 44.006+1 | 42.087+1      | 42.150+2      | 42.358+1      | <b>42.074</b>   | 42.021+1      | <b>42.074</b> FTD |
| CSL-N  | • Richardson, Rhonda | 64  | 2008 Mazda MX5                | Wich | 58.590   | 58.882        | 55.151        | 57.633        | 54.064          | <b>53.893</b> | <b>53.893</b>     |
| DS     | • King, Ashton       | 20  | 2014 Scion FR-S               | Sal  | 48.320   | 47.885        | 45.308        | 45.256+2      | 44.781+1        | <b>45.193</b> | <b>45.193</b>     |
| DSL    | • Presnell, Darla    | 33  | BMW 330i                      | Sal  | 55.782   | 53.199        | 53.250        | 52.759        | <b>52.625</b>   | D.N.F         | <b>52.625</b>     |
| ES     | • Walton, Mark       | 99  | 1999 Mazda Miata              | Sal  | 44.705+1 | 45.398+1      | 44.241        | D.N.F         | 45.585          | <b>44.079</b> | <b>44.079</b>     |
| ES     | • Walton, Theresa    | 199 | 1999 Mazda Miata              | Sal  | 44.921   | 44.970        | 44.175        | 44.512        | <b>44.092</b>   | 44.409        | <b>44.092</b>     |
| ES     | • Entriaken, Rocky   | 4   | 2000 Mazda Miata              | Sal  | 46.407+1 | 46.105+3      | 46.230        | <b>45.583</b> | 45.697+3        | 48.434+1      | <b>45.583</b>     |
| ES     | • Brillhart, Henry   | 48  | 1999 Mazda Miata              | Wich | 46.653   | 47.039+1      | 46.541        | 46.200        | 46.238          | <b>45.680</b> | <b>45.680</b>     |
| ES-N   | • Redman, Alex       | 97  | 2001 Toyota MR2 Spyder        | —    | 48.878+1 | <b>46.862</b> | 46.612+1      | 48.048        | 46.369+3        | 45.644+2      | <b>46.862</b>     |
| ESL    | • Brillhart, Sharon  | 28  | 2003 Toyota MR2               | Wich | 46.614   | 45.144+1      | 45.071        | <b>44.690</b> | 44.229+2        | 45.295        | <b>44.690</b>     |
| GS     | • Blume, Russell     | 94  | 2018 Honda Civic Si           | Kan  | 43.506   | 43.034        | D.N.F         | <b>42.388</b> | 46.517+1        | D.N.F         | <b>42.388</b> PAX |
| GSL    | • Blume, Laney       | 94  | 2018 Honda Civic Si           | Kan  | 44.163+2 | D.N.S.        | 43.009+1      | 42.996+2      | <b>42.870</b>   | 43.653+1      | <b>42.870</b> FL  |
| HS     | • Herrick, Don       | 8   | 2015 Ford Fiesta ST           | Wich | 48.954   | 46.633        | 46.081        | 46.175        | 46.528          | <b>45.991</b> | <b>45.991</b>     |
| SSC    | • Haynes, Marcia     | 98  | 2015 Subaru BRZ               | —    | D.N.F    | 50.329+1      | 47.557        | 45.495        | 45.180+1        | <b>44.749</b> | <b>44.749</b>     |
| HCS    | • Loggan, Aaron      | 177 | 1972 Lotus Europa             | Sal  | 50.928+1 | 49.423        | 48.435        | 47.056        | <b>46.241</b>   | 46.868        | <b>46.241</b>     |
| STU    | • Allen, Steven      | 7   | 2011 BMW M3                   | Wich | D.N.F    | 48.948        | 47.525+1      | 45.247+3      | 46.120+2        | <b>45.590</b> | <b>45.590</b>     |
| STR    | • Lynn, Jacob        | 77  | 2006 Mazda MX5                | Wich | 44.210+1 | 44.492+1      | <b>44.305</b> | D.N.F         | 43.992+4        | 44.020+1      | <b>44.305</b>     |
| STR    | • Swartz, Steve      | 117 | 2007 Mazda MX5                | Wich | 48.603   | 47.254        | 47.015        | 46.617        | 46.540          | <b>45.209</b> | <b>45.209</b>     |
| STR    | • Unruh, Allan       | 57  | 2003 BMW Z4 3.0               | Wich | 50.304   | <b>46.649</b> | 47.508        | 48.738        | 45.208+1        | 47.541        | <b>46.649</b>     |
| STR    | • Presnell, Tracy    | 28  | 1999 BMW Z3 Roadster          | Sal  | 48.128   | 48.165        | <b>46.671</b> | 49.795+2      | 48.973+1        | 47.834        | <b>46.671</b>     |
| STR    | • Cavanaugh, Brian   | 13  | 2001 Mazda Miata              | Wich | 61.554   | 56.667        | D.N.F         | 55.647        | D.N.F           | <b>53.815</b> | <b>53.815</b>     |
| STR    | • Cavanaugh, Misty   | 13  | 2001 Mazda Miata              | Wich | 52.604   | 50.755        | 49.412        | 48.355+1      | 48.423          | <b>48.114</b> | <b>48.114</b>     |
