

The Write Line

~ March 2026 ~



John LaRandeau, B Street Toyota GR86 Corolla, 2026 Richards Award

The official newsletter of the Salina Region SCCA

Regional Executive Views

I would like to be clear that Salina Region is lucky to have a site and a site that is long enough to create and have some fun courses. Everyone has to admit that OctoberFAST would not be the same at many other sites. Please remember the little guys when you want to go to a Region for autocross. It is always nice to have the event and still be able to drive home in the afternoon to do anything else that is on your to-do list.

Speaking of events, our very first event was a hit. First event of the year as well as our very first time having a test & tune and the solo on the same day. I appreciate everyone's cooperation for the change of schedule, but everyone did agree that Saturday's weather was way nicer than the frigid winds that visited Salina on Sunday.

Did I ever tell you that Kansas weather is extremely bipolar? I was at the event in the morning to help set up but could not stay to run. Looking at a few videos and some feedback, it seemed like everyone loved the course.

Remember if you are wanting to help with an event or design a course please feel free to talk to anyone or myself. New this year is that SCCA requires a quick online class (less than one hour) on course design but it actually helps a lot.

All the event registrations for our whole season are up and live on motorsportsreg.com. Please look to see and get registered. April is our annual three-day Evolution School

weekend and our twin Saturday/Sunday Solo. The Solo event is always fun because you typically get to run the course twice for one run which makes things interesting. The Solo also uses the south end of our site which is steeper and creates challenges we only get to see once a year.

Did you know our site was once an American Hot Rod Association dragstrip? AHRA had a rule that a dragstrip could not have a downhill of more than 4° decline, so our course area was the dragstrip's paddock. The actual race track began about where the "bad" concrete begins and ran a quarter-mile through where the baseball park is now.

We are officially accepting applications for our Board of Directors, and we're looking for leaders ready to help guide the future of the Salina Region. Serving on the Salina Region Board is a great opportunity to:

- Advocate for our Region and SCCA
- Shape events
- Strengthen membership growth and engagement
- Support our great sport

Board Member expectations are to attend monthly virtual board meetings (most are online via Zoom), and help before and after events. Many board members fulfill specific duties, such as online and computer knowledge for timing and event registrations. If you have any questions, feel free to reach out to me at andlee.pheng@gmail.com.

Strong leadership keeps the Salina Region moving forward — we hope you'll consider being part of it.

Thanks for reading.

—Andlee, RE Salina Region

► Next Event ◀

Evolution Schools - April 17-19

◆ See info on Page 4 ◆

Solo #2 & 3 - April 18-19

Berkley Family Recreation Area, 841 Markley Road, Salina

Entry fees: SCCA members one day \$33, both days \$48

Non-members add \$20 (includes Weekend Membership)

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

Credit card not charged until after the event.

Next Business Meeting

April 23

7 pm, via Zoom

Contact Andlee (see Pg. 2)

For Internet Link

Business meetings are open to all members and guests



Board Members ~ 2026

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Salina Region Schedule ~ 2026

All events at Berkley Family Recreational Area unless noted otherwise

<u>Event</u>	<u>Chair</u>
April 17-19 ~ Evolution Schools	Rocky Entriken
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	Dennis Smith
Aug. 16 ~ Solo #8	
Sep 19 ~ Solo #9	
Sep 20 ~ Solo #10	
Oct 11 ~ Solo #11, OctoberFast 37	Salina Region Board
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

