

# The Write Line

~ October 2025 ~



Alex Redman, CST Toyota MR2 Spyder

The official newsletter of the Salina Region SCCA

## Regional Executive Views

We always remember our first and last of things. If you have been reading *The Write Line* the past few years, you might remember me talking about Octoberfast 30 being my very first ever SCCA event. [He won the STO6 class in his trusty AllTrac. -Ed.]

Now this 2025 Octoberfast 36 will be my last. Well, just my last as a Regional Executive.

Before anyone freaks out, I am not going anywhere. I'm still in Salina and going to be active in the club, but this has been my fourth year as RE. It is time to find another willing and able individual to keep leading this amazing club moving forward. It is always nice to have new thoughts and ideas to help make us a better Region. With that, it sometimes takes some newcomers to come onboard and present them as well as complete them.

MTL. MTL is what I put as a subject line in the email I send out at work when I go on vacation or I am out of the office. It stands for More to Life. I am currently 34 with a family of five and have been the Manager of Conklin Body Shop for the past two years. I have been active with the Salina Region for 6 years and honestly didn't know what I signed up for four years ago when I ran for RE.

I bring this up because life does not slow down and will always be busy busy. So when I do send the email out that says MTL, it might be for a family vacation or even to get ready for an autocross event. Anything to make sure I have something "more" to look forward to. I guess what I'm

getting at is, make sure we all take a step back and enjoy life away from the normal day to day. Sometimes the soul needs to feel alive. The little bit of exhilaration that comes when I am on course, makes me feel alive.

Back to reality as I am writing this, you might be getting an email sooner than later for next season's Board of Directors ballots and voting. Regional Executive, Assistant Regional Executive and Secretary are the three positions for member voting, as prescribed in our bylaws. There are other positions as well on the board if you do not want to run for one of those three positions. We have some as simple as equipment manager/trailer wrangler – for which we need a new individual. This person's tasks are to make sure the trailer is at the site and have the equipment ready for the days event. Like I have said in the past, it takes all of us to make our event successful and I appreciate everyone as well at the events helping before and after.

Lastly but not least, the Famous Mirror Khana closes out our season on November 2. Not your normal autocross. *NO TIMES! NO CLOCKS!* Just you against one other driver and human eyeballs make the call. It's a double-elimination tournament, with two practice runs. At minimum you get four runs, win your pairing and you get more. Plus, the course map is posted on the registration listing for everyone to study and see before the event. I would love to see as many people at the event as we did at Octoberfast. It is a great time to be out and drive against some other vehicles or drivers you will typically not be driving against after the brackets get down to the final drivers. It's also the day Daylight Savings ends. Fall back. Extra hour of sleep before heading out to the event.

Thank you for reading and have a great Halloween.

—Andlee, RE Salina Region

### ► Next Event ◀

## Mirror Khana XLIII ~ Nov. 2

Berkley Family Recreation Area, Salina

Entry Fees: SCCA Members \$30 ~ Non-members add \$15 (*includes Weekend Membership*)

Check-in/tech opens 8 am, closes 9 am ~ Coursewalk 8:30 am

Novice coursewalk 9:15 am ~ Drivers' Meeting 9:30 am

Practice runs begin 10 am (everyone gets two) ~ Matchups begin when they're done  
(If not enough sign up to be a good Mirror Khana, it may be just a regular autocross)

Pre-register on [MotorsportsReg.com](https://MotorsportsReg.com)

*Credit card not charged until after the event.*

### Next Business Meeting

November 20 ~ 7 p.m.  
on Zoom

Contact Andlee for Zoom link

*Business meetings are open  
to all members and guests*



## Board Members ~ 2025

- **Regional Executive**

ANDLEE PHENGPHACHANH, Salina  
785-320-0005 / andlee.pheng@gmail.com

- **Assistant Regional Executive**

MASON LIBBY, Salina  
wingmans1@hotmail.com

- **Past R.E.**  
VACANT

- **Secretary**

CHANDLER BROWN, Great Bend  
620-793-0806 / cwbrown@hbcomm.net

- **Treasurer**

SHARON BRILLHART, Wichita  
316-522-1339 / scovert63@gmail.com

- **Solo Chair**

PHELAN GAGNON, Salina  
Phelangcell@yahoo.com

- **Member At Large/Chief Registrar**  
NANCY SMITH, Minneapolis

785-243-5192 / mustang.nanny@yahoo.com

- **Member At Large/Chief of Safety**  
DENNIS SMITH, Minneapolis

785-243-6753 / broncosmitty@gmail.com

- **Member At Large/Equipment Manager**  
JUSTIN GAGNA, Salina  
jrgagna@gmail.com

- **Member At Large/Chief of Tech**  
HENRY BRILLHART, Wichita

316-522-1339 / hankb72@cox.net

- **Member At Large/Editor & Membership**  
ROCKY ENTRIEN, Salina  
785-827-5143 / rocky@spitfire4.com

- **Member At Large/Social Media/Facebook**  
ARTT MANN, Manhattan  
kskartracing@gmail.com

- **Member At Large**

ABNER PERNEY, Salina  
785-822-8570 / absars@yahoo.com

- **Webmaster**

JULIE MINDRUP, Salina  
785-404-9286 / jurydara@gmail.com

## Salina Region Schedule ~ 2025

All events at Berkley Family Recreational Area unless noted otherwise

### Event

Nov. 2 – Solo #13 – Solo, Mirror Khana if enough entries Dennis Smith

### Chair

**Would you like to chair an event? Contact Phelan Gagnon**

A Salina Divisional (if held) and Solo Nationals (Sep. 1-5, 2025) also score in Salina Region's Championship, with bonus points. Lowest four scores are thrown out, five if we do a Divisional

### MiDiv



### SPS/R&S MiDiv Solo Series – 2024

~~May 3-4 – Wichita @ Yoder KS (Road Yoder)~~

~~June 8-9 – Salina @ Salina (Berkley Family Rec Area)~~

~~June 28-29 – NeOkla @ Muskogee (Davis Field)~~

~~Aug 2-3 – Nebraska @ Lincoln (Lincoln Airpark)~~

Sep 20-21 – Kansas @ Independence KS (Independence Airport)

SCCA Solo Nationals ~ Sep. 1-5, 2025 ~ Lincoln, NE

## MEETING MINUTES

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

**Call to Order** – by RE Andlee Phengphachanh via Zoom at 7:14 pm, Oct. 16, 2025. Also attending: Sharon Brillhart, Rocky Entriken, Justin Gagna, Phelan Gagnon, Mason Libby, Artt Mann.