| STRL   | • Bell, Addison      | 43  | 2005 Mazda RX-8               | Wich | 46.243   | 46.636+1      | 45.534+1      | 46.235        | <b>44.899</b>   | 45.192        | <b>44.899</b>     |
| STX    | • Bell, Addison      | 43  | 2005 Mazda RX-8               | Wich | 46.243   | 46.636+1      | 45.534+1      | 46.235        | <b>44.899</b>   | 45.192        | <b>44.899</b>     |
| STS    | • Jacobs, Gary       | 22  | 1995 Honda Del Sol            | Wich | 49.091   | 47.867+1      | 47.443        | <b>47.299</b> | 47.425          | 47.399+1      | <b>47.299</b>     |
| STS    | • Shelton, Drew      | 234 | 1992 Mazda Miata              | —    | 53.563   | 52.507        | 50.948        | 49.247        | 49.231          | <b>47.660</b> | <b>47.660</b>     |
| CAMS   | • Green, James       | 98  | 1965 Shelby Backdraft Cobra   | —    | 46.660   | 45.017+1      | 44.636+1      | 44.490        | <b>44.118</b>   | 44.300        | <b>44.118</b>     |
| CAMS   | • Puls, Randy        | 77  | 1999 Corvette FRC             | Wich | 46.823   | 46.903+1      | 45.967        | 45.924+1      | <b>45.612</b>   | D.N.S.        | <b>45.612</b>     |
| CAMS   | • Monroe, John       | 5   | 1994 Corvette                 | Wich | 50.395+1 | 48.427        | 47.337        | 46.931        | 46.140          | <b>45.658</b> | <b>45.658</b>     |
| CAMS   | • Alvis, Glen        | 24  | 1989 Corvette                 | Wich | 49.662   | 48.524        | 47.038        | <b>47.013</b> | D.N.F           | 47.351        | <b>47.013</b>     |
| CAMS   | • Sherrod, Steve     | 23  | 1991 Corvette                 | Kan  | 51.921   | 51.607        | <b>50.756</b> | D.N.F         | D.N.F           | D.N.F         | <b>50.756</b>     |
| CAMSL  | • Puls, Susan        | 77  | 1999 Corvette FRC             | Wich | 49.402   | 49.324        | 48.651        | <b>48.084</b> | 47.331+1        | 47.195+1      | <b>48.084</b>     |
| CAMC   | • Mackey, Austin     | 11  | 2013 Camaro LS                | Wich | 54.240+1 | 50.112        | 48.906        | 48.176        | <b>47.020</b>   | 47.143        | <b>47.020</b>     |
| CAMC   | • Barnaby, Garrett   | 12  | 2018 Camaro                   | Wich | 51.151+1 | 47.861+1      | 47.601+2      | 47.513+1      | 47.966          | <b>47.256</b> | <b>47.256</b>     |
| CAMC-N | • McGinley, Justin   | 20  | 2007 Mustang                  | —    | 52.741+1 | D.N.F         | D.N.F         | D.N.F         | 52.666+1        | <b>48.967</b> | <b>48.967</b>     |
| CAMC   | • Tackett, James     | 20  | 2008 Mustang GT               | Wich | 52.120   | 51.561        | 50.778        | 50.805        | <b>50.087</b>   | 52.405        | <b>50.087</b>     |
| CAMC-N | • Pahl, Nick         | 44  | 2010 Camaro                   | —    | 61.164   | D.N.F         | 55.699+1      | 52.418        | <b>50.178+1</b> | D.N.F         | <b>52.178</b>     |
| CAMT   | • Tibbitts, Cory     | 95  | 1995 Pontiac Firebird Formula | Wich | 48.389   | 47.601+1      | 47.552        | 47.032        | 46.215          | <b>46.131</b> | <b>46.131</b>     |
| CAMT   | • Bell, Mitchell     | 69  | 1969 Camaro                   | Wich | 48.996   | 48.113        | 48.413        | 47.887+1      | 47.193          | <b>46.567</b> | <b>46.567</b>     |
| XS-B   | • Brown, Chandler    | 19  | 1998 BMW M Roadster           | Sal  | 46.377   | 45.638        | 47.918+1      | <b>45.219</b> | 44.871+1        | 44.308+1      | <b>45.219</b>     |
| SM     | • Plourde, Ryan      | 74  | 2013 Subaru WRX               | Wich | 44.186   | 44.459        | 44.685+1      | 43.952        | 43.516          | <b>43.505</b> | <b>43.505</b>     |
| CP     | • Clapp, Robert      | 134 | 1982 Pontiac MSE Trans-Am     | Wich | 50.267+5 | 44.978+2      | D.N.F         | 46.922        | <b>43.408+1</b> | 46.940+4      | <b>45.408</b>     |
| CP     | • Martinez, Art      | 34  | 1982 Pontiac MSE Trans-Am     | Wich | 50.104+1 | 52.006        | 48.899+2      | 47.312+1      | <b>47.525</b>   | 46.540+1      | <b>47.525</b>     |
| EM     | • Loesch, Scott      | 32  | 2021 DF Goblin Track Roadster | Sal  | D.N.F    | 51.126        | 47.971+1      | 47.737        | 47.412+1        | <b>47.069</b> | <b>47.069</b>     |

