

# The Write Line

~ February 2026 ~



Mason Libby, Driver of the Year, B Street Saturn Sky Redline

The official newsletter of the Salina Region SCCA

## Regional Executive Views

Hello, is it me or maybe everyone has a problem getting their vehicles ready for the new season? It can be from a simple thing such as getting a new set of tires or several upgrades. I just wanted to get new wheel bearings in my car as they were starting to growl but it turned into getting new knuckles and some.

### **SALINA REGION'S SITE IS GETTING NEW PAVEMENT!**

Did I get your attention? You read it correctly, we got confirmation from the city of Salina that it was approved to get the site repaved on the areas that are breaking up. If you are reading this you know that the sides of the pavement nearest the stadium were not usable at the site and limited us on the width. We do not know when exactly they are repaving the areas but it is good to know that with time we will have another 50 feet of extra width to work with to create better courses. We are extremely excited about the news, once we get confirmation on dates we will let everyone know.

*(Ed.: Not immediately. A Salina Journal news story says within the next two years. It is one of four different repaving projects that got first approval on Jan. 26 by the Salina City Commission, and it's the smallest of the four, but no schedule has been established. The biggest project is a bridge replacement just east of the soccer fields and repaving of Magnolia Road which will affect access to*

*Markley Road during the work.)*

As you are reading this I would like to remind you that our first event weekend is only two weeks away. Registration is live and it's the best time to come out to the weekend event. Have you ever thought an event does not have enough runs? Saturday's Test & Tune has unlimited runs to let everyone get back into it. Get yourself and your vehicle dialed in for the season, or even the next day, Sunday's Solo event. This first weekend event is always the best bang for your buck as if you sign up for Sunday the Saturday event is FREE.

Thank you all that attended the Banquet and thank you Phelan for the great unique awards. If you believe you received an award please make it out to an event and it will be presented to you at the drivers meeting.

Now hold on as we are doing something a little different. As I have said in the past the Salina Region is a smaller group but it feels great and inviting. I was approached by a member who wanted to write an article in *The Write Line*. I was more than open and glad to present our very first member spotlight -- Tracy Presnell on Page 6.

With this goes an invitation to any other member who'd like to contribute something to the newsletter. It can be anything – musings about your car, or any car, what a great or not-so-great a driver you are, polite opinions about SCCA events or racing/motorsport in general. Just nothing off-topic. Just send it to our editor ([rocky@spitfire4.com](mailto:rocky@spitfire4.com)), or let him know it's coming.

—Andlee, RE Salina Region

### ► Next Event ◀

## Test & Tune - March 14 Solo #1 - March 15

Berkley Family Recreation Area, 841 Markley Road, Salina

Entry fees: SCCA members \$33 ~ Non-members add \$20 (includes Weekend Membership)

Test & Tune is free for Sunday entrants; \$23 for Saturday only (SCCA member)

Check-in/Tech opens 8 am, closes 9 am ~ Coursewalk approx. 8:30 am

Novice guided coursewalk 9:15 am ~ Drivers meeting 9:30 am

Registration on [MotorsportsReg.com](http://MotorsportsReg.com)

*Credit card not charged until after the event.*

### Next Business Meeting

March 19  
Via Zoom

Contact Andlee (see Pg. 2)  
For Internet Link

*Business meetings are open  
to all members and guests*



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## Salina Region Schedule ~ 2026

All events at Berkley Family Recreational Area unless noted otherwise

**Event**

**Chair**

March 14 ~ Test & Tune  
March 15 ~ Solo #1  
April 17-19 ~ Evolution Schools  
April 18 ~ Solo #2  
April 19 ~ Solo #3  
May 9 ~ Solo #4 (Day Before Mother's Day)  
June 6 ~ Solo #5  
June 7 ~ Solo #6  
June 28 ~ Solo #7, Mirror Khana XLIV  
Aug. 16 ~ Solo #8  
Sep 19 ~ Solo #9  
Sep 20 ~ Solo #10  
Oct 11 ~ Solo #11, OctoberFast 37  
Nov 1 ~ Solo #12

**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 - 2026**

May 2-3 - Wichita @ Yoder KS (Road Yoder)  
June 6-7 - NeOkla @ Muskogee (Davis Field)  
Aug 1-2 - Nebraska @ Lincoln (Lincoln Airpark)

**SCCA Solo Nationals ~ Sep. 7-11, 2026 ~ Lincoln, NE**

## MEETING MINUTES

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

**Call to Order** - By RE Andlee Phengphachanh at 2:03 pm on Feb 21, 2026 at The Farm, Minneapolis KS, following the annual awards banquet. Also attending: Henry Brillhart, Sharon Brillhart, Rocky Entriken, Phelan Gagnon, Mason Libby, Artt Mann, Dennis Smith, and Nancy Smith.

