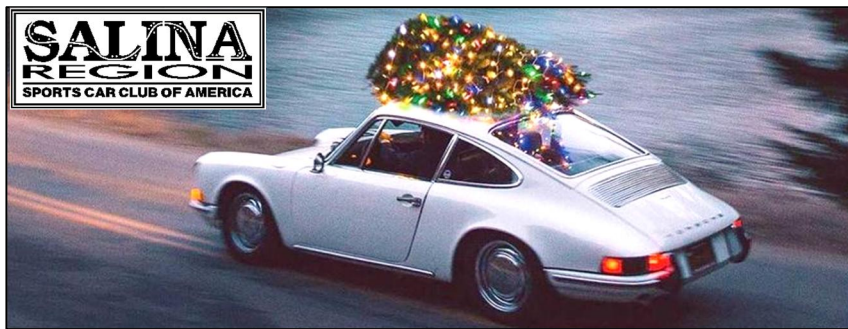


The Write Line

~ December 2025 ~



Christmas Porsche

The official newsletter of the Salina Region SCCA

Regional Executive Views

I would like first to thank everyone who has read my REVs for the last four years. I am looking back at my previous articles and cannot believe it was January 2022 when my first REV was out. It really doesn't seem that long ago. At that time I didn't know writing an article was a part of the job description, but it started to grow on me.

Let's take a step back on memory lane. My first ever board meeting I had to run was before our banquet in 2022 at The District in Salina. With the past RE, Monte, officially having moved out of state it was a little nerve wracking. Guiding a group through many questions and situations, but somehow it all worked out. Transitioning from in-person board meetings to Zoom because several board members lived out of town was a plus. It was very convenient and restricted the time which forced things to get done and to the point.

One thing that used to come up was technical questions and concerns. We had two laptops that got the job done with timing but not always reliable. Being able to upgrade to a dedicated computer as well as timing helped with a quicker setup and any major technical problems resolved. Thank you to all that helped with that. We are always evolving to try to keep up with everything.

The main thing I truly love, is creating a course. Some courses I did pre plan and laid it out on paper, but some others I plain out winged it. I tell you what, some of those courses turned out great!! It's hard to create a unique course with the site we have but a few words of wisdom from Dennis Smith earlier in my term, helped with the "flow" of any course that's created on the site. The amazing grip you can get from the old airport concrete makes it pretty fun.

Now let's fast forward to the present, as we have finalized plans for the awards banquet for our 2025 Season. We are having it at The Farm in downtown Minneapolis, KS. It's a local brewhouse and venue with beer made in-house and entertainment. It's just 20 minutes north of Salina, so please plan to sign up and make it out.

**The banquet will be Saturday, Feb. 21 from noon to 3 pm.
Registration is currently open on motorsportsreg.com.**

I hear the awards are very creative, so you don't want to miss it.

The event dates for our 2026 season have been established but still a possibility to change. Keep an eye out on media platforms for an update. We will have an official calendar at the banquet for anyone to sign up to chair an event.

New wrinkle in 2026: SCCA now requires course designers to be licensed. It's actually quite easy, do a one-hour video session with a lot of common-sense information. Rocky wrote a column on it (Page 5) with more details, so take a look, do the class, licensing happens instantly as soon as you finish the class.

Now for some additional essential information: If you are a Salina Region member you have received an email from Rocky by now with next year's ballot. All the names should look familiar and even though I had said the 2025 season would be my last as fearless leader, I guess I didn't do a poor enough job and decided to stick with it for another year.

Please return your ballot to Rocky before Dec. 30. Our next board meeting is Jan. 6 and we'll install the 2026 officers then.

Just remember like I wrote above, sometimes when someone new comes on board. It comes with great thoughts and ideas that have not been brought to our attention. So as you read this, just think that you might be the next one to be able to make a change or move our region forward. If you would like to serve on the board, please contact me. We especially need a new equipment chair whose primary duty is getting the trailer to each event.

Have an amazing Christmas and New Year. Thank you all for reading and for a great 2025 season.

—Andlee, RE Salina Region SCCA

MERRY CHRISTMAS!