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

*“When I’m in the car and I’m driving, I forget about everything around me. I forget what time it is, I forget the problems that I have, I forget about everything because I’m so focused in that moment -- and I love it. After all these years the feeling is still the same. —Sebastian Vettel*



# Events

## Elsewhere - 2024



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!

‡ = Test & Tune / § = Street Survival School

P = Starting Line School / ● = Region or novice school

**ALWAYS CONFIRM THE EVENT BEFORE MAKING A LONG TRIP!**

(\* = Salina Region autocross on this date)

### AUTOCROSS

- Aug 30-Sep 1 .ProSolo Finale @ Lincoln Airpark, Lincoln NE
- Sep 2-6 .....Solo Nationals @ Lincoln Airpark, Lincoln NE
- Sep 8.....\*Kansas City @ MetroCC Driving Center, Independence MO
- Sep 22.....Kansas City @ MetroCC Driving Center, Independence MO
- .....Oklahoma @ Remington Park, Oklahoma City OK
- Sep 28.....NeOkla @ Davis Field, Muskogee OK
- .....§.Wichita @ Road Yoder, Yoder KS
- Sep 29.....NeOkla @ Davis Field, Muskogee OK
- .....Wichita @ Road Yoder, Yoder KS
- Oct 5.....‡§ Nebraska @ Lincoln Airpark, Lincoln NE
- Oct 6 .....Nebraska @ Lincoln Airpark, Lincoln NE
- Oct 12 .....NeOkla @ Davis Field, Muskogee OK
- Oct 13.....\* .Kansas City @ MetroCC Driving Center, Independence MO
- .....\* .NeOkla @ Davis Field, Muskogee OK
- Oct 19.....Oklahoma @ Remington Park, Oklahoma City OK
- Oct 20.....Oklahoma @ Remington Park, Oklahoma City OK
- Oct 26 .....Wichita @ Road Yoder, Yoder KS
- Oct 27 .....Kansas City @ MetroCC Driving Center, Independence MO
- .....Wichita @ Road Yoder, Yoder KS
- Nov 2.....‡.Nebraska @ Lincoln Airpark, Lincoln NE
- Nov 2.....NeOkla @ Davis Field, Muskogee OK
- Nov 3 .....\* .Nebraska @ Lincoln Airpark, Lincoln NE
- .....\* .NeOkla @ Davis Field, Muskogee OK
- Nov 10.....Wichita @ Road Yoder, Yoder KS (Endurocross)