**Minutes** – Mason moved to approve Sept. 18 minutes, Artt seconded. Passed.

**Treasurers Report** – Rocky moved to approve Treasurers Report as presented. Artt seconded. Passed.

**Old Business** – Dennis had the club's pop-up awning at Octoberfast. It's for sale, and now in the club trailer.

**Scheduling** – Phelan plans to check consult schedules of neighboring regions, also local events (car shows, etc.) when creating our 2026 schedule. Rocky says not enough weekends to avoid everything, should only consider major events.

**New Business** – Octoberfast received high praise. Fast course. Phelan provided pork and chicken BBQ. Dog park construction and water tower maintenance were all completed. At least one driver was called for four wheels in the grass (which is a DNF in some regions, but is not a DNF at Salina events).

Andlee exploring using MotorsportReg to conduct our 2026 election.

Phelan exploring banquet venues, including possibilities in Lindsborg, Minneapolis, as well as Salina. Manhattan was mentioned but not well received. Also exploring awards, including a distinctive item for the top 5 awards (Driver of the Year, etc.).

2026 board officers – Phelan, Artt, Rocky, Mason intending to remain. Andlee will contact others. The election will determine the Regional Executive, Assistant RE, and Secretary. Those three plus Past RE (currently vacant) select the Treasurer and Solo Chair – the required board members per Region Bylaws. Those six then approve any additional members-at-large.

Adjourned, 8:11 pm

**Next meeting** – 7 pm Nov. 20 via Zoom.

**Submitted** ~ Rocky Entriken, Secretary pro tem

when y'all get in my car.. please  
respect the fact that i'm a race car  
driver.

## SALINA REGION IS IN AREA 6 — WE VOTE THIS YEAR

## SCCA BOARD OF DIRECTORS ELECTIONS HAPPENING

If you call SCCA Area 2, 6, 10, or 12 home, guess what? SCCA's National Board of Directors (BoD) election affects *YOU* this year. Voting within those Areas kicked off on Oct. 15 and concludes Nov. 17.

The long and short of it is that SCCA's BoD members are integral to the long-term success of the Club. It's a vital role.

How do you know what the candidates stand for, what their experience is, and why they believe they're the right person for the job? We've got those answers below.

Before we get to a list of candidates and their platforms, let's talk election logistics.

Per the SCCA Bylaws, members of the Board of Directors are elected to three-year terms, with Directors allowed to serve a maximum of two terms (whether concurrent or not). Director elections are then staggered to manage turnover, so this year, four of SCCA's 13 Areas are up for election.

This year's election process will once again include online voting via the Member Account Portal (MAP) at [my.scca.com](http://my.scca.com), and an email notification announcing such sent to eligible voters. For those on a Family Membership, each family member will need to log in with their unique SCCA Member ID to cast their vote. A first-time login requires a valid email address on the member account, and family members may use the same email address.

Those experiencing any difficulty should contact the Member Services Department for assistance at [membership@scca.com](mailto:membership@scca.com).

The SCCA National Office assumes members are "opted in" to electronic delivery of ballots unless they have specifically "opted out."

Those who opted out should receive physical ballots in the mail so they may vote on Area Director candidates. Ballots are mailed to addresses on record with the Sports Car Club of America. Completed ballots should NOT be returned to the SCCA office, mail votes will be tallied by Mize CPAs Inc. A postage-paid return envelope is included with the mailed ballot for voters' convenience. Ballots must be received at Mize CPAs Inc. between Oct. 15 and Nov. 17 at 5 p.m. Central Time.

The same deadlines apply to online voting.

Voting is only open in contested areas, so only members in Area 2, 6, and 12 will be able to vote online or should expect to receive a ballot if they've opted out of electronic delivery. (Area 10 has only a single candidate.)

If you feel you did not receive a ballot and should have, please contact SCCA Member Services at [membership@scca.com](mailto:membership@scca.com). The Area 6 candidates offer their profiles in the adjacent column:



#### What is the SCCA Board of Directors?

The Board of Directors is the highest governing body of the Sports Car Club of America. It hires the SCCA President. It approves every rule in SCCA's rulebooks – Road Racing, Time Trials, Solo, RallyCross, Road Rally. It sets the budget. It's SCCA's legislature.

SCCA is partitioned geographically into 13 Areas, each represented by a democratically elected director. The 14 regions of SCCA's Midwest Division, in its entirety, comprise Area 6. -Ed.



#### Mark Weber (Incumbent)

Hi! I'm Mark Weber and I'm running for re-election as Area 6 Director. I'm from St. Louis and I've been a member of the St. Louis Region SCCA since October 1970.

Although I've autocrossed, rally crossed, road rallied, partied and raced with the SCCA, the last two endeavors have been my life for the last 50 years.

I retired in 2020 after a 50-year career of motorsports photography. I was the SCCA Pro Racing official photographer for about 25 years. In January I was inducted into the SCCA Hall of Fame. I don't wear SCCA underwear but I've got the socks!