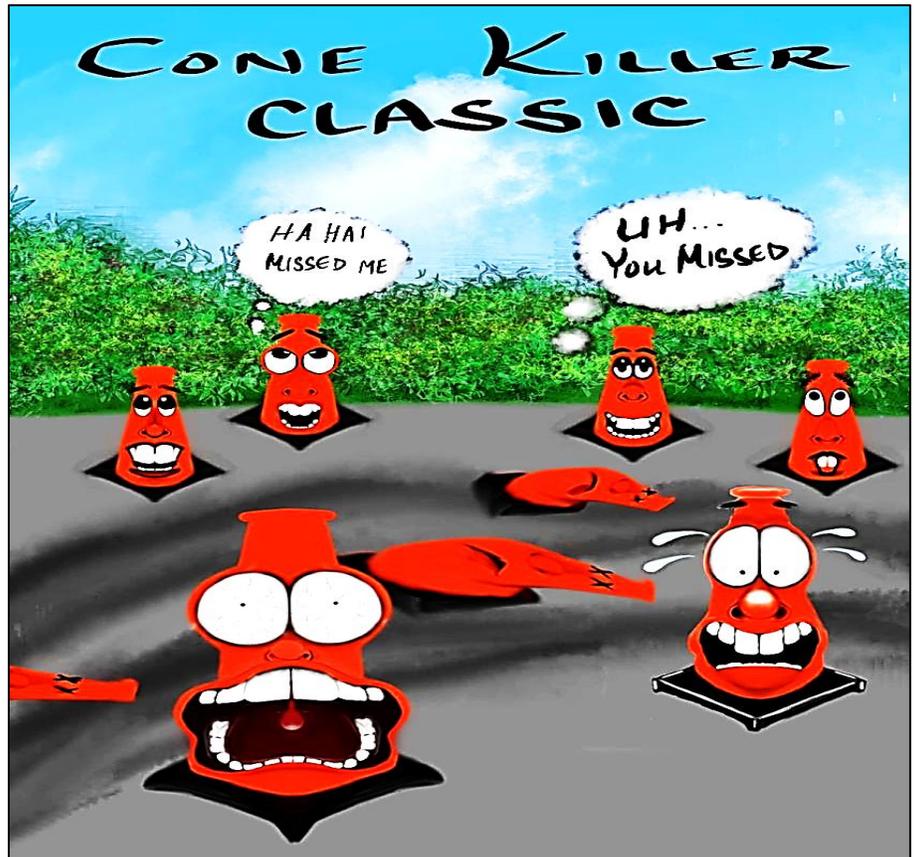
May 2-3 - Wichita @ Yoder KS (Road Yoder)
June 6-7 - NeOkla @ Muskogee (Davis Field)
Aug 1-2 - Nebraska @ Lincoln (Lincoln Airpark)

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

MEETING MINUTES

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

March 24 board meeting not held for lack of quorum.



First time corner worker? Here's a handy guide

SCCA is a big tent. There's far more to this club than dodging pylons. And one of the most basic activities is road racing. And one of the most basic ways members get involved is working corners.

A premier opportunity comes up April 25-26, the Hoosier Super Tour weekend at Hallett Motor Racing Circuit west of Tulsa. More than 150 of SCCA's top-level drivers will be there and you can be part of it as a corner worker.

Corner workers are the backbone of motorsports (true of autocross as well as road racing). We get the best seats in the house but it does come at a small price. We are out in the elements in all types of weather and must be prepared accordingly.

Sunscreen and lip balm are a prerequisite as is a waterproof rain suit of some kind. On the subject of clothing most workers wear white from top to toe, however, to start a white Tee shirt and jeans are just fine, closed toe shoes such as boots or sneakers are a must however.

Bring a cooler and include bottled water. Sometimes the beverage team may take a while to service your corner. Snacks are also a good idea, but come midday they'll feed you lunch (and a really good dinner on Saturday night).

When on a corner please be sure to stow phones and cameras away as they are not permitted while on duty.

Corner workers are flaggers, but more than that. They wave the flags signaling track conditions to drivers – caution, debris, faster cars approaching, and others. The corners often are in communication with race control as situations arise. Experienced corner workers have received training in firefighting and extracting a driver, who may be injured, from his racecar. All this happens very near trackside – the best seats in the house – but normally you're behind a barrier.

Safety is your primary focus at all times. If someone asks you to do something you are not comfortable with you owe it to yourself to say so. Your secondary focus is the safety of your fellow workers and so you want to be aware at all times of your location in relation to the activities around you.

Priority three is the driver, although that's the focus most of the time. He's covered in flame-resistant clothing and is firmly belted into his car with crash-resistant structure around him. If he needs help, go to him when you can safely do so.

You will have fun out there and that is why we do it, but this is not a spectator sport. It is a participation sport. And the drivers literally cannot do their thing without you.

Try to arrive at the track 10-15 minutes ahead of registration (usually around 7am) so you can get signed up and get to the flag meeting where you will be assigned a position. If you are not sure where to go, just ask. You'll find people at the track are able and eager to help. Just have your SCCA membership card in hand. You may find, after you get back home, you've been issued a regional license in Flagging and Communications (F&C).