### RALLYCROSS

- Sep 15..... Kansas City @ Ray Rocks Offroad Resort, Rayville MO
- .....NeOkla @ Billy Bob's Farm, Billings OK
- Sep 22..... Kansas @ McCain's Offroad Park, Carbondale KS
- Sep 29..... Nebraska @ Nebraska Rally Bowl, Nebraska City NE
- Oct 6..... Kansas City @ I-35 Speedway, Winston, MO
- .....NeOkla @ Billy Bob's Farm, Billings OK
- Oct 13.....\* Nebraska @ Green Valley Ranch, Kearney NE
- Nov 10..... Kansas City @ Thunder Valley Sand Drags, Grain Valley MO
- Nov 17..... Nebraska @ Nebraska Rally Bowl, Nebraska City NE
- .....NeOkla @ Billy Bob's Farm, Billings OK
- Oct 18-20.... RallyCross Nationals @ Hollytree Off Road Park, Hollytree AL
- Nov 24..... Kansas @ McCain's Offroad Park, Carbondale KS
- Dec 8..... Kansas City @ Ray Rocks Offroad Resort, Rayville MO

## Go

## Racing!



Five MIDiv road course tracks are within a 5-hour drive of Salina. Be part of the action as a race worker -- flagging on corners, timing, grid, tech, etc. Or be a driver?

- Hallett Motor Racing Circuit, Hallett OK
- Hedge Hollow Raceway, Adrian, MO
- Motorsports Park Hastings, Hastings NE
- Ozarks International Raceway, Gravois Mills MO
- I-29 Speedway, Pacific Junction. IA

### ROAD RACING

- Sep 27-Oct 6 . The Runoffs @ Road America, Elkhart Lake WI
- Nov 2-3 ..... Enduro races @ Hallett Motor Racing Circuit, Hallett OK

### MIDIV TIME TRIALS SERIES

- Sep 21-22 ... @ I-29 Speedway, Pacific Junction IA
- Oct 24-27.... Time Trials Nationals @ NCM Mspts Park, Bowling Green KY
- Nov 2-3 ..... @ Hallett Motor Racing Circuit, Hallett OK

### TRACK NIGHT IN AMERICA

- Sep 25 ..... @ High Plains Raceway, Deer Trail CO

# Understanding Driving Coach Terms

## When your coach says:

## Translate this to:

1 - Do you have any questions?

1 - You should be asking questions.

2 - Let's do that again.

2 - That looks nothing like what I said.

3 - One more lap.

3 - Three more laps.

4 - Last lap.

4 - Three more laps.

5 - Three more laps.

5 - This doesn't translate to anything.

6 - Feel the rhythm of the track.

6 - Be smoother. Connect the corners.

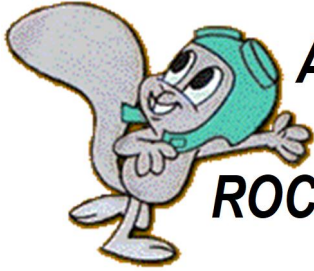
7 - Get closer to the apex.

7 - There's room for Jesus, the Holy Ghost, and all 12 Disciples in there.

8 - You did great.

8 - We really mean this No matter how poorly you think you did, we see improvement and it's fantastic!





## ASSORTED NUTS FROM ROCKET J. SQUIRREL

—ROCKY ENTRIKEN

SCCA has always had a good relationship with the City of Salina reaching back more than a half-century. Maybe you know the story, how Schilling Air Force Base closed down in 1964 and the city took it over as Salina Municipal Airport. The old airport east of town became a city park, quickly repurposed into a golf course, the airport terminal becoming the clubhouse. But the 1.15-mile runway and its parallel taxiway mostly just sat there.

It's not hard to imagine the process by which the runway was built. First came the main stretch, 100 feet wide and something shy of a mile. Then someone decided it needed to be wider so 25 feet was added to each side. We know now that addition was of somewhat less quality concrete which has now deteriorated to an unusable condition while the center portion remains in great shape. Eventually an addition was paved extending the south end, matching the full 150-foot width of the earlier hardpan. It, too, has survived well the decades of weather-beating.

The now-defunct American Hot Rod Association used the south end as a quarter-mile dragstrip – the race direction was north. That far south end, it turns out, could not be used for drag races because it was too steep a downhill for records to be set. I was told back in the day the vertical drop could not exceed 4°. So that became the dragstrip's paddock and staging. The start was where we now know as the pavement change.

In the late '60s SCCA ran a few road races there, at the north end, where the track could zip in and out of what now is the golf course parking lot. It then looped back out to the east side of the runway, ran down a long straight to the south diagonal (where we park our trailer these days) and back north on the taxiway.