**Minutes:** - Artt moved to approve as presented. Sharon Seconded. Passed.

**Treasurers Report:** - was tabled.

**Old Business:** March event is good to go. Certificate of Insurance has been received and City permit is in hand for the full season.

Course Designer licenses - Salina Region currently has only two licensed course designers (Rocky Entriken, Artt Mann). Mason Libby is approved to take the online training. Andlee, Dennis and Geoff Leazer intend to get approval to do the course. Anyone can get approval from SCCA simply by request to membership@scca.com.

**New Business:** Entry fees will go up because of increases in fixed costs. Entry fee will be \$33 for one-day entries, \$48 to run both days on two-day weekends. Test & Tune is free if driver has entered Sunday, \$23 if Saturday only. [NB: Fee schedule applies to regular events, which includes Mirror Khana; Octoberfast is free to Salina Region members; Salina Region is not doing a Divisional Championship event this year].

Anyone can chair an event but if not licensed as a course designer will have to work with someone who is.

City of Salina has announced a two-year pavement repair plan which includes repair of bad concrete on edges of our BFRA site, comprising milling the concrete an inch or so and replacing with asphalt. No timeline scheduled at this time.

**Open Forum:** Andlee will be trailer wrangler for March event.

Need to get generator and firebottles serviced.

Motion to Adjourn at 2:40 pm.

**Next meeting:** March 19 on Zoom.

Submitted, Mason Libby, Asst. RE



# 2026 AWARDS BANQUET

## John & Ann LaRandeau

2026 Dave & Jo Richards Award  
Salina Region's Highest Honor



(L-R)

**Phelan Gagnon**  
2025 Worker of the Year

**Mason Libby**  
2025 Driver of the Year

**Jason Rash**  
2025 Most Improved

**Alex Redman**  
2025 Rookie of the Year

**Henry Brillhart**  
2025 Cone Killer

**Theresa Walton**  
National CSXL Champion

**Darla Presnell**  
MiDiv GSL Champion

**Tracy Presnell**  
MiDiv CST 2<sup>nd</sup> Place



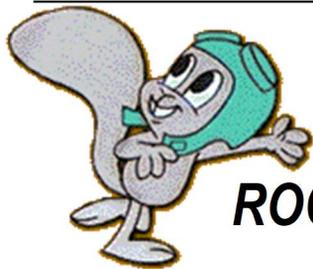
2024 – Artt Mann  
2025 – Connie & Bill Preheim  
Richards Awards  
(Keeper Plaques)

