

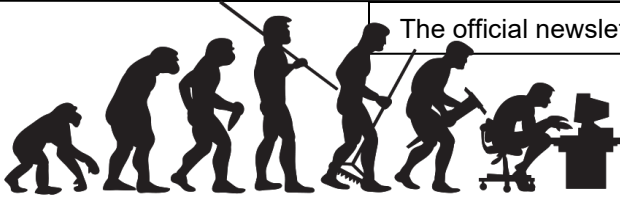
The Write Line

~ June 2026 ~



Andlee Phengphachanh, KM "Bandit" kart

The official newsletter of the Salina Region SCCA



Evolution of a writer

Next up: Mirror Khana XLIV.

It'll be the 44th time we've done this unique event, and somehow I've been dragooned into chairing it again. Thought I'd quit after doing the first 30 of them, but then other members decided to have a go at it and 13 more happened. But life happens, and conflicts contrived to promote me from "helper" status to event chair.

No problem. I know the way!

If you've never done one, you won't want to miss it. It's two drivers at a time on a full-loop course (the pylon boxes are painted on the pavement). No clocks. First driver back to his own startline wins, as determined by two judges. If they don't agree there's no discussion, the drivers trade sides for a rerun.

In this current era, class groupings are based on the PAX index. Cars from multiple classes compete against each other, so the groups collect those indices closest to each other. Last year we had four groups: Smallbore, Midbore, Bigbore and Top Dog.

It can make for interesting pairings and the "faster" car doesn't always win. But first, we set up pairings so cars from the same class meet each other in early rounds, which also facilitates scoring season points since those

are still based on individual classes. Trophies, though, are based on the heads-up results.

And what about pylons, since there's no clocks? Well, this just adds to the fun. You get "three for free." No penalty for the first three cones you hit, but the fourth one is a DNF. Keep going, though, because the other guy could hit five. It's happened. Often.

With that feature people have been known to smack cones on purpose, but that's why the course design puts double – or even triple – cones in strategic places.

After Mirror Khana we hit our July doldrums. The annual Lead Sled Spectacular comes to town in late July and the city needs time to place rows of Jersey barriers for the event's run-what-ya-brung drag races, and then take them away again. It closes us out for about three weeks. We get our site back again in mid-August.

So if you are feeling the withdrawal pangs, there's an option this year. Kansas Region is doing a two-day solo July 25-26 at Darana Heartland Park (newly purchased by the International Hot Rod Association).

It is fantastic to see Heartland Park back in action, and this is Kansas Region dipping its toe in the water for possible future events. The solo courses are not planned on the pad formerly used, but on the race track itself!

They're doing a five-event series (see Events Elsewhere, Page 6). The first one is the day before Mirror Khana. I'm already entered for that July weekend. —Rocky Entriken, Editor

► *Next Event* ◀

Mirror Khana XLIV

June 28

Berkley Family Recreation Area, 841 Markley Road, Salina

Entry fees: SCCA members \$33

Non-members \$53 (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

July 7

7 pm, 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

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

Chair

Rocky Entriken
Mason Libby/Nicholas Lake
Chandler Brown
Chandler Brown
Salina Region Board
?

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 13-14 - 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)
No June meeting



"If you can leave two black stripes from the exit of one corner to the braking zone of the next, you have enough horsepower." -MARK DONOHUE

Get a Solo Course Design License!

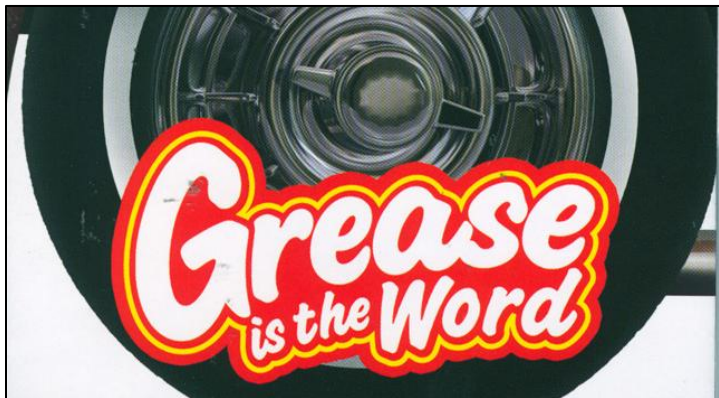
The SCCA Academy's Solo Course Design online program is now a required step for any member seeking to obtain a Solo Course Design license for SCCA events.