My goal as area director is to keep the SCCA at the top of the heap of car clubs. To do this, we need to keep our car activities fun and make sure our members are happy and getting their dues worth. Most SCCA programs are doing quite well. We must continue that.

As a racer, there are many options these days. The SCCA must not dismiss other clubs but work with them for the enjoyment of all. Being a veteran of the Runoffs, I would like to see them continue to be the most important club race in North America.

You may question my driving ability but please don't question my dedication to the SCCA.

Yours for the sport, Mark



#### James Cahill

In my time as an SCCA member, I've been able to experience just about everything offered. I've been to great events, and not so great events. I've helped start and end programs. I've been event chair, and I've been set up/tear down. I've run single, one off events, and year long points series. I've been to events all over the US. I've seen cars break and get rebuilt in a matter of hours. I've seen drivers break and get right back in the seat. I've served in leadership roles in three different regions, countless boards and committees, and even presented at the National Convention.

In my 25 years, after seeing and experiencing all these things, the best thing I've experienced is the people. I've made hundreds of friendships and contacts. I've been privileged enough to help people out in their SCCA journey, whichever direction they were taking or following. I've been even more privileged to be on the receiving end of that help. I've heard thousands of "I once won a race with my eyes closed" stories, and I've watched, in real time, some of those things go down. I've literally shared blood, sweat and, yes, tears with other members. I have truly grown as a driver, worker, organizer, and person, simply just by being a member. It doesn't matter how many events there are, how great they are, who wins or loses, how much it costs, or even how much food got eaten or tires corded. Without a doubt, the SCCA membership is the absolute most important aspect of the club.

I'm running for Area 6 director to carry that forward. I've learned the ins and outs of how SCCA operates, and sometimes doesn't. I would be honored to be the bridge for members in the Area to have a more direct affect on that. I feel that at this point in my life and SCCA membership, this is where I can do the most good for the health of the club overall. I'll be more than happy to get contacted by any Area member with their concerns or praises that need to get to the National level. If you're reading this and would like to contact me now, feel free to reach out to the membership department. They have my permission to put you in touch.



# OCTOBERFAST 36

What a lovely October morning for the 36th running of Octoberfast. Our best event of the year – 47 cars filling the grid to run the *FAST* course generally based on Dave and Jo Richards' design from 1990. Dunno 'bout you, but coming downhill on the return run I grabbed 3rd gear just past the dog park and held it there to the checkered cones! Not flat out all the way, but fast enough I never had to pull it back to 2nd. Oh, you too?

Thirty Salina Region members took advantage of our annual Member Appreciation Event to for a free entry to Octoberfast, including several we hadn't seen for a while, or for a few, ever! And some showed their mettle with really quick runs. Good to see ya!

Call it a 50-sec course, with 25 drivers below that mark and 22 above. FTD was interesting. The fastest three drivers were within a half-second of each other, all in the 44 sec range. In the first heat, Mark Hill in his Mitsubishi Evo kinda blew his first run but came roaring back with a 44.359 on his second, then took out three cones on his next, putted in with a 45.9 on his fourth then DNF'd his fifth. Left the door wide open.

Come Heat 2, Aaron Loggan in his Xtreme A Mercedes and Rob Evans in his X Prep Factory Five were both after it, and both DNF'd twice in the attempt. Loggan was closest, his 44.7 fourth run just 0.348 behind Hill's time. After four cones on his fourth try, Evans clicked off his own 44.7 on his last shot, a scant 0.059 slower than Loggan.

The closest contest of the day was Fast Lady between Theresa Walton's Miata in CSP and Sharon Brillhart's MR2 in ESL. Walton only got in one clean run but it was a 48.061 on her second try. Brillhart got in a 48.104 on her third round, just 0.043 slower.

Largest class battle was E Street, with Jason Rash leading the 7-car bunch from the start – opening at 51.1 then dropping a pair of raw-time 50s and double-coned a 49.2, then a DNF. Had to sit on his third-best 50.6 About midway through the heat other drivers began dropping 50s. First it was Drake Valenzuela with a dirty third run, then it was Henry Brillhart (dirty) and Bill Bauman (clean, 50.232) on fourth runs. Then Rocky Entriiken on a corded left-front tire got an unwanted last-run rerun, took it in Rash's car, and found 50.4 for second place, 0.247 behind Bauman. Top three only 0.376 apart,

After that, the closest class duel was CST, Brian Redman and Bret Vaughn sharing a Toyota MR2 Spyder, both quickest on their fourth run with Redman's 47.500 just 0.693 ahead of Vaughn.

The two XB drivers were also in the 50s, Will Fulkerson (CRX) posting 50.8 on his second run and Cameron Kidwell (MX5) answering with 50.0 on his third to win by 0.843.

In B Street it was Mason Libby setting the pace, going 45.2 on the third lap in his Saturn Sky, and John LaRondeau chasing with his Toyota GR Corolla, getting down to 46.1 on his final try to pull within 0.912 sec.