WELCOME NEW MEMBERS

- **Justin Blew**, Great Bend, is brand new to SCCA, just joined this month. We hope to welcome him to our events soon.
- **Luke Broberg**, Salina, also brand new to SCCA, just joined this month. We hope to welcome him to our events soon.
- **Michael Mace**, Lindsborg, was a member several years ago, then moved to Colorado. He recently moved back, rejoined this month, and ran our March event in a Street Modified Acura Integra

ANNIVERSARIES

••Five Years••

Greg, Doris & Samantha Gent
Jason Rash
Nora Schrag
James Tackett



BREAKING NEWS - On Monday, March 23, The Kansas Motorsports Venue Protection Act passed with a vote of 120-0 and was sent to Governor Laura Kelly to sign. It will become law immediately upon inclusion in the State Register. The bill allows all current tracks in the State of Kansas to have civil immunity against nuisance and property complaints by any property owner who has built a home or business within a five-mile radius after any track has consecutively operated with no lapse in operations greater than four years.

never on sunday

The weather forecast was frightful, but Saturday's was delightful. Sunday turned out to be about as bad as predicted – brutally windy with temperatures in the 40s and even a flurry of snow. The decision to move Sunday's autocross season opener to Saturday afternoon immediately following the Test 'n Tune was well taken.

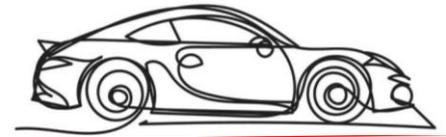
Twenty-one drivers were entered and turning the event into a doubleheader meant all stayed for the afternoon solo. A couple had been Saturday-only entries for the T&T.

The only contest that developed a margin of less than one second was for Fast Time of Day between A Street winner Frank Wietharn's Z06 Corvette and C Street Touring winner Alex Redman's Toyota MR2. Both running in the first heat, Wietharn was the first car on course, posting two DNFs among his five runs, while Redman whittled his times down on every run – ignoring a cone on his fourth lap, his quickest up top then, but going quicker yet on his last try. However Run #5 was also Wietharn's quickest, going 50.948 while Redman's 51.361 pass was 0.413 sec slower.

Third-quick was Chandler Brown's Lotus Elise at 52.127 to finish 1.179 sec behind Wietharn in A Street. Fourth was Fast Lady Sharon Brillhart at 52.231 in her ESL MR2, which also held up for Top PAX. Fifth overall and second on the pax chart was HS winner Dennis Smith at 53.714 sec. Nobody else broke 54 sec.

~~ Never On Sunday • PAX Rankings ~~

Driver	Class	Best	Index	PAX
Brillhart, Sharon	ESL	52.331	*0.788	41.237
Smith, Dennis E.	HS	53.714	*0.780	41.897
Wietharn, Frank	AS	50.948	*0.830	42.287
Redman, Alex	CST	51.361	*0.829	42.578
Rash, Jason	ES	54.122	*0.788	42.648
Brown, Chandler	AS	52.127	*0.830	43.265
Libby, Mason	HS	56.286	*0.780	43.903
Enriken, Rocky	ES	56.162	*0.788	44.256
Gagnon, Phelan	HS	58.030	*0.780	45.263
Presnell, Tracy	CST	54.703	*0.829	45.349
Chapman, Rick	SS	54.195	*0.840	45.524
Leazer, Geoff	CST	55.611	*0.829	46.102
Smith, Nancy	HSL	59.316	*0.780	46.266
Holm, Brent	CAMC	56.440	*0.828	46.732
Brillhart, Henry	ES	60.070	*0.788	47.335
Mace, Michael	SM	54.900	*0.870	47.763
Lake, Nicholas	FSP	58.297	*0.833	48.561
Perney, Abner	FS	59.935	*0.817	48.967
Dawson, Cameron	FS	61.669	*0.817	50.384
Hopkins, Everett	FS	62.738	*0.817	51.257
Herrick, Don	HS	DNF	*0.780	DNF



Want to be quicker 'round the cones? Do the Evo school!

<https://www.motorsportreg.com/calendar?lat=38.8522&lng=-97.6142&loc=Salina®ion=KS&country=US&radius=60>.

That's the MSR link above. Thirteen drivers have already signed up, but there's still room for YOU.