What is *no longer* a required step is the need to request access.

Access to the Solo Course Design course has been expanded and is now available to all SCCA members directly through the [Member Account Portal](#)¹, removing the previous need to request access.

Effective April 1, this licensing requirement ensures that individuals responsible for designing Solo courses have a consistent foundation in safety, layout principles, and event standards. Regions should be prepared to identify a licensed course designer during the audit process, reinforcing the importance of this certification in maintaining quality and safety across all events.

Salina Region needs more licensed course designers! Currently we have just four – our Regional Executive Andlee Phenghachanh, our Assistant RE Mason Libby, plus Artt Mann and Rocky Entriken. We really need twice



By Carl Heideman

[Editor's Note: This article originally appeared in the December 2000 issue of Grassroots Motorsports. The text has been left as it originally appeared in print.]

The main problem with grease is that it is so messy. As a result, most people don't take advantage of it. However, if you buy a standard tube of grease, cut it in half, and use an acid brush to apply it sparingly, you'll eliminate 95% of the mess and gain a valuable tool. Put the other half in a plastic bag for later.

Using your brush and a tube of grease, you can lubricate parts and linkages you'd otherwise leave bare. Door latch mechanisms, seat slides and hinges all work much better with a thin application of grease. If you're careful and stingy when you apply it, the grease won't make much of a mess at all, even on a concours-quality car.

But lubrication isn't all you can do with grease. If you live in a part of the country where things rust, you'll find ways to use grease to prevent oxidation; plus, it makes a very good anti-seize compound. A swipe of grease on the threads of any bolt or nut will keep it clean and free for years. Paint the inside

WELCOME NEW MEMBER!

• **Bret Vaughn**, Wichita, drives his Toyota MR2 Spyder in an increasingly active CST class.

that many, or more (Wichita has 13!).

While Solo Safety Stewards are not currently required to complete the course, participation is strongly encouraged to support a well-rounded understanding of course design best practices.

Members can easily get started using the SCCA Academy [Quick Start Guide PDF](#)² or [Quick Start Guide Video](#)³, which walk through logging in and registering for the course. This broader availability makes it easier than ever for members to build their skills and contribute to successful Solo events.

¹<https://my.scca.com/eweb/DynamicPage.aspx?WebCode=LoginRequired&expires=yes&Site=SCCA>

²https://my.scca.com/eweb/docs/academy/Quick_Start_Guide_for_Online_Learning_SCCA_Academy.pdf

³<https://www.youtube.com/watch?v=x-nJ9BG0lW>

ends of coolant and vacuum hoses with grease, and they'll come off much more easily in the future.

Grease even works well to keep electrical contacts from corroding. Grease on the base of a light bulb keeps it working for years.

The biggest secret about grease is its gasket-sealing ability. Water pump and thermostat gaskets coated with grease won't leak and are reusable many times. Carburetor-to-intake manifold gaskets love grease too, and will be reusable when the carbs come off. A little grease on the choke cams makes a big difference and makes the cable pull much more easily.

A wonderful trick uses grease on the valve cover gasket. Attach the gasket to the valve cover with silicone, and grease the side that touches the head. It won't leak, and you can pull it many times without wrecking or scraping the gasket.

You can grease up the clevis pins and lengthen their lives significantly—no squeaks, either.

Don't use too much grease—just a thin coat is needed. After all, it is messy and will collect dirt. If you're gobbing it on too thick, wipe off the excess with a rag. It will most likely work just as well, with very little mess.