Next Business Meeting

January 6 ~ 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 ENRIKEN, 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 / abscars@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

Feb 21, noon ~ Awards Banquet, The Farm, Minneapolis, KS
(catered by Fajitas restaurant)

Chair

Would you like to chair an event in 2026? Contact Phelan Gagnon

A Salina Divisional (if held) and Solo Nationals (Sep. 7-11, 2026) 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 – 2025

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. 7-11, 2026 ~ Lincoln, NE

MEETING MINUTES

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

Minutes of the Dec. 18 meeting will appear in next month's Write Line.



"I got my wife rings for Christmas one year and she was delighted. Her Mini Cooper race car had oddball pistons so they were hard to find."

—Gary Schneider

Five Tools That Often Get Misused

By Kyle Smith
From Hagerty.com

Tools are the items we use to complete tasks we desire/need to do. At one point in human history we likely only had three tools: a pointy rock, a sharp-edged rock, and a blunt heavy rock.

With those three things an industry was born, and it's one that today is closely linked to the automotive world. We need a lot more tools than those primitive three to get any project done, but sometimes we might have the right tool and still use the wrong one. Here are five examples.

If it's not a pry bar, why is it shaped like one?

Screwdrivers can be precision instruments. They can also be the closest thing to your hand when you need to lever two pieces apart, and oh boy, is it tempting to take that flat-blade screwdriver and shove it in there, maybe even tap the end of the handle with a hammer to help things along. Sometimes that works fine, but why take the risk with your tools?



Screwdrivers were designed for turning forces and thus it is surprisingly easy to bend the shank or fracture the tip once you start using them in a freestyle manner. If you're unable to find a pry bar or lever of the appropriate size for your projects, designating one tool for that task is the next best option, though still only half a step short of tool abuse. I have an old damaged flat blade screwdriver that is only used wrong these days. But most screwdrivers do not have shanks that extend completely through the handle, so be advised that any attempts to use a screwdriver like a chisel are likely to break the handle.

It's a lever off the jack, too!

Hydraulic floor jacks make lifting our project cars easier than ever. Once the car is up in the air, there is usually (always?)

some large bolt or nut that needs removed, and of course it's somehow stuck far tighter than the torque spec would suggest. So it's time to get archaic. Even my two-foot breaker bar is not enough at times, and that's when the jack donates its handle to create a lever long enough to move most anything.

If you're tempted to use this trick, be careful, the force can be enough to easily strip the teeth inside a ratchet, so it's best to stick to using a breaker bar. And even then, be sure to have solid socket engagement and a clear path for the long lever to swing in without hitting something else.



Designed to twirl, forced to fight

Sockets are great at removing hardware, but the location of said hardware often means putting those sockets on some type of extension. These simple straight bars have both male and female ends for attaching a ratchet or breaker bar on one end and the socket on the other. That shape also makes them a perfect general-use punch.



The broad tip doesn't focus force much and makes an extension just too perfectly suited for driving out large bolts like those found on suspension hardware. It's a tool that was designed and born to spin like a ballerina, but often has to pull duty on the offensive line as well.

"The claw"

At some point a hammer is a hammer, but using a claw hammer under the hood just feels so wrong. Ball-peen hammers are much better for working in the tighter confines of an engine compartment, compared to claw hammers that were designed for framing houses. Ball-peen and dead-blow hammers are likely the most popular for automotive use and come in a range of sizes that help persuade stuck parts and hardware, but that doesn't stop many people from grabbing what is handy, and I guess we can't blame them.