Next month – April 17-19 – is Salina Region's annual visit from the Evolution Performance Driving School. Three days of the best seat time you can find (pick one day or all of them) to learn how to spend less time doing this game.

You'll get guidance from top-notch instructors, many of them national champions. Here's the curriculum:

- **Friday, April 17, Phase One** – this is the beginning instruction and Evo does insist that anyone who hasn't done their class before do this first. It will teach the basic techniques and also work to help even veteran autocrossers break bad habits you've developed.

- **Saturday, April 18, Phase Two** – This is the advanced lesson, building on what you learned yesterday, or last year, as you work toward even quicker times.

- **Sunday, April 19, Challenge School** – Best for those who've already done Phase One and Two, here's where your instructors get you to knock off those last few tenths, on a bigger faster course. And then the Challenge: can you beat your instructor? In your own car?

Evolution has been teaching national champions and trophy winners since the early 1980s and has been coming to Salina

for nearly 40 years. Ours is one of very few visits to teach all three levels in a single weekend. Most years the weather in mid-April is lovely, but one year the Phase Two was done

after a snowfall! That just gave the instructors an extra tool to use and it was one of the best schools ever.

You'll work with two instructors through the day, getting differing instructional viewpoints.

You can choose to do a single class or multiple classes, which will generate discounts. One school is \$300, two is \$570 (\$30 discount), three is \$825 (\$75 discount).

Two-driver cars are welcomed at all Evolution Schools, although they do require two entry fees. One driver will need to register as

the Primary Driver, and the other as the Co-Driver. Both drivers will receive the same amount of runs as any other student. The two-driver cars are split in the run/work order, to allow the car to get a break during the day.

Typically, each student gets 24 or more runs each day. Come with a full tank of gas but use up some older tires. As long as they aren't nearly to cord, best not to put on those new sticky tires. Older or less sticky tires will actually teach you more!



Events

Elsewhere — 2026



A calendar of AutoX and RallyX events by the Wichita, Kansas, Kansas City, Nebraska, NeOkla and Oklahoma Regions of SCCA. Go see how others do it!

‡ = Test & Tune / § = Street Survival School

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

ALWAYS CONFIRM THE EVENT BEFORE MAKING A LONG TRIP!

(* = Salina Region autocross on this date)

AUTOCROSS

- Mar 28.....‡ Nebraska @ Lincoln Airpark, Lincoln, NE
- Mar 29.....Nebraska @ Lincoln Airpark, Lincoln, NE
- Apr 4.....‡ Kansas City @ MetroCC Driving Center, Independence MO
- Apr 11.....● Kansas City @ MetroCC Driving Center, Independence MO
.....Wichita @ Road Yoder, Yoder KS
- Apr 12.....Kansas City @ MetroCC Driving Center, Independence MO
.....Wichita @ Road Yoder, Yoder KS
- Apr 18.....‡ Nebraska @ Lincoln Airpark, Lincoln, NE
.....* NeOkla @ Davis Field, Muskogee OK
- Apr 19.....* Nebraska @ Lincoln Airpark, Lincoln, NE
.....* NeOkla @ Davis Field, Muskogee OK
- May 2.....‡ Nebraska @ Lincoln Airpark, Lincoln, NE
- May 2-3.....Wichita @ Road Yoder, Yoder KS (Divisional)**
- May 3.....Nebraska @ Lincoln Airpark, Lincoln, NE
.....Oklahoma @ Remington Park
- May 16.....P. Kansas City @ MetroCC Driving Center, Independence MO
.....NeOkla @ Davis Field, Muskogee OK
- May 17.....* Kansas City @ MetroCC Driving Center, Independence MO
.....NeOkla @ Davis Field, Muskogee OK
- May 21-23SCCA ProSolo @ Lincoln Airpark, Lincoln, NE**
- May 23-25SCCA National Tour @ Lincoln Airpark, Lincoln, NE**
- Jun 5-6Oklahoma @ 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
- Jun 20.....‡ Nebraska @ Lincoln Airpark, Lincoln, NE
- Jun 21.....Nebraska @ Lincoln Airpark, Lincoln, NE
- Jul 11.....‡ Nebraska @ Lincoln Airpark, Lincoln, NE
- Jul 12.....Nebraska @ Lincoln Airpark, Lincoln, NE
.....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 15.....§ Kansas City @ MetroCC Driving Center, Independence MO
.....‡ Nebraska @ Lincoln Airpark, Lincoln, NE
- Aug 16.....* Kansas City @ MetroCC Driving Center, Independence MO
.....* Nebraska @ Lincoln Airpark, Lincoln, NE
- Aug 22.....‡ NeOkla @ Davis Field, Muskogee OK
.....Wichita @ Road Yoder, Yoder KS
- Aug 23.....NeOkla @ Davis Field, Muskogee OK
.....Wichita @ Road Yoder, Yoder KS
- Aug 29.....Kansas City @ MetroCC Driving Center, Independence MO
- Aug 30.....Kansas City @ MetroCC Driving Center, Independence MO
- Sep 4-6.....SCCA ProSolo Finale @ Lincoln Airpark, Lincoln, NE**
- Sep 7-11.....SCCA Solo Nationals @ Lincoln Airpark, Lincoln, NE**
- Sep 26.....Kansas City @ MetroCC Driving Center, Independence MO
.....NeOkla @ Davis Field, Muskogee OK
.....§. Wichita @ Road Yoder, Yoder KS