Where shouldn't you use grease? Stay away from high heat areas, like exhaust manifolds and headers. It won't usually catch fire, but it sure will stink. Stay away from brake parts and belts. Some suspension bushings don't like grease, either. (This is usually a problem with the low-grade parts made from recycled rubber.)

There it is: one of the greatest low-buck tools you'll ever find. Duct tape and mechanic's wire will always have their place during emergencies, but grease is useful all the time.

You can even use a dab of grease to hold screws to your screwdriver.

HELLO JUNE

Yes, Hello June! A nice sunny day for our Saturday autocross, Summer is coming. Mason Libby drew a fast course – 100-foot slaloms! – for 25 motorheads to enjoy. Six runs for everyone.

The closest battle of the day was for overall honors. Both Mike Herrick and John LaRanddau were posting 47 sec times. Only four other drivers even broke 50! EST winner Herrick was in the 47s from his first run, a 47.9, and by his fourth lap had it down to 47.343, claiming not only FTD but Top PAX as well. He skipped his final run. LaRandeau, meanwhile, had to work down from a 50 sec start but found his 47s on run #4, and then twice more finishing at 47.558 – only 0.215 sec behind Herrick.

The largest class, four cars in HS, produced the only intra-class contest tighter than one second. That was Don Herrick (Mike’s dad) and event chair Mason Libby, both opening with low-53 sec runs. The clock displayed 52s for each of their next three tries, Libby with a strong 52.2 on his third tour. But while he posted slightly slower 52s on all the rest of his runs, Herrick kept going quicker. He was close with a 52.3 on #4, taking the lead with a 52.1 on #5, and then hammering a 51.635 winner on the last lap for a gap of 0.636 sec.

Matthew Kuffel was third-quick overall with a 48.5 in his CAMC-winning Mustang. Also posting sub-50 times were CAMC runner-up Luke Broberg, barely more than a second behind Kuffel; SS winner Rick Chapman and AS winner Chandler Brown. Sharon Brillhart was Fast Lady, one of just two drivers with 50-sec runs, the other being last-in-CAMC Brent Holm.

And then there was Andlee, who had his “Smokey and the Bandit” Trans-Am there, a miniature on a go-kart frame he usually drives in parades. We convinced him he needed to enter it in Kart Mod and take runs. On his third try he finally got below 100 seconds (on a 50-sec course), clocking in at 99.2 sec and called it good. Fun!

SUMMER'S COMIN'

An ominous black cloud loomed south of our BFRA site Sunday morning, but slowly waned to blue by the time Mason’s course was ready to run. Same course but in reverse direction, which always presents different challenges. Fifteen drivers returned from Saturday, joined by six newcomers. The Herricks did not return leaving the path open for others to be the day’s heroes.

John LaRandeau left no doubt he would be The Man. He was the only driver to beat 50 sec, and did it four times finishing with a thundering 48.481, also good for Top PAX.

Closest were the SS and AS winners – Rich Chapman at 50.1 and Chandler Brown at 50.4, with CS winner Hank Dunham also in the zone at 50.9, and ahead of his dad by 0.941 sec. Fifth-quick was Fast Lady Sharon Brillhart.

The CAMC class inverted from Saturday after Matthew Kuffel’s bright red ’Stang came to a stop at the top of the course on its first run, then slowly rolled back to the grid – don’t know what went awry but it was done for the day. That left the contest between Brent Holm and Luke Broberg. Holm found a winning 52.9 on his third run, while Broberg could only get down to 53.2 – the two separated by just 0.304 sec.