OBD scan tools

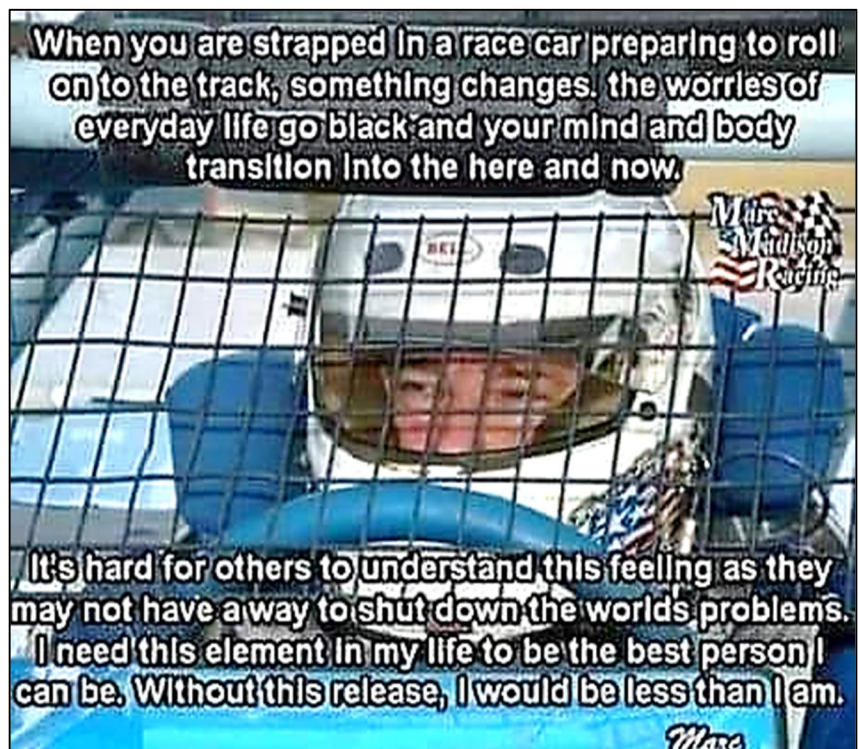
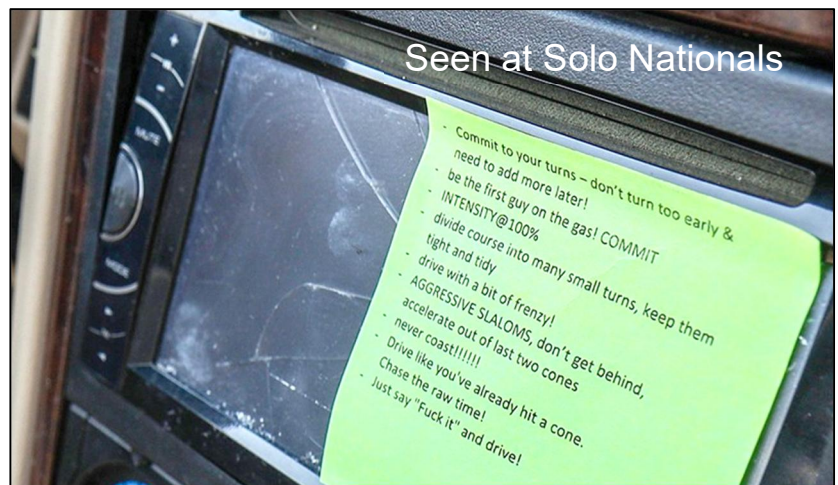
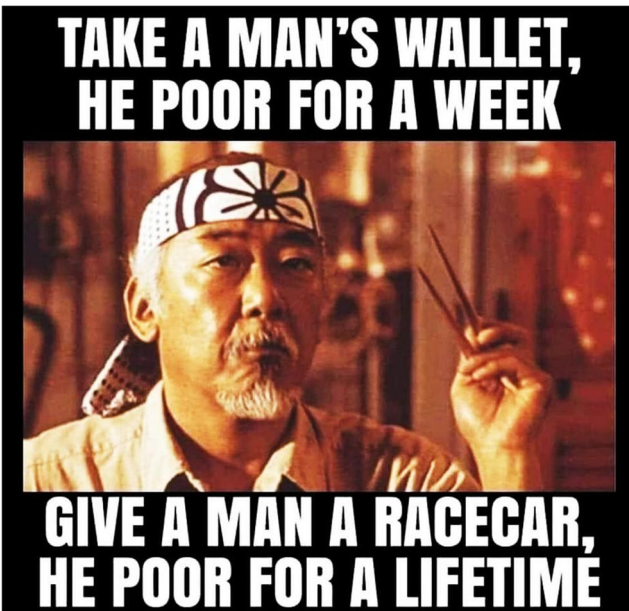
How could you use an OBD scan tool wrong? Well, I use mine to clear the check engine light and not much more, which quite honestly is massive underutilization of the surprisingly powerful diagnostics abilities that come with a \$12 scan tool.

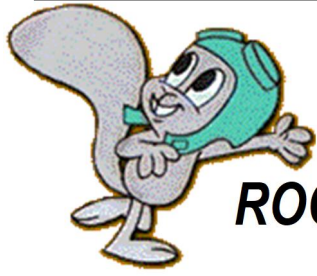
I simply don't want to see the check engine light, because I know the "clogged catalyst" that trips the light isn't actually being clogged. The problem is that I don't drive long-enough trips in the winter, and the ECU is putting in additional fuel to try to help the engine warm up and run smoothly, thus the O2 sensors are seeing readings the computer doesn't like. So I use my scan tool to remove the code and nothing else.