# Salina Region's Award Winners Through The Years

Year	Regional Exec	Driver OTY	Rookie OTY	Newcomer OTY	Most Improved	Worker OTY	Richards Award
2026	Andlee Phengphachanh						John & Ann LaRandeau
2025	Andlee Phengphachanh	Mason Libby	Alex Redman	—	Jason Rash	Phelan Gagnon	Bill & Connie Preheim
	ALSO, National Champion: Theresa Walton, Club Spec MX5 Ladies						
2024	Andlee Phengphachanh	Sharon Brillhart	Geoff Leazer	Mitchell Bell	Steve Schrag	Dennis Smith	Artt Mann
	ALSO, National Champion: Theresa Walton, E Street Ladies						
2023	Andlee Phengphachanh	Theresa Walton	Mason Libby	James Tackett	Tracy Presnell	Andlee Phengphachanh	Monte Rans
	ALSO, National Champion: Theresa Walton, E Street Ladies; SCCA Hall of Fame – Rocky EntriKen						
2022	Andlee Phengphachanh	Aaron Loggan	Justin Gagna	Jacob Orlovski	Tim Nicholson	Dennis & Nancy Smith	Dennis & Nancy Smith
	ALSO, National Woolf Barnato Award (SCCA's highest honor) – Rocky EntriKen						
2021	Monte Rans	Theresa Walton	Jason Rash	James Davis	Kale Morris	Mark Walton	Abner Perney
	ALSO, Divisional Solo Driver of the Year – Mason Herrick						
2020	Monte Rans	Mike Herrick	Clinton Boling	Chris Thomas	Aaron Loggan	—	Rocky EntriKen
	ALSO, Divisional Solo Driver of the Year – Mike Herrick						
2019	Monte Rans	Mason Herrick	Paxton Cowden	Timothy Thompson	Tyler Naden	Monte Rans	Dave & Jo Richards
	ALSO, National McClintock-Berry Award – Mason Herrick / Divisional Solo Driver of the Year – Brian Tefft Jr						
Year	Regional Exec	Driver OTY	Rookie OTY	Newcomer OTY	Most Improved	Worker OTY	Racer OTY
2018	Monte Rans	Kyle Edwards	Tyler Naden	Matthew Polzin	Conner Herrick	Michael Mace	—
	ALSO, National McClintock-Berry Award – Mason Herrick						
2017	Monte Rans	Joey Green	Brian Hardeman	Sharon & Henry Brillhart	J.D. Baughman	Monte Rans	—
	ALSO, National McClintock-Berry Award – Mason Herrick / Divisional Driver of the Year – Joey Green; Scharnberg Spirit of Solo Award – Brian Tefft Jr						
2016	Monte Rans	Abner Perney	J.D. Baughman	Clay Johnson	Randy Puls	Brian Tefft Jr	—
	ALSO, National Dick Berger Perseverance Award – Rocky EntriKen; McClintock-Berry Award – Mason Herrick						
2015	Bill Preheim	Monte Rans	James Hund	Daniel Rowland	Rodney Walters	—	—
2014	Bill Preheim	Bill Preheim	Haylee Terrill	Radlee Bien	Srdjan Ortiz	Janner Ortiz	—
2013	Bill Dayton	Mason Herrick	Tim Beach	David Knudsen	—	Artt Mann	—
2012	Bill Dayton	Eric Cunningham	Christopher Mauro	Randy & Karen Eickhoff	Fred Johnson	Bill & Connie Preheim	—
2011	Bill Dayton	Mark Hill	Connie Preheim/Gordon Hanisch	—	Wichita State FSAE	—	Rocky EntriKen
2010	Dennis Smith	Bill Dayton	Caitlyn EntriKen	—	—	—	—
2009	Dennis Smith	Ann LaRandeau	Dave Matula	—	—	Bill Dayton	—
	ALSO, National SCCA Region of the Year (Small Regions)						
2008	Dennis Smith	unknown	—	—	—	—	—
2007	Dennis Smith	Abner Perney	Mark Pemberton	—	Nancy Smith\	Bill Dayton	—
2006	Steve Pistora	Bob Lambert	Dan Bergman	Mark Hill	Alan Reed	Barry Stockinger	Teresa Pistora
2005	Steve Pistora	Joe Silva	Anthony Dail	Mark Braun	Bill Preheim	—	—
2004	Steve Pistora	Steve Pistora	Mark Laucks	Chris Lawrie	Kelly Banks	—	Bill Pemberton
2003	Abner Perney	Joe Silva	Jeff Hrenchir	John LaRandeau	Bill Wong	—	Bill Pemberton
2002	Abner Perney	Ann Commerford/Dave Richards	Frank Sendelbach	Mark Charbonneau	Dennis Smith	—	—
2001	Dave Richards	Dave Richards	Steve Pistora	—	—	Sandy EntriKen	Rocky EntriKen
2000	Dave Richards	Rocky EntriKen	James Andrew	—	—	—	—
1999	Dave Richards	Bill Dayton	—	—	Ty Martin	Rocky EntriKen	Jarold Boettcher
1998	Dave Richards	none	Bill Dayton	—	—	Dave Richards	Tom Smith
	ALSO: Race Workers - Gary & Linda Spurgeon, Carolee Miner, Don Merriman, Rocky & Sandy EntriKen						
1997	Dave Richards	unknown	—	—	—	—	—
1996	Dave Richards	Rob Pickrell	Gary Latham	—	—	Jo Richards	Gary Cook
	ALSO: Race Worker - Carolee Miner						
1995	Dave Richards	Rob Pickrell	Renee Stout-Montoya	—	—	Dave Richards	Rocky EntriKen
	ALSO: Race Worker - Carolee Miner						
1994	Rocky EntriKen	Barb Pickrell/Dave Richards	Mike Neustrom	—	—	—	—
	ALSO: Race Workers - Rocky & Sandy EntriKen, Carolee Miner, Don Merriman						
1993	Jo Richards	Jim French	—	—	—	Dave Richards/Rocky EntriKen	—
	ALSO: Race Worker - Carolee Miner						
1992	Jo Richards	Dave Richards/Rob Pickrell	—	—	—	Abner Perney	Gary Cook
	ALSO: Race Worker - Carolee Miner; Novice Race Worker – Roger Coberly						
1991	Carolee Miner	Jo Richards	Adam Perney	—	—	Don Merriman	—
	ALSO: Race Worker - Carolee Miner						
1990	Steve Snyder	Bill Pemberton	Jason Adamson	—	—	Rob Pickrell	—
	ALSO, National SCCA Region of the Year (Small Regions)						
1989	Abner Perney (Salina Chapter President)						
	ALSO: Divisional England-Stipe Award (MiDiv's top honor) – Rocky EntriKen						
1988	Bill Pemberton (Salina Chapter President)						

calvin and hobbes





## ASSORTED NUTS FROM ROCKET J. SQUIRREL

—ROCKY ENTRIKEN

Among the silver linings to the COVID cloud was the SCCA National Convention became virtual. As a result, attendance has more than doubled as has its calendar. What was a face-to-face attendance of around 400 members is now closer to 1000 – when I looked up the attendees list on the first day, 921 had signed up, possibly more later. And instead of four days in some overpriced hotel, it now stretches across nine days on Whova and Zoom online platforms accessible for free to anyone who cares to sign up and dial in.