## ~~ Octoberfast 36 • PAX Rankings ~~

| Driver                | Class | Best   | Index  | PAX    |
|-----------------------|-------|--------|--------|--------|
| Hill, Mark            | BST   | 44.359 | *0.833 | 36.951 |
| Libby, Mason          | BS    | 45.269 | *0.819 | 37.075 |
| LaRondeau, John       | BS    | 46.181 | *0.819 | 37.822 |
| Morris, Kale          | HS    | 48.301 | *0.784 | 37.868 |
| Brillhart, Sharon     | ESL   | 48.104 | *0.790 | 38.002 |
| Loggan, Aaron         | XA    | 44.951 | *0.846 | 38.028 |
| Schrag, Steve         | CAMC  | 46.148 | *0.825 | 38.072 |
| King, Ashton          | DST   | 47.169 | *0.818 | 38.584 |
| Smith, Dennis E.      | HS    | 49.684 | *0.784 | 38.952 |
| Burns, Andrew         | BST   | 47.127 | *0.833 | 39.256 |
| Migliazzo, P.J.       | GS    | 49.594 | *0.794 | 39.377 |
| Redman, Alex          | CST   | 47.500 | *0.830 | 39.425 |
| Gagnon, Phelan        | CAMC  | 47.895 | *0.825 | 39.513 |
| Phengphachanh, Andlee | BST   | 47.559 | *0.833 | 39.616 |
| Brown, Chandler       | AS    | 47.992 | *0.826 | 39.641 |
| Bauman, Bill          | ES    | 50.232 | *0.790 | 39.683 |
| Mackinnon, Kimbal     | CAMT  | 48.481 | *0.821 | 39.802 |
| Evans, Rob            | XP    | 44.766 | *0.890 | 39.841 |
| Entriiken, Rocky      | ES    | 50.479 | *0.790 | 39.878 |
| Rash, Jason           | ES    | 50.608 | *0.790 | 39.980 |
| Vaughn, Bret          | CST   | 48.193 | *0.830 | 40.000 |
| Chapman, Rick         | SS    | 47.921 | *0.836 | 40.062 |
| Reed, Dylan           | CAMS  | 47.729 | *0.844 | 40.283 |
| Smith, Nancy          | HSL   | 52.066 | *0.784 | 40.819 |
| Brillhart, Henry      | ES    | 52.038 | *0.790 | 41.110 |
| Presnell, Tracy       | CST   | 49.673 | *0.830 | 41.228 |
| Walton, Theresa       | CSP   | 48.061 | *0.859 | 41.284 |
| Leazer, Geoff         | CST   | 49.885 | *0.830 | 41.404 |
| Bejar, Joanna         | ES    | 52.609 | *0.790 | 41.561 |
| Hall, Lawson          | EST   | 51.074 | *0.815 | 41.625 |
| Valenzuela, Drake     | ES    | 52.786 | *0.790 | 41.700 |
| Walton, Mark          | DP    | 48.404 | *0.865 | 41.869 |
| Kidwell, Cameron      | XB    | 50.025 | *0.848 | 42.421 |
| Evans, Louis          | XP    | 47.898 | *0.890 | 42.629 |
| Fulkerson, Will       | XB    | 50.868 | *0.848 | 43.136 |
| Chapman, Parker       | FS    | 53.311 | *0.817 | 43.555 |
| Presnell, Darla       | GSL   | 56.531 | *0.794 | 44.885 |
| Holm, Brent           | CAMC  | 54.699 | *0.825 | 45.126 |
| Shulda, Emma          | HSL   | 57.650 | *0.784 | 45.197 |
| Schowengerdt, Andrew  | HS    | 57.996 | *0.784 | 45.468 |
| Thomas, Mason         | FS    | 56.264 | *0.817 | 45.967 |
| Sailer, Holden        | ES    | 58.290 | *0.790 | 46.049 |
| Schmitz, Cooper       | SMF   | 54.503 | *0.850 | 46.327 |
| Cygan, Carter         | CAMT  | 56.657 | *0.821 | 46.515 |
| Mann, Artt            | XA    | 55.554 | *0.846 | 46.998 |
| Stevens, Mary         | HSL   | 60.425 | *0.784 | 47.373 |
| Slothower, Charlie    | CAMT  | 58.852 | *0.821 | 48.317 |



## SALINA REGION SOLO CHAMPIONSHIP • 2025

### • SALINA REGION MEMBER

### Points after Octoberfast 36

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

|     |                   |     |
|-----|-------------------|-----|
| AS  | Chandler Brown*   | *81 |
| BS  | Mason Libby*      | *98 |
|     | Phelan Gagnon*    | 18  |
|     | John LaRondeau*   | 18  |
| DS  | Ashton King*      | 12  |
|     | Zachary Smith*    | 9   |
| ES  | Jason Rash*       | *90 |
|     | Rocky Entriiken*  | *83 |
|     | Henry Brillhart*  | *55 |
|     | Kale Morris*      | 6   |
|     | Joanna Bejar*     | 5   |
|     | Drake Valenzuela* | 4   |
| ESL | Sharon Brillhart* | *96 |
| FS  | Abner Perney*     | 24  |
|     | Opie Viets*       | 9   |
| GS  | P.J. Migliazzo*   | 12  |
| GSL | Darla Presnell*   | *48 |
| HS  | Dennis Smith*     | *99 |
|     | Don Herrick*      | *74 |

*For most of the season all competitors are listed. However, only Salina Region members are eligible for championship awards and must be members before Octoberfast and run at least four local events. As of Octoberfast all non-member points are stripped.*