A reader comment

Using a torque wrench as a breaker bar is the most cringe provoking thing I can think of! It is a precision tool used for exact specifications, not a lever to break lug nuts loose.





ASSORTED NUTS FROM ROCKET J. SQUIRREL

—ROCKY ENTRIKEN

SALINA REGION NEEDS A BUNCH OF LICENSED SOLO COURSE DESIGNERS! WE ONLY HAVE TWO NOW!

As of March – that’s when our season begins – SCCA is requiring that all autocross course designers be licensed. So far, in all of the Midwest Division, there are just 29 who have completed the required training. I just finished the online training session on Sunday, so now Salina Region has two. Artt Mann was our first one.

That’s not enough to sustain a program. So here’s the challenge for everyone: *if you have ever been an event chair, or think there is any remote chance you might be one in the future, or currently hold a Solo Safety Steward license, you need to take the course design training and get certified.*

It’s stupidly easy, once you have “permission” to take the course – that requirement is a quirk of the Learning Management System (LMS) SCCA is using. Since SCCA is already over its 2025 limit, it wouldn’t hurt to wait until January to request access and take the training. Just drop an email to regionservices@scca.com.

Current Safety Stewards already have permission.

I’m told SCCA is planning to move to a different LMS in spring of 2026 so that “permission” aspect may get easier, but possibly not before we need licensed designers in order to be granted event sanctions.

Once you get the secret handshake to take the training – they’ll enable a “My Learning” menu on your member portal – you click on SCCA Academy, then choose “Solo Course Design.” It’s a half-dozen video lessons of about 5 minutes each, a 3-question quiz after each one and a 12-question final exam. The total time of the videos is 33 minutes, 12 seconds. Knock it out in an hour. It’s free.

Once you pass the final exam and get the Certificate of Completion, the license is instantaneous. You’ll find it’s already listed on your online membership card.

One silly thing, and I’ve mentioned this to the people in Topeka, is when I went to see who was licensed as a course designer on my member portal, looking under License Report (Solo), there is no category labeled

“Course Design.” However, there is a heading of “Event Lead.” So far only 218 active licenses are listed there nationwide, all shown as a “Solo Course Designer.”

The training is not hard, but there are items there that might make you slap your forehead. Of course! Never thought of that!

We actually have a situation with our long and narrow ex-airport site – not all that rare, actually – that creates a tendency to draw high-speed courses. It always strikes me odd that I can go to the Solo Nationals and have these massive courses that still run about 60 seconds and I almost never get out of second gear. At our last Octoberfest I hit third gear twice, including virtually the whole downhill run. One thing Nationals has that we don’t: long sweepers where you can find yourself topped out in 2nd for a long time but never find 3rd. The

training addresses that.

We also have this aspect of the dog park, where our courses have found trouble more than once. It needs thoughtful attention. And the dog park has just been expanded, so getting by it is even more challenging. Last course I set up, I did it with a straight (Yee-haw!) the full length of the park but with a very slow beginning. Nothing to get a driver out of shape.

Yeah, here’s a trick. Want to slow cars down? Put your device at the *beginning* of the element, not the end. It’s easier, safer too, to give them a low-speed start than to force hard braking or tight maneuvers at the end.

Something else I keep seeing that worries me (IMHO) – our finish chutes are too short. Sometimes I get in trouble (safety steward chides me) for being too fast in the exit. They’re usually right, because I don’t want to shut down until I am surely past the finish lights. Drivers don’t want to brake before the checkered cone. I read an article once suggesting that the first thing to do setting up a course, before anything else, is to create the finish.

There was a card in the training under the “Speed, Maneuvers & Fun” heading for “small sites.” We have a good site at the BFRA, but it qualifies.

- “Focus on flow rather than top speed; avoid extremes of tightness or input density.
- “More 35-second runs on a course with a good variety of smoother, wider content may be more fun for drivers than fewer 55-second runs on a tight course.”

Indeed, the first half of the syllabus is “Course Safety Attributes.” Safety is always the first requirement. But the second half is “Course Quality Attributes” – that’s the fun aspect!



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It's EASY. Go to 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 Entriiken 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 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, 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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