My first convention was conveniently in San Francisco in 1973 – “convenient” because I was raised there, my parents lived there, and it was just a nice trip home. I didn’t stay in the luxurious (expensive!) Palace Hotel on Market Street downtown, but in my parents’ home out in the Richmond District. I went as the Regional Executive of Kansas Region, but also to accept the first of my Best Story awards from Sports Car Magazine. I also used the occasion to grab an interview with George Follmer, who had won both the Can-Am and Trans-Am championships the previous year driving for Roger Penske. We did the interview in a Palace bar, I had a screwdriver, he drank a fuzzy navel.

Since then, SportsCar had sent me to cover conventions in El Paso, Minneapolis, Denver and other cities, And I’ve also been to SCCA’s clambake in Boston and Kansas City. It’s never not been a valuable and informative trip, fun too, but I began to complain it was too pricey. COVID cured that.

This year’s keynotes was another storied racer, Lyn St. James, with stories enough to fill an hour. Starting with when daddy let her play in a kiddie kart and carrying her through to racing Indy cars. But the value really comes in dozens of sessions covering everything from major and minor awards to changes coming to SCCA programs.

Awards are at the leadoff of the week and our neighbor to the east, Kansas Region, swept the Large Region category. I did not even realize Kansas Region had achieved Large Region status but Regional Executive (and former SCCA staff member) Brian Harmer led them to winning both the Tom Burke Award for efforts in growing, activating, and engaging membership, and Region of the Year for excellence in leadership, member experience, and growth. They were cited for a 160.5% increase in membership growth and a 379% achievement in potential growth. Congratulations to Kansas Region!

Other snapshots:

- From a session on incident reports: “Incidents don’t hurt us. Incident reports don’t hurt us,” said Heyward Wagner, VP of Rally/Solo/Experiential programs. “what hurts us are incidents without documentation.” And a display slide emphasized “Incident reports do not mean you (the organizer) did something wrong.”

- Woody Rogers from The Tire Rack did a session on tire design and testing: Did you know Tire Rack has this loop of 7200 miles in Texas they use for its standardized tire tests? And they have a base tire, a 100 UTQG treadwear Uniroyal Tiger Paw still made on the same machine from the same materials as it was 20 years ago. And no, it’s not available to the public. A 200 treadwear tire should last twice as long with normal driving (ours isn’t exactly “normal”).

- Events outside a region’s boundaries: The SCCA Operations Manual *requires* approval of the region within which the property lies. I’d thought it was a courtesy; turns out it’s a requirement because it keys to computer function – so if we do an event at Ft. Riley, SCCA’s computer doesn’t assume it’s a Kansas Region event.

- Course design: Karen Babb’s session was entirely on using computer programs to design courses and much of Charles

Krampert’s did also. But both emphasized finish safety. “More bad stuff happens at the finish than anywhere else,” Babb said.

> How long should the chute after the finish line be? Babb: “If there’s any kind of speed at all, 200 to 300 feet ... More is always better.” And, “It is a lot harder to get people to give up speed than to not having given it to them in the first place.” And, “A panic stop from 60 mph takes approximately 120 feet.”

> Krampert’s comments included, “It

is much easier to make a finish chute shorter than it is to make it longer.” And, “Try to have 75-100 feet of ‘straight’ prior to the finish line.” In other words, the cone at the finish should NOT be the key cone of the final turn.

- Other design comments: While the rulebook sets minimums of 15-foot gate widths and 45-foot slalom spacing, Krampert recommends more – a simple horizontal gate of about 22 feet, and perpendicular gates of 38-50 feet. It lets a driver choose his line. Also, pointer cones should be at least an inch from the standing cone, so a car smacking the standing cone doesn’t take the pointer too, giving the worker two cones to replace.

- Course designer licenses: “Every region should have a cadre of course designers just like they have a cadre of safety stewards.”

- Co-sanction: The simple act of lending equipment for the Formula Wheat event could open us up to liability. We need to check with the SCCA office about possible co-sanction requirements.

- Effective email blasts: Emphasize simplicity, clarity, and keep to a single subject. And subject line clarity is important. SCCA found the bland subject line “SportsCar News” more effective than the nifty “Up To Speed.” Clear is better than clever.



## How to go from not knowing what autocross is to obsessed in 5 easy steps

Every autocrosser's journey is likely a little different, but this is my story.