RALLYCROSS

- Apr 12 Nebraska @ Green Valley Ranch, Kearney, NE
..... NeOkla @ Billy Bob's Farm, Billings OK
- Apr 19.....* Kansas City @ Holsworth Farm, Garnett, KS
- May 2 Kansas @ McCain's Off-Road Park, Carbondale, KS
- May 3 NeOkla @ Billy Bob's Farm, Billings OK
- May 17 Nebraska @ Green Valley Ranch, Kearney, NE
- May 24-25 Kansas City @ Thunder Valley Sand Drags, Grain Valley, MO
- May 31 Kansas @ McCain's Off-Road Park, Carbondale, KS
- Jun 7 Nebraska @ Raging Beaver Racecourse, Beaver Crossing, NE
- Jun 14 NeOkla @ Billy Bob's Farm, Billings OK
- Jun 20 Kansas @ McCain's Off-Road Park, Carbondale, KS
- Jun 28.....* Kansas City @ I-35 Speedway, Winston, MO
- Jul 3-5..... MiDiv Challenge @ Billy Bob's Farm, Billings OK**
- Jul 19 Kansas City @ I-35 Speedway, Winston, MO
..... Nebraska @ Raging Beaver Racecourse, Beaver Crossing, NE
- Jul 25 Kansas @ McCain's Off-Road Park, Carbondale, KS
- Jul 26 NeOkla @ Billy Bob's Farm, Billings OK
- Aug 2..... Kansas City @ Ray Rocks Offroad Resort, Rayville, MO
- Aug 16.....* NeOkla @ Billy Bob's Farm, Billings OK
- Aug 23..... Kansas @ McCain's Off-Road Park, Carbondale, KS
- Sep 6..... NeOkla @ Billy Bob's Farm, Billings OK
- Sep 12-13 Nebraska @ Green Valley Ranch, Kearney, NE
- Sep 13..... Kansas @ McCain's Off-Road Park, Carbondale, KS
- Sep 20..... Kansas City @ Thunder Valley Sand Drags, Grain Valley, MO

Go

Racing!



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

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

ROAD RACING

- 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

FIVE THINGS TO KNOW ABOUT TIRES

By Rob Krider

When it comes to tires, the fact is, they are the most important component on a vehicle because *every single thing* a vehicle does, it has to do through the tires.

Anything you bolt on a performance car, from a lightweight exhaust to new lowering springs, has to push that performance through the tires for any gains to be achieved. If you want to make your car better, step one is: good tires.

Because tires are so important, there's a lot to consider when it comes to tires. These five basics will get you on your way.

Sizing

One of the first things to know about tires is sizing nomenclature. Tire sizes look like "205/40R17," which is three separate equally important numbers. One is in millimeters, one is a percentage, and one is in inches. It is totally confusing. Here's the breakdown:

- The first number, 205, is the lateral width of the tire in millimeters.
- The second number after the forward slash is the height of the sidewall. It's a percentage of the width, so 205/40 sidewall is 40% of 205 mm, in this example 82 mm.
- The last number, after the "R," is the diameter of the wheel in inches. (The "R" means it's a radial tire.)