|      |                       |     |        |                  |     |       |                  |    |
|------|-----------------------|-----|--------|------------------|-----|-------|------------------|----|
|      | R. Abner Perney•      | *28 |        | Rocky Entriiken• | 2   | CAM-T | Opie Viets•      | 25 |
|      | Kale Morris•          | 19  | DST    | Ashton King•     | 12  |       | Mitchell Bell•   | 24 |
|      | Andlee Phengphachanh• | 6   | EST    | Lawson Hall•     | 31  | XA    | Ryan Pemberton•  | 11 |
| HSL  | Nancy Smith•          | *96 |        | Drew Shelton•    | 24  |       | Artt Mann•       | 9  |
|      | Emma Shulda•          | 9   | GSTL   | Darla Presnell•  | 12  |       | Joshua Huff•     | 5  |
| CSXL | Theresa Walton•       | 18  | CAM-S  | Randy Puls•      | 16  | XB    | Cameron Kidwell• | 24 |
| CSM  | Don Knop•             | 11  |        | Jim French•      | 7   |       | Will Fulkerson•  | 21 |
| SSC  | Daniel Rowland•       | 11  | CAM-SL | Susan Puls•      | 12  | CSP   | Theresa Walton•  | 36 |
| BST  | Andlee Phengphachanh• | *54 | CAM-C  | Steve Schrag•    | *60 |       | Mark Walton•     | 18 |
|      | Mark Hill•            | 27  |        | Travis Vaughn•   | *49 | SMF   | Joe Silva•       | 19 |
| CST  | Tracy Presnell•       | *62 |        | Brent Holm•      | *37 | DP    | Mark Walton•     | 12 |
|      | Alex Redman•          | *48 |        | Phelan Gagnon•   | 18  | Wild  | Phelan Gagnon•   | 34 |
|      | Geoff Leazer•         | 25  |        | James Tackett•   | 12  |       | Opie Viets•      | 34 |
|      | Drew Shelton•         | 6   |        | Ethan Gibbs•     | 9   |       | Drew Shelton•    | 30 |

|                                   |    |
|-----------------------------------|----|
| Mark Walton*                      | 30 |
| Kale Morris*                      | 25 |
| Ashton King*                      | 24 |
| † = Required, 3 different classes |    |

### ◆ PAX – Top 10 ◆

|       |                   |     |
|-------|-------------------|-----|
| ESL   | Sharon Brillhart* | 692 |
| BS    | Mason Libby*      | 688 |
| HS    | Dennis Smith*     | 664 |
| ES    | Jason Rash*       | 653 |
| HS    | Don Herrick*      | 639 |
| ES    | Rocky Entriiken*  | 638 |
| AS    | Chandler Brown*   | 637 |
| HSL   | Nancy Smith*      | 613 |
| ES    | Henry Brillhart*  | 592 |
| HS/FS | Abner Perney*     | 561 |