It all started with a car, but not my car. A friend had a Mazda Miata for sale. It had belonged to his stepdad who had recently passed away. I inquired about it, not for me, but for my wife. The deal fell through when he decided it was so much fun to drive he

### MEMBER SPOTLIGHT: TRACY PRESNELL

wanted to keep it. Not being a smart man, sitting across from my wife one morning at the table, I mentioned to her I was going to buy her that car. She looked at me intently and said, "you're going to buy me a car." She then began the search for a two-seater convertible on Marketplace.

Not having anything particular in mind, she looked for cars in our price range and found several that we went to test drive. Among them was a 2002 BMW Z3. It was on a rebuilder's title as it had been totaled but the repairs were well done and it had less than 50K miles.

So I went to take it for a second test drive to confirm it as our choice. As I pulled up to the shop where it was located, there is another Z3 sitting there, covered in dust. I inquired about that one as maybe, just maybe, we could each have our own BMW. I took it for a test drive and decided that we had to have that one as well. It was also on a rebuilder's title, was older (1999) and had 140K miles, but if the price was right, I was willing to take the gamble on it. As it turned out it was a great deal. While we paid decent money for the 2002, the 1999 came it at only another \$1500. It was like a BOGO deal, a coupon car.

When I told a friend that runs a local coffee shop about it he said I should bring it to the Wichita Porsche Club autocross event. What's that, I replied? After he explained it I thought, okay, what the hell, it might be fun. Yeah, it was fun!

On street tires and nervous as hell, I managed to get through the course without a DNF. I was slow, like 10-12 seconds behind the fastest drivers, but undeterred to get faster. Once I figured out the concept of looking a corner ahead, I got less nervous and faster. Fast enough that street tires weren't gonna cut it.

Researching tires will make your brain hurt. There are a million different opinions and they aren't cheap, at least not in the sizes I needed. What? I'm gonna hafta spend 75% of what I paid for the car just for tires! But, in the end, if you want to go faster, you've gotta have good tires. I'm on my third set on the back and fourth on the front and each time I've upgraded to stickier, and more expensive, rubber.

But was there more I could do to go faster other than tires? Of course, suspension. Lowering springs, new shocks, poly bushings all around, bigger antiroll bars. But then was there more I could do to go even faster? Of course, engine mods. Bigger intake manifold and a tune. But what about brakes? Of course, rebuild the entire system, reface the rotors, ceramic pads and braided stainless lines. But is there even more? Yes, camber plates. Those have yet to be installed but it's on the to-do list. There's always a to-do list.

So here I am, a Salina SCCA member, also driving in Wichita SCCA events and Porsche Club events. Obsessed? Yeah. But it's worth every penny spent.

## WELCOME NEW MEMBERS

- **Derek Carson**, Leavenworth, is brand new to SCCA, just joined this month. We hope to welcome him to our events soon.
- **Richard, Holly and Parker Chapman**, Topeka, Rick and his son Parker competed in our annual OctoberFast event; Rick won Super Street driving a Corvette Stingray and Parker won F Street in a Mustang Bullitt.
- **Austin Johnson**, Topeka, another who's brand new to SCCA, also just joined this month. Hope to welcome him to our events soon.

## ANNIVERSARIES

It is time to recognize many of our members who have reached five-year milestones in their membership. We'll start this new feature with a salute to all who reached a milestone year in 2025. Next month we'll begin recording those who arrive at a five-year anniversary each month.

### •• Thirty Years ••

Artt Mann

### •• Twenty-Five Years ••

Joe Silva

### •• Ten Years ••

Larry & Tamera Brady  
Henry & Sharon Brillhart

Jim Hund

Rhonda Viets

### •• Five Years ••

Clinton Boling

Collin Meredith

Andlee Phenghachanh

Fred Reichert

Steve Schrag

## 7 Things That Performance Drivers Do (That No One Else Does)

1. They look beyond the car in front of them.
2. They use the brakes for more than just slowing down - they use them to manage the balance of the car.
3. They focus their vision on the End-of-Braking point when approaching corners.
4. They use their throttle to manage the weight balance of their car, managing its handling characteristics.
5. They look for the apex of every corner, whether on the track, a city street, freeway off-ramp, or mountain highway.
6. They think about their driving, and how they can improve it.
7. They enjoy driving!



## FOUNDATIONS OF THE CLUB

### MISSION, VISION, PURPOSE, AND VALUES

The **Mission** of the SCCA is to *fuel a safe, fun, and exciting motorsports experience for auto enthusiasts.*

Our **Vision** is to *be the preferred motorsports community in the U.S., built on fun, shared passion, and access to an exhilarating motorsports experience.*

Our **Purpose** is to *connect auto enthusiasts through memorable, shared experiences.*

In all its activities, the SCCA seeks to foster an atmosphere that encourages living the **Values** of the SCCA:

- **Excellence** - *The Spirit of a Competitor* - strive to be the best; display urgency; persevere
- **Service** - *The Heart of a Volunteer* - follow the Golden Rule; respect; embrace our family
- **Passion** - *The Attitude of an Enthusiast* - take the job seriously, but not yourself; have FUN
- **Team** - *The Art of Working Together* - collaborate; be courageous; maintain perspective
- **Experience** - *The Act of Wowing our Community* - host world-class events; hospitality
- **Stewardship** - *The Mindset of an Owner* - work hard; protect the SCCA brand; learn daily

### WELCOMING ENVIRONMENT

The SCCA strives to ensure that ALL participants in its events and activities enjoy a welcoming environment. The SCCA supports equality of opportunity and treatment for all participants, regardless of gender, gender identity or expression, race, color, national or ethnic origin, religion or religious belief, age, marital status, sexual orientation, disabilities, or veteran status. A commitment to a welcoming environment is expected of all its members and attendees, including drivers, workers, crew, guests, staff, contractors and exhibitors, and other participants at SCCA activities, sessions, and social events and when representing the SCCA in print or electronic media.

### CODE OF MEMBER CONDUCT

As an SCCA Member in Good Standing, I agree to:

- Respect fellow Club members and guests at all times
- Show appreciation to volunteers who give their time and energy to the Club
- Abide by the rules and engage in fair competition
- Act with integrity and the highest standards of sportsmanship
- Behave in such ways as to enhance the image of the SCCA

### MEMBER ACKNOWLEDGEMENT

*"By accepting membership in the SCCA and any SCCA Region, I agree to conduct myself according to the highest standards of behavior and sportsmanship in a manner that shall not be prejudicial to the reputation of the Club or fellow members. I will abide by the Code of Member Conduct both at SCCA-sanctioned events and away and will strive to uphold the SCCA Mission, Vision and Values and the Welcoming Environment."*

# CONFESSIONS OF A CONE SLAYER

By Rob Krider

What's in a name? I didn't wake up one morning and decide I wanted to be a racecar driver. I always knew I would race, The concept that I would compete in automobile racing was stamped into me on the day I was born. It's in the name. I come from a motorsports family. You could say racing is in our blood. Racing isn't really a choice for a Krider, it is simply a family tradition.

Grandpa Krider raced hardtops on dirt oval tracks in the late '40s and early '50s. We have some spectacular Super 8 footage of him rolling a car onto the roof. He did this while my grandma was in the grandstands and was pregnant with my father. Even though Grandpa Krider came out of the rolled over car unscathed with a huge smile on his face, his wife wasn't too happy about the crash. With a baby on the way she pulled the plug on him being in the driver's seat. But that didn't stop his passion for all things racing.

Grandpa Krider had three sons, my dad being the oldest, and grandpa spent the rest of his life building slot tracks, tricking out Pinewood Derby cars, building go-karts, And restoring cars with his sons. He supported them 100% when they wanted to go racing. My dad progressed through road rallies, autocross, and earned his SCCA road racing license in 1971, two years before I was born. He later moved onto karting and competed on the big tracks like Laguna Seca and Portland International Raceway.

So when I was born, on my birth certificate they listed my name as Robert, but everyone in the family called me Bobby. Unbeknownst to me, I was named after racing legends Bobby Unser (Pikes Peak winner and Indy 500 winner) and Bobby Allison (three-time Daytona 500 winner). These were old school racers, who drove anything they could get their hands on, won almost everything they competed in, and were gritty, aggressive and tough. As I grew up I watched other Bobbys win races. Bobby Labonte became a NASCAR Winston Cup champion and Bobby Rahal became a CART champion and Indy 500 winner.

As a kid in a racing family, my name made perfect sense to me. I spent my formative years in the back of a van travelling to

and camping at race tracks all over the country with my dad, my grandpa and my uncles. At dinner we talked about cars. We watched racing on TV and endlessly discussed race strategy. We constantly worked on cars, followed Formula One from America and we watched the Indy 500 religiously. Every vehicle we owned was modified in some way. My family never drove anything stock. They always found a way to make a car faster, even if it was grandma's Cadillac that she used to go to the grocery store.