~~ Hello June • PAX Rankings ~~

Driver	Class	Best	Index	PAX
Mike Herrick	EST	47.343	*0.815	38.584
John LaRandeau	FS	47.558	*0.817	38.854
Sharon Brillhart	ESL	50.396	*0.788	39.712
Matthew Kuffel	CAMC	48.592	*0.828	40.234
Don Herrick	HS	51.635	*0.780	40.275
Jason Rash	ES	51.353	*0.788	40.466
Mason Libby	HS	52.271	*0.780	40.771
Chandler Brown	AS	49.308	*0.830	40.925
Luke Broberg	CAMC	49.639	*0.828	41.101
Henry Brillhart	ES	52.431	*0.788	41.315
Brent Holm	CAMC	50.319	*0.828	41.664
Nancy Smith	HSL	53.524	*0.780	41.748
Rick Chapman	SS	49.958	*0.840	41.964
Rocky Entriken.	ES	53.300	*0.788	42.000
Israel López De Jesús.	CST	51.144	*0.829	42.398
Bret Vaughn	CST	52.878	*0.829	43.835
R. Abner Perney	HS	56.546	*0.780	44.105
Pieter Miller	FS	55.107	*0.817	45.022
Matthew Grieb	BS	55.268	*0.823	45.485
Roger Hill	AST	55.355	*0.836	46.276
Everett Hopkins	HS	60.127	*0.780	46.899
Zachary Damiani	CST	57.108	*0.829	47.342
Nicholas Lake	FSP	57.259	*0.833	47.696
Dagmaris De Jesús Román	CSTL	68.097	*0.829	56.452
Andlee Phengphachanh	KM	99.203	*0.936	92.854



~~ Summer's Comin' • PAX Rankings ~~

Driver	Class	Best	Index	PAX
John LaRandeau	FS	48.481	*0.817	39.608
Sharon Brillhart	ESL	51.313	*0.788	40.434
Jason Rash	ES	51.769	*0.788	40.794
Hank Dunham	CS	50.993	*0.814	41.508
Mason Libby	HS	53.430	*0.780	41.675
Chandler Brown	AS	50.469	*0.830	41.889
Rick Chapman	SS	50.150	*0.840	42.126
Greg Dunham	CS	51.934	*0.814	42.274
Rocky Entriken	ES	53.734	*0.788	42.342
Henry Brillhart	ES	53.99	*0.788	42.544
R. Abner Perney	HS	55.348	*0.780	43.171
Michael Groeneveld	DST	52.797	*0.820	43.293
Nancy Smith	HSL	55.604	*0.780	43.371
Phelan Gagnon	HS	55.738	*0.780	43.475
Brent Holm	CAMC	52.965	*0.828	43.855
Luke Broberg	CAMC	53.269	*0.828	44.106
Tracy Presnell	CST	54.100	*0.829	44.848
Nicholas Lake	FSP	56.827	*0.833	47.336
Zachary Damiani	CST	57.423	*0.829	47.603
Everett Hopkins	HS	61.309	*0.780	47.821
Matthew Kuffel	CAMC	D.N.F.	*0.828	—

SALINA REGION SOLO CHAMPIONSHIP • 2026

• SALINA REGION MEMBER

Points after Summer's Comin'

* QUALIFIED FOR AWARDS (MIN. 4 LOCAL EVENTS)

SS	Rick Chapman•	*48
AS	Chandler Brown•	*45
	Frank Wietharn	12
BS	Matthew Grieb	12
	Lucas Hitz	12
CS	Greg Dunham	21
	Hank Dunham	12
ES	Jason Rash•	*72
	Henry Brillhart•	*50
	Rocky Entriken•	*46
ESL	Sharon Brillhart•	*62
FS	Abner Perney•	*42
	John LaRandeau•	36
	Pieter Miller	21
	Cameron Dawson	18
	Luke Broberg•	14
	Everett Hopkins	7
GS	Russell Blume	12

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.