# OCTOBER FAST 36

## Salina Region SCCA ~ October 12, 2025 ~ Berkley Family Recreational Area, Salina, KS

| Class | Driver               | No. | Car                        | Run 1         | Run 2         | Run 3           | Run 4           | Run 5           | Best          |         |
|-------|----------------------|-----|----------------------------|---------------|---------------|-----------------|-----------------|-----------------|---------------|---------|
| SS    | • Rick Chapman       | 88  | 2024 Corvette Stingray     | D.N.F.        | 49.921        | 47.339+1        | <b>45.921+1</b> | 49.121+1        | <b>47.921</b> |         |
| AS    | • Chandler Brown     | 19  | 2005 Lotus Elise           | D.N.F.        | 48.814+1      | D.N.F.          | 52.768          | <b>45.992+1</b> | <b>47.992</b> |         |
| BS    | • Mason Libby        | 62  | 2008 Saturn Sky Redline    | D.N.F.        | 47.149        | <b>45.269</b>   | 45.894          | 45.548          | <b>45.269</b> |         |
| BS    | John LaRandeau       | 92  | 2023 Toyota GR Corolla     | 49.711        | 47.726        | 46.741          | 46.481          | <b>46.181</b>   | <b>46.181</b> |         |
| ES    | • Bill Bauman        | 31  | 2001 Mazda Miata           | D.N.F.        | 52.531        | 52.834          | <b>50.232</b>   | 50.876+1        | <b>50.232</b> |         |
| ES    | • Rocky Entriiken    | 4   | 2000 Mazda Miata           | 53.150        | 52.246+1      | 51.934          | 55.935+1        | <b>50.479</b>   | <b>50.479</b> |         |
| ES    | • Jason Rash         | 13  | 2000 Mazda Miata           | 51.154        | 50.273+2      | <b>50.608</b>   | 49.218+2        | D.N.F.          | <b>50.608</b> |         |
| ES    | Henry Brillhart      | 48  | 1999 Mazda Miata           | 56.832        | 53.378        | 51.940+1        | <b>50.038+1</b> | D.N.F.          | <b>52.038</b> |         |
| ES    | Joanna Bejar         | 67  | 2000 Mazda Miata           | 56.496+4      | 57.942        | 53.885          | 51.013+1        | <b>52.609</b>   | <b>52.609</b> |         |
| ES    | Drake Valenzuela     | 167 | 2000 Mazda Miata           | 58.832        | 69.317        | <b>50.787+1</b> | D.N.F.          | 52.365+1        | <b>52.787</b> |         |
| ES    | Holden Sailer        | 96  | 1983 Datsun 280ZX          | 70.401        | 62.628        | 58.677          | 58.388          | <b>58.290</b>   | <b>58.290</b> |         |
| ESL   | • Sharon Brillhart   | 28  | 2003 Toyota MR2            | 49.042+1      | D.N.F.        | <b>48.104</b>   | 48.854          | 48.913+1        | <b>48.104</b> |         |
| FS    | • Parker Chapman     | 21  | 2008 Mustang Bullitt       | 60.065        | 55.520        | <b>53.311</b>   | 51.669+2        | 53.782+2        | <b>53.311</b> |         |
| FS    | Mason Thomas         | 27  | 2004 Lexus LS430           | 72.331        | 67.108        | 61.722          | 56.370          | <b>54.264+1</b> | <b>56.264</b> |         |
| GS    | • PJ Migliazzo       | 113 | 2008 Volkswagen Rabbit     | 53.257        | 51.505+1      | D.N.F.          | 49.163+1        | <b>49.594</b>   | <b>49.594</b> |         |
| GSL   | • Darla Presnell     | 33  | BMW 330i                   | 63.823        | 58.345        | D.N.F.          | 59.931          | <b>56.531</b>   | <b>56.531</b> |         |
| HS    | • Kale Morris        | 7   | 2017 Ford Fiesta ST        | 51.722        | 49.561        | 48.931          | <b>48.301</b>   | 48.406          | <b>48.301</b> |         |
| HS    | Dennis E. Smith      | 77  | 2013 Mini Cooper           | 52.446+2      | 51.357+2      | 51.469          | <b>49.684</b>   | 50.376          | <b>49.684</b> |         |
| HS    | Andrew Schowengerdt  | 15  | 2005 Honda Civic Si        | 74.371+1      | D.N.F.        | 60.690          | 58.088          | <b>55.996+1</b> | <b>57.996</b> |         |
| HSL   | • Nancy Smith        | 77  | 2013 Mini Cooper           | 57.006        | 54.424        | 53.316          | 52.729          | <b>52.066</b>   | <b>52.066</b> |         |
| HSL   | Emma Shulda          | 32  | 2017 Hyundai Elantra       | 63.217        | D.N.F.        | 60.400          | <b>57.650</b>   | 59.435          | <b>57.650</b> |         |
| HSL   | Mary Stevens         | 20  | 2006 Mazda 6               | D.N.F.        | 65.119+3      | 61.553          | <b>60.425</b>   | 62.009+1        | <b>60.425</b> |         |
| BST   | • Mark Hill          | 45  | 2006 Mitsubishi Evo IX     | 55.828        | <b>44.359</b> | 43.217+3        | 45.980          | D.N.F.          | <b>44.359</b> | FTD/PAX |
| BST   | Andrew Burns         | 13  | 2013 Audi S5               | 49.969        | 47.474        | 48.639+1        | <b>47.127</b>   | 47.423+5        | <b>47.127</b> |         |
| BST   | Andlee Phengphachanh | 23  | 1988 Toyota Celica AllTrac | 48.987        | <b>47.559</b> | 46.408+1        | 47.681          | 46.274+1        | <b>47.559</b> |         |
| CST   | • Alex Redman        | 97  | 2001 Toyota MR2 Spyder     | 51.999+1      | 47.554        | 47.470+1        | <b>47.500</b>   | 45.975+1        | <b>47.500</b> |         |
| CST   | • Bret Vaughn        | 197 | 2001 Toyota MR2 Spyder     | D.N.F.        | 50.157+1      | D.N.F.          | <b>48.193</b>   | 48.001+1        | <b>48.193</b> |         |
| CST   | Tracy Presnell       | 28  | 1999 BMW Z3 Roadster       | 52.472+1      | 51.683        | 50.029          | 49.392+1        | <b>49.673</b>   | <b>49.673</b> |         |
| CST   | Geoff Leazer         | 24  | 2003 Mazda Miata           | 54.239+2      | 53.493        | 51.104          | <b>49.885</b>   | 51.310          | <b>49.885</b> |         |
| DST   | • Ashton King        | 20  | 2014 Scion FR-S            | D.N.F.        | 49.311        | 48.267+2        | <b>47.169</b>   | 46.358+1        | <b>47.169</b> |         |
| EST   | • Lawson Hall        | 192 | 1992 Mazda Miata           | 55.679        | 53.821+3      | <b>51.074</b>   | D.N.F.          | D.N.F.          | <b>51.074</b> |         |
| CAMS  | • Dylan Reed         | 87  | 2003 Corvette              | D.N.F.        | 48.519        | 48.854          | <b>47.729</b>   | 49.809          | <b>47.729</b> |         |
| CAMC  | • Steve Schrag       | 44  | 2018 Mustang               | 48.867        | 47.378        | <b>46.148</b>   | 48.812          | 46.168          | <b>46.148</b> |         |
| CAMC  | Phelan Gagnon        | 6   | 2016 Chevrolet SS Sedan    | 50.024        | 49.766        | <b>47.895</b>   | 48.211          | D.N.S.          | <b>47.895</b> |         |
| CAMC  | Brent Holm           | 5   | 2011 Mustang GT            | 57.531        | D.N.F.        | 56.767          | <b>54.699</b>   | 54.210+1        | <b>54.699</b> |         |
| CAMT  | • Kimbal Mackinnon   | 191 | 1969 Chevrolet Chevelle    | <b>48.481</b> | 51.522+1      | 52.068+4        | 50.950          | 52.269          | <b>48.481</b> |         |
| CAMT  | Carter Cygan         | 10  | 1981 Oldsmobile Cutlass    | 60.131        | D.N.F.        | D.N.F.          | <b>56.657</b>   | 57.073          | <b>56.657</b> |         |
| CAMT  | Charlie Slothower    | 106 | 1981 Oldsmobile Cutlass    | 65.801        | 60.751+1      | 59.963          | 59.495          | <b>58.852</b>   | <b>58.852</b> |         |
| XA    | • Aaron Loggan       | 55  | 1999 Mercedes-Benz SLK55   | D.N.F.        | D.N.F.        | 45.570          | 44.707+1        | <b>44.951</b>   | <b>44.951</b> |         |
| XA    | Artt Mann            | 190 | 1986 Mercedes-Benz 190E    | 59.333        | 58.289        | <b>57.025</b>   | D.N.F.          | <b>55.554</b>   | <b>55.554</b> |         |
| XB    | • Cameron Kidwell    | 47  | 2007 Mazda MX5             | 50.683        | 50.597+1      | <b>50.025</b>   | 49.932+1        | 50.658+1        | <b>50.025</b> |         |
| XB    | Will Fulkerson       | 14  | 1991 Honda CRX Si          | 52.375        | <b>50.868</b> | 50.904+2        | 49.928+4        | 49.843+2        | <b>50.868</b> |         |
| CSP   | • Theresa Walton     | 99  | 2002 Mazda Miata           | 49.485+2      | <b>48.061</b> | 57.538+3        | 48.702+2        | 47.101+1        | <b>48.061</b> | FL      |
| SMF   | • Cooper Schmitz     | 71  | 2007 Honda Civic Si        | D.N.F.        | D.N.F.        | 55.015+2        | <b>54.503</b>   | 52.559+1        | <b>54.503</b> |         |
| XP    | • Rob Evans          | 7   | 2014 Factory Five 818      | D.N.F.        | 49.584+1      | D.N.F.          | 48.538+4        | <b>44.766</b>   | <b>44.766</b> |         |
| XP    | Louis Evans          | 17  | 2014 Factory Five 818      | 55.224+1      | D.N.F.        | D.N.F.          | D.N.F.          | <b>47.898</b>   | <b>47.898</b> |         |
| DP    | • Mark Walton        | 99  | 2002 Mazda Miata           | D.N.F.        | 51.188+2      | 49.964          | <b>48.404</b>   | 49.354          | <b>48.404</b> |         |