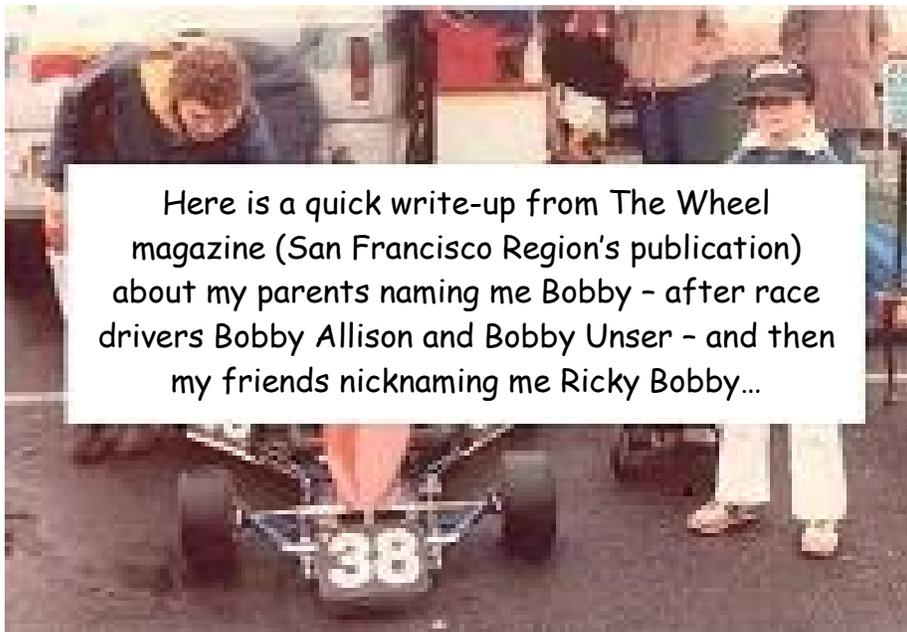
As a crew member on my family's team, I was given my first real Krider Racing team T-shirt at 7 years old and I wore it every day with pride. It had my name "Bobby" on the left front pocket. I absolutely loved it. I was officially part of the team. They gave me the little kid jobs like cleaning race wheels and dragging the toolbox in a wagon to the hot pits. I beamed with pride when they let me do something really important like checking the air pressure in a tire before a car went out for qualifying.

In my world of cars and racing the name Bobby made sense. However, I soon realized growing up that not everybody comes from a racing family. Not everybody spends every waking moment obsessing about cars. Kids at school in the 1980s thought my name sounded like a girl's name. This totally confused me. Bobby Allison isn't a girl, he is a racecar driver that will get out of his car at the Daytona 500 and knock your teeth out. But I fell to peer pressure and I shortened the name from Bobby to Bob to avoid getting teased at school.

Then I later changed my name again, because I felt like Bob wasn't exactly a super cool name. Even though racecar spelled backwards is race car, and Bob was also a palindrome, it still didn't make me cool. Sure, I wanted to race cars like a Bobby, but I also wanted to meet girls. And Bob wasn't meeting any girls in junior high, plus some people still thought Bobby was a girl's name. So I became Rob. When I turned 16, Rob started racing in the high school E.T. bracket drags at Sears Point Raceway. And eventually (after a lot of losses) Rob won first place.

I moved up through the amateur motorsports ladder from drag racing, road rallies, autocross, circle track, hillclimbs, demolition derby to road racing. As all of this was going on the film "Talladega Nights: The Ballad of Ricky Bobby" starring Will Ferrell was released. The movie is hilarious of course, the character had the name Bobby attached. At one race I was trying to sleep in my motorhome, waiting for my second stint in a 24-hour event and I heard my teammates outside my RV talking to each other. That was when one of them said, "Is Ricky Bobby awake yet?" I didn't realize my friends called me Ricky Bobby behind my back. Oh well, I guess I can't shake it. Bobby is here to stay. It could have been worse. My parents could have named me after NASCAR driver Dick Trickle.

*Rob Krider is a national champion racer, author of the novel Cadet Blues, and host of the Stories and Cocktails podcast.*



Here is a quick write-up from The Wheel magazine (San Francisco Region's publication) about my parents naming me Bobby - after race drivers Bobby Allison and Bobby Unser - and then my friends nicknaming me Ricky Bobby...