The first time I ever worked a road race was at Salina, a couple of months before I moved here to begin my employ at the Salina Journal. It rained a record-setting six inches that weekend (I looked it up). Later in the day I saw the timing & scoring crew, warm and dry, behind the windows of the clubhouse doing their thing. And that's why I became a timer! Timers always had shelter, if for no other reason than to keep the time cards dry.

I learned there had once been a Squires of Salina Sports Car Club, so I gathered a couple of friends and resurrected it. We did events in parking lots of Central and South High Schools, and even the polished concrete of the Southgate shopping center (where Speakeasy was later built). In 1971 Steve McQueen's *Le Mans* movie came out and I chaired a mini-Le Mans "endurocross" – a 3-minute multi-lap run (a lap was about 20 sec) shaped like the Sarthe circuit.

My job as a Journal reporter in 1971 was the police beat. One day I was visiting with police chief John Woody, telling him of searching for a site. He put me in his car and drove me around checking out possible sites, including what then was called Airport Park, the old muni. That's how we ended up autocrossing at our current site.

In 1971 there was this thing called the Schlitz Cup. SCCA and Schlitz Beer partnered to do several three-event series hosted by SCCA regions around the country, Wichita Region being one of them. The region decided one would be in Wichita, one in Dodge

City and one in Salina. I chaired the Salina event at Airport Park.

Three years later I chaired the first Mirror Khana here, parts of this year's course are still the same as that 1974 event. The next year I was chair for the third SCCA Solo Nationals. Two courses, one at the north end, one at the south end, paddock in between.

Nationals returned to Airport Park five more times before it outgrew the site's capability. The event moved across town to the apron of the Beech hangar for nine more times before it ran out of space again – not for the courses, but for the paddock. My 1975 event had 296 entries, the 1985 event had 609. These days, in Lincoln, NE, we're pushing 1300 drivers.

Which brings me to our site today at the, now, Berkley Family Recreation Area. The city has done extensive development out there, multiple softball fields and a fine baseball grounds recently remodeled with artificial turf. Look at the plaque under the grandstand. Salina Region was a major donor. But the south end left mostly unfettered for things like Salina Region autocrosses, and the LeadSled Spectacular custom car event every July.

We enjoy a spectacular relationship ourselves with City of Salina, and we strive to repay it by taking care of the place, picking up after ourselves, and sometimes other people too. Once a circus set its tents out there for a three day show and left a trash pile of confetti and elephant poop. Salina then established a booking fee for anyone wanting to reserve the site, and immediately exempted Salina Region from the fee.

We've learned (the hard way) to design courses that take into account the fairly recent addition of a dog park. The attitude from the city from the very beginning, before we even asked, was that Barkley Park would be closed on days we have events. We've noticed the dog owners mostly seem to understand as well. They're there in the morning while we're setting up but clear out before we start running cars. It's appreciated. Woof!

It's happened a couple of times, Mother Nature wreaked havoc on Salina and we've been unable to use our playground. Several years ago an ice storm hit the city and our pavement became the repository for a 10-foot high pile of tree debris the length of our runway and half the width. It took a couple of months for the city to figure out what to do with it. They finally gathered it into several bonfires and it was April before we could begin our season.

And now we had the windstorm last July 31. A 95-mph wind was measured here! The cleanup has been enormous! This from [salina-ks.gov](http://salina-ks.gov), the city's website, on Aug. 20:

"As of August 17, 2024, the City of Salina's landfill has processed an impressive 5,342 loads of tree limbs, weighing a total of 4,569.25 tons. This massive undertaking has been a collaborative effort between various City workgroups and departments, all of whom have been crucial in managing the debris removal. Key Workgroups still assisting with cleanup: Streets, Flood Control, Sanitation and Parks & Forestry."

The city supports the LeadSled Spectacular by placing those massive Jersey barriers for the "run what ya brung" drag races. It normally takes about a week to set up the event And another to take it down again. The barriers are a hazard to us beyond what our rules (and insurance) permit. So we cannot run while the barriers are still in place. The city also supports our activity by moving them out of the way for us, not to mention normal upkeep like lawn mowing. But all that tree trash took priority.

Salina Region SCCA fully understands and appreciates what the city does for us in providing a playground and recognizing autocross as a recreation activity worthy of its support. Thank you, Salina!



••• JOIN the Sports Car Club of America •••

IT'S EASY. GO TO [www.scca.com](http://www.scca.com) AND CLICK ON JOIN SCCA TODAY!

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. 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. Questions? 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. Any 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 and children age 20 and younger).
- 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 are available to non-members, \$15 for the calendar year.

**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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