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

# Events

## Elsewhere - 2025

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

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

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

(\* = Salina Region autocross on this date)

### AUTOCROSS

Oct 25.....Wichita @ Road Yoder, Yoder KS  
 Oct 26.....Kansas City @ MetroCC Driving Center, Independence MO  
 .....Wichita @ Road Yoder, Yoder KS  
 Nov 1.....‡ Nebraska @ Lincoln Airpark, Lincoln NE  
 .....NeOkla @ Davis Field, Muskogee OK  
 Nov 2.....\* Nebraska @ Lincoln Airpark, Lincoln NE  
 .....\* NeOkla @ Davis Field, Muskogee OK  
 Nov 9.....Wichita @ Road Yoder, Yoder KS (Endurocross)

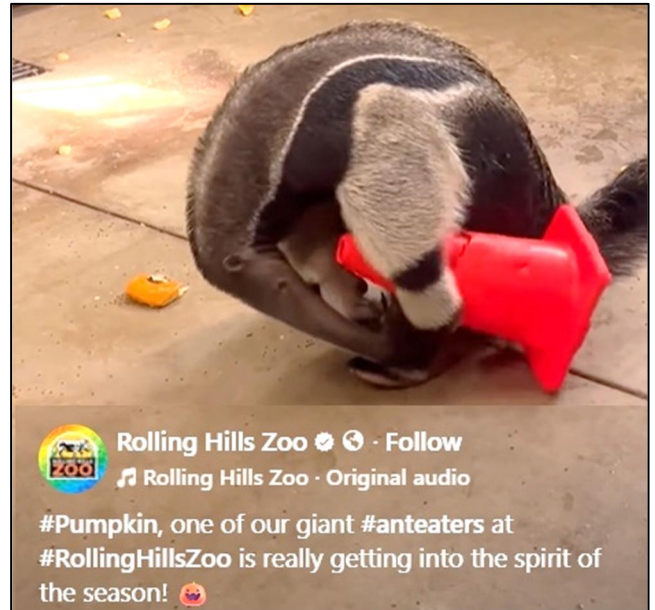
### RALLYCROSS

Nov 9.....NeOkla @ Billy Bob's Farm, Billings OK  
 Nov 16.....Nebraska @ Green Valley Ranch, Kearney NE



## WELCOME NEW MEMBERS

• **P.J. Migliazzo**, Leawood, won the G Street class at Octoberfast 36 in a Volkswagen Rabbit.



## Finding the Right Road: How Joe Akerman's Love for RoadRally went Hollywood

By James Heine

SCCA.com

Imagine getting paid to find great roads, striking vistas, and interesting towns and landscapes. Imagine also the work required to integrate those roads and vistas into movies and TV shows. Actually, you can talk with Cal Club Region's Joe Akerman.

We first met Akerman at last year's United States RoadRally Challenge in Lancaster, CA. A retired TV and film-industry location manager – someone who searches for, finds, and manages the real-world locations that give a movie, TV show, or commercial its essential look and feel – Akerman was serving as chairman for the 2024 USRRRC and rallymaster for Thunder Road, one of the weekend's three National rallies.

He's known for organizing fun, precise, and mistake-free Monte Carlo-style rallies. Akerman "did some rallying in college" but became enamored with the sport after moving from Florida to California to attend USC's film school.

"When I got out of film school, I went to work as a staff person at production companies, reading scripts, taking meetings, doing summaries, making lists of actors who were available," Akerman explains. "I got into rallying while I was a staff person, and people who knew me also knew I did rallies."

"In the mid-'90s, I was asked by a producer of TV commercials, 'Hey, Joe, we need a road that's got such and such – Joshua trees, hills, maybe some big powerlines, but no telephone poles. Know any locations like that?'"

Because of his experience with rallying, as well as his love of exploring the Southern California countryside, Akerman did, and he found the perfect location, to the delight of the producer.



That request led to others, and eventually to a paying job to scout locations for a Dust Bowl movie.

"You mean, I'll get paid for what I do already?" Akerman recalled. That was my first paying job as a location scout."

From location scout to location manager was a natural step, Akerman notes. He learned how to close roads, negotiate with county road departments, the California Highway Patrol, local police departments, and city and county public-works departments.

"The organizational skills you need as a rallymaster translate very well to working as a location manager," Akerman observes. "You need a library of roads and local knowledge. You need the ability to anticipate problems. You need good planning skills."

If, for example, "you are going to put something on the side of the road, you will need a permit, and you will need to know who issues that permit. I got good at it. It was like having a large toy set, my own Hot Wheels – doing car chases, car crashes, car-to-car shootings. That's what I did for 30 years."