# 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

- Mar 14.....‡\*. NeOkla @ Davis Field, Muskogee OK
- Mar 15.....\*. NeOkla @ Davis Field, Muskogee OK
- Mar 21 .....Oklahoma @ Remington Park  
.....Wichita @ Road Yoder, Yoder KS
- Mar 22 .....Oklahoma @ Remington Park  
.....Wichita @ Road Yoder, Yoder KS
- Apr 11.....Wichita @ Road Yoder, Yoder KS
- Apr 12.....Wichita @ Road Yoder, Yoder KS
- Apr 18.....\*. NeOkla @ Davis Field, Muskogee OK
- Apr 19.....\*. NeOkla @ Davis Field, Muskogee OK
- May 2-3 .....Wichita @ Road Yoder, Yoder KS (Divisional)**
- May 3 .....Oklahoma @ Remington Park
- May 16.....NeOkla @ Davis Field, Muskogee OK
- May 17.....\*. NeOkla @ Davis Field, Muskogee OK
- May 21-23 ....SCCA ProSolo @ Lincoln Airpark, Lincoln, NE**
- May 23-25 ....SCCA National Tour @ Lincoln Airpark, Lincoln, NE**
- Jun 5-6 .....Oklahoma @ Jenks-Simmons Field House, El Reno, OK
- Jun 6-7.....NeOkla @ Davis Field, Muskogee, OK (Divisional)**
- Jun 13.....Wichita @ Road Yoder, Yoder KS
- Jun 14.....Wichita @ Road Yoder, Yoder KS
- Jul 12.....Oklahoma @ Remington Park
- Jul 18.....Wichita @ Road Yoder, Yoder KS
- Jul 19.....Wichita @ Road Yoder, Yoder KS
- Aug 1-2.....Nebraska @ Lincoln Airpark, Lincoln, NE (Divisional)**
- Aug 7-9.....SCCA ProSolo @ Lincoln Airpark, Lincoln, NE**
- Aug 9.....Oklahoma @ Remington Park
- Aug 22.....‡. NeOkla @ Davis Field, Muskogee OK  
.....Wichita @ Road Yoder, Yoder KS
- Aug 23.....NeOkla @ Davis Field, Muskogee OK  
.....Wichita @ Road Yoder, Yoder KS
- Sep 4-6.....SCCA ProSolo Finale @ Lincoln Airpark, Lincoln, NE**
- Sep 7-11.....SCCA Solo Nationals @ Lincoln Airpark, Lincoln, NE**
- Sep 26.....NeOkla @ Davis Field, Muskogee OK  
.....§. Wichita @ Road Yoder, Yoder KS
- Sep 27 .....NeOkla @ Davis Field, Muskogee OK  
.....Wichita @ Road Yoder, Yoder KS
- Oct 4.....Oklahoma @ Remington Park
- Oct 24.....NeOkla @ Davis Field, Muskogee OK  
.....Wichita @ Road Yoder, Yoder KS
- Oct 25.....NeOkla @ Davis Field, Muskogee OK  
.....Wichita @ Road Yoder, Yoder KS
- Nov 7.....Oklahoma @ Remington Park
- Nov 8.....Wichita @ Road Yoder, Yoder KS (Endurocross)

### RALLYCROSS

- Mar 8 .....NeOkla @ Billy Bob's Farm, Billings OK
- Apr 12.....NeOkla @ Billy Bob's Farm, Billings OK
- May 3.....NeOkla @ Billy Bob's Farm, Billings OK
- Jun 14.....NeOkla @ Billy Bob's Farm, Billings OK
- July 3-5.....MiDiv Challenge @ Billy Bob's Farm, Billings OK**

- Jul 26 ..... NeOkla @ Billy Bob's Farm, Billings OK
- Aug 16..... NeOkla @ Billy Bob's Farm, Billings OK
- Sep 6..... NeOkla @ Billy Bob's Farm, Billings OK
- Oct 4 ..... NeOkla @ Billy Bob's Farm, Billings OK
- Oct 16-18..... RallyCross Nationals @ Camp Verde, AZ**
- Nov 8..... NeOkla @ Billy Bob's Farm, Billings OK
- Dec 6..... NeOkla @ Billy Bob's Farm, Billings OK (Tent.)

## 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

- Apr 25-26.....Super Tour @ Hallett MRC, Hallett, OK
- Jul 11-12 .....Majors @ Ozarks Int'l Raceway, Gravois Mills, MO
- Sep 28-Oct 4..The Runoffs @ Road America, Elkhart Lake WI**

### SCCA TARGA

- Apr 29-May 3 Targa Tex-ish (Cresson, Hallett, Hedge Hollow, Eagles Canyon)

### MIDIV TIME TRIALS SERIES

- May 23-24 ..@ Pueblo Motorsports Park, Pueblo, CO
- Jun 13 .....@ I-29 Speedway, Pacific Junction, IA
- Jul 11-12 .....@ Ozarks Int'l Raceway, Gravois Mills, MO
- Aug 8.....@ Motorsports Park Hastings, Hastings, NE
- Aug 22-23....@ Ozarks Int'l Raceway, Gravois Mills, MO(TENTATIVE)
- Sep 19.....@ I-29 Speedway, Pacific Junction, IA
- Oct 4 .....@ Hedge Hollow Raceway, Adrian, MO

### TRACK NIGHT IN AMERICA

- May 1 .....@ Hedge Hollow Raceway, Adrian, MO
- May 7 .....@ Hallett MRC, Hallett, OK
- May 16 .....@ Pikes Peak Int'l Raceway, Fountain, CO
- Jun 24 .....@ High Plains Raceway, Deer Trail, CO
- Jul 24 .....@ Pikes Peak Int'l Raceway, Fountain, CO
- Sep 16.....@ High Plains Raceway, Deer Trail, CO
- Oct 1 .....@ Hallett MRC, Hallett, OK



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**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. Many members live outside their Region-of-Record territory.

You may also join as many other regions as you like, paying their local dues. 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 (\$20) 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. 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.

• Mailed subscriptions are available to non-members, \$20 for the calendar year, covering printing and postage.

**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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