Because sidewall height is a percentage of the width, simply looking at a 40-series versus a 50-series tire won't always give you the obvious answer. A 225/50R15 tire will have a shorter sidewall (112.5 mm) than a 275/45R15 tire (123.75 mm). This is important because your overall tire diameter ultimately changes the final drive ratio of the vehicle. A shorter tire provides a lower gear ratio than a taller tire. A wider tire generally provides more grip. You have to decide what you want for performance and what will fit your rim and within your fender wells.

Load Rating

Load rating is often overlooked, especially when shopping for performance tires. That's because in the case of most passenger cars, it simply isn't an issue. Where the load rating can be an issue is on trailers or trucks.

Without getting into numeric load ratings, the easy way is if you're buying for use on a truck or trailer ask the dealer for a tire specific for that use. He may ask what your truck or trailer weighs when fully loaded.

Pressure

How much air is inside the tire makes an incredible difference in how a tire performs on the track, and also while just driving down the street. The correct tire pressure can keep a tire from falling apart.

Tires are created using a process called vulcanization. Essentially they are built with heat, and since tires are created with heat, they can also fall apart with heat. Low tire pressure and overloading a tire can cause a lot of heat in a tire from too much flex. That ultimately can lead to the tire coming apart – which can be disastrous. You heard it here first kids: Check your tire pressures.

Aside from keeping tire pressures in the optimal spot for everyday driving (especially those trailer tires!), in motorsport applications tire pressure can make an enormous difference in how the tire interacts with the roadway. Too much pressure will bulge the center of the tire, creating a smaller contact patch with the roadway and making the car skittish; too little tire pressure will allow the sidewall to deflect and de-bead the tire from the rim. Not good.

Adjusting tire pressures can help you optimize the performance and safety of your car. A good starting point for the right tire pressure for your particular car is by looking at the sticker located on the B-pillar of your open driver's door. Even better is asking for

advice from someone at your next SCCA event who drives a similar car. Club members are a friendly bunch, so chances are, they'll point you in the right direction.

DOT Code

Tires also have a "born-on" date on the sidewall. The date isn't obvious. What you'll find on the tire is the marking "DOT," then a set of numbers. It's the last four numbers that mean something.

The first two numbers of those four are the week of the year the tire was built (from 01 to 52) and the last two numbers are the year (i.e. "26" for 2026). For instance, in this photo the code "4821" means the tire was built during the 48th week of 2021 (or around the end of November 2021).



A tire will only have the DOT date code stamped or molded on one side. If you don't see it on the outside sidewall, you may have to climb under the car with a flashlight to find it on the inner sidewall.

Who cares how old a tire is? Well, it matters for a couple of reasons. There's no law mandating this, but the general consensus is tires should be replaced if they're six to 10 years old, even if it appears to be undamaged and hasn't reached its tread wear limits. Many manufacturers suggest not using a tire more than six years old.

The second reason the "born-on" date matters is because over time tires get harder. We racers generally want the softest tires possible. When I'm at a tire shop, I sift through the stack and get the newest DOT numbers I can find.

UTQG (Treadwear)

Since racers like soft, sticky tires, then the treadwear number – known by tire engineer nerds as the UTQG (Uniform Tire Quality Grade) – is something many competitors look at. And even the rule-makers. For example, SCCA Solo Rules for Street classes and some others declare tires less than 200 UTQG are not legal for the class.

The treadwear grade is a comparative rating based on the wear rate of the tire when tested under controlled conditions on a specified test track. For example, a tire with a UTQG of 300 represents the tire's comparative wear when measured against a specific test tire, which is rated at 100. Essentially, a 300 UTQG tire wears three times longer than the control tire.



There is a bit of a tire war currently going on between tire manufacturers based on SCCA's rules for Street category autocross requiring a 200 treadwear tire, which is increasing the marketplace for great performance tires with a 200 UTQG rating.

Obviously, there's more than an entire universe of knowledge to know about tires, but these five things will at least help you understand how to read the tire's sidewall. This will help for sizing and load rating, how to decode the "born-on" date, and what "UTQG" actually means.

Now, you can be better informed to spend your weekend surfing TireRack.com to find the newest tires to make you go fast in 2026.

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

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

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. 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.

••• 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.

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