Akerman's movie credits include the vampire movie *Van Helsing*, the con-artist movie *Playing God*, and *Terminator 3*.

Akerman's TV credits are wide-ranging also, including *Revenge*, *Entourage*, *Fear Factor*, *Code Black*, *Body of Proof*, and *House*.

For the concluding episode of *House* in 2012, Akerman also was responsible for finding the perfect location for the series' closing shot.

"The producers wanted something big for the last scene, and it was hard to find, since it needed to play as New Jersey but be filmed in California. We ended up in San Luis Obispo County, on a road called Las Pilitas. It has an old metal bridge that has been bypassed by new construction. This is the kind of thing you need to know. You can't just close a main road. To do your job, you've got to find vestiges of the past. They flipped out. They loved it."

"How in the world did you find this location?" Akerman was asked. RoadRallying, of course.

# What Happens When You Quit Racing

By Ross Bentley

Roadandtrack.com – Dec. 19, 2019

One thing Lewis Hamilton has in common with every other racer is that his career will end. Mine pretty much has. Some drivers are content when they are no longer racing. Others are not. I fit into the latter category. I wish I could say you get used to it, but you don't. My old life, full-time professional racing, ended 15 years ago. But 10 years before that, I had begun a new life as a coach; there was a purposeful overlap.

Maybe "ended" is the wrong word. Some drivers officially retire and never drive a lap again. Others just fade away. Every now and then, I'm asked when I retired. I usually reply, "I haven't yet." There are two reasons: First, if I'm asked to drive today, I'm in. But the second is that I don't want to admit it's over.

You never do – it simply hurts too much. The day before qualifying started for the 1993 Indy 500, I was practicing at the Speedway when a fuel line cracked, just before I went into Turn 4 at 220 mph. Methanol sprayed into the cockpit, and in an instant, I was on fire. I spent the next few days in the ICU at Methodist Hospital, recovering from burns to my face, neck, and hands.

Those injuries affect me to this day, but not making the field for the 500 was worse – easily the biggest disappointment of my life. Medicated in Methodist, I asked the doctor when I could get back in the car. I had to return to the track for qualifying, to finish what I started. "Three or four weeks," he said.

Whatever pain meds they had given me did nothing for what I felt right then. There isn't a word in the English language to describe it. Nor is it easy to explain why I was back at the Speedway a week later, slowly peeling a balaclava over my blistered face, easing two layers of gloves over my bandaged hands. I had to at least make an attempt. Two blown engines and a rainy final day of qualifying after that, the goal I had for ages was gone. I'd continue to drive professionally – I was fortunate enough to spend years in prototype sports cars and GTs – but knowing that I would never again drive Indy cars hurt more than the burns.

No matter who you are, every step downward, moving further from the peak of the sport, can be painful. Part of it is knowing you aren't who you once were. Some drivers manage to find a new identity when their careers are over, but going from pro driver to "someone else" is not easy.

Maybe because it takes so much work to get there in the first place. Every pro racer has made big sacrifices to compete, even the privileged ones who can afford to simply write a check and pay to drive. Money doesn't change the negatives – the endless travel, being pulled in every direction by media and sponsors while simultaneously struggling for exposure; the pain your body feels after a tough workout or race; the stress of not knowing if you have a job next week; the constant pressure to perform and deliver results; the emotional ups and downs.

There aren't more drivers fighting for the few spots in pro racing because most people are not willing to do what it takes. The ones who are serve as testament to the draw of the sport and how hard it can be to give it up. As Peter Egan once wrote, "Racing makes heroin addiction look like a vague wish for something salty." I've never tried any drug stronger than Advil, and I never acquired a taste for alcohol, but I think I can relate to how a drug addict or an alcoholic feels. Research

suggests that the chemicals the brain releases on a drug high are the same chemicals experienced by extreme athletes. Not racing is, therefore, withdrawal.

Professional drivers often do seemingly dumb things in retirement or even their off-hours – flying helicopters, racing offshore powerboats, doing drugs. They're looking for the highest high, the one that only comes from being on the edge and beating back the

pressure. Balancing a car on the edge of grip, going at it wheel to wheel, outthinking competitors, and managing risk can feel like life itself. Even now, I miss the feeling of squirting out of a hairpin corner with 800 hp. I miss the four-G-plus loads in the corners on the Phoenix oval. I even miss the pain my body was in before and after a race.

Racing makes you feel alive. Drivers who can walk away from that and not miss it are admirable. Part of me wishes I could. On the other hand, I'm glad I still feel this way, because racing is who I am – it's one of the things I live for. And to paraphrase Tennyson, it's better to have raced and lost than never to have raced at all.

*[Editor's note: It's not just pros, but true of anyone who has given himself to motor racing at any level. I quit racing in 2011. My last race was the 2011 Runoffs at Road America. Only thing is, I didn't decide I'd quit racing until 2017! I finally put my race car in a museum in 2023. And I still haven't really let it go, as my efforts with an E Street Miata attest. –Rocky Entriken]*

"Racing is stupid. Only thing is, not racing is unthinkable."

–Scott Fisher

"Racing, it's life. Everything that comes before or after is just waiting."

–Steve McQueen

"To win is nice. To race is enough."

–Clay Reggazzoni

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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 Entriiken at 785-827-5143 or e-mail [rocky@spitfire4.com](mailto:rocky@spitfire4.com).

### ••• Associate memberships •••

- Associate Memberships in Salina Region expire concurrent with National and Region-of-Record memberships. All Associate memberships paid direct to Salina Region are notified to SCCA Membership and expire on their National expiration date. Associate members are fully-vested members of Salina Region, although their Region-of-Record is elsewhere.
- Annual dues are \$15.00 both for single memberships and for family memberships (which includes spouse 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.

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