GSL	Darla Presnell•	24	Alex Redman•	36	CAM•C	Brent Holm•	*59	
HS	Mason Libby•	*58	Geoff Leazer•	23		Luke Broberg•	27	
	Dennis Smith•	36	Zachary Damiani	16		Nick Pahl	21	
	Don Herrick•	34	Mike Herrick	12		Matthew Kuffel	19	
	Phelan Gagnon•	25	Israel Lopez De Jesus	12		Phelan Gagnon•	12	
	Abner Perney•	16	Brandon Spencer	9	CAMT	Justin Blew•	12	
	Everett Hopkins	12	Bret Vaughn	9	XA	Artt Mann	12	
	Doug Gill	9	CSTL	Dagmar De Jesus Roman	12	XB	Samuel Krauss	12
	Lori Gill	6	DST	Michael Groeneveld	12	FSP	Nicholas Lake•	*72
	Nancy Smith•	*72	EST	Mike Herrick	36	SM	Michael Mace•	12
	Roger Hill	12		Conner Herrick	18	SMF	Michael Mace•	36
	Andlee Phengphachanh	24	GST	Ben LeDocq	24	Wild	Mike Herrick	48
	Tracy Presnell•	*37	CAM•S	Dylan Reed	12		Michael Mace•	*48

	Luke Broberg•	*41
	Andlee Phengphachanh	36
	Everett Hopkins	19
	† = required, 3 different classes	

◆ PAX – Top 10 ◆

ESL	Sharon Brillhart•	591
ES	Jason Rash•	575
HS	Mason Libby•	562
ES	Henry Brillhart•	540
ES	Rocky Entriken•	529
HSL	Nancy Smith•	525
CAMC	Brent Holm•	516
FS/HS	Abner Perney•	497
FSP	Nicholas Lake	479
HS/CAMC	Phelan Gagnon•	450

HELLO JUNE

Salina Region SCCA ~ June 6, 2026 ~ Berkley Family Recreational Area, Salina

Class	Driver	No.	Car	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Best
SS	• Rick Chapman	88	2024 Corvette Stingray	59.385	51.021	50.954	49.958	50.192	48.790+1	49.958
AS	• Chandler Brown	19	2005 Lotus Elise	50.306	49.308	72.056	49.690+1	50.000+1	49.762	49.308
BS	• Matthew Grieb	87	2025 BMW M2	62.705	55.925	53.491+2	56.032	74.408	55.268	55.268
ES	• Jason Rash	1	2000 Mazda Miata	54.117	54.554+2	51.508	53.213	51.353	52.329	51.353
ES	Henry Brillhart	48	1999 Mazda Miata	53.781	D.N.F.	53.036	53.159+1	52.839	52.431	52.431
ES	Rocky Entriiken	4	2000 Mazda Miata	D.N.F.	53.611	54.865	53.812+1	54.804	53.300	53.300
ESL	• Sharon Brillhart	28	2003 Toyota MR2	51.710	51.130	50.396	50.342+1	50.739+1	50.512	50.396 FL
FS	• John LaRandeau	92	2019 Ford Shelby GT350	50.860	48.959	48.767	47.605	47.719	47.558	47.558
FS	Pieter Miller	51	2005 Nissan 350z	63.892	57.343	58.384+1	56.608	55.107	55.253	55.107
HS	• Don Herrick	8	2015 Ford Fiesta ST	53.336	52.768	52.573	52.307	53.176	51.635	51.635
HS	• Mason Libby	62	2007 Pontiac G5	53.123	52.313	52.271	52.771	52.565	52.624	52.271
HS	R. Abner Perney	5	2023 Nissan Leaf S	58.975+2	57.534	57.071	56.805	56.871	56.546	56.546
HS	Everett Hopkins	79	2011 Honda Fit	64.811	60.529+1	61.012	63.686	60.127	60.048+1	60.127
HSL	• Nancy Smith	77	2013 Mini Cooper	55.615	55.002	54.683	53.524	53.837	53.861	53.524
AST	• Roger Hill	113	2008 Saturn Sky Redline	53.355+1	D.N.F.	53.872+1	D.N.F.	D.N.S.	D.N.S.	55.355
CST	• Israel López De Jesús	77	2008 Mazda MX-5	54.503	52.707	51.198	51.949+1	51.144	52.362	51.144
CST	Bret Vaughn	197	2001 Toyota MR2 Spyder	55.835	54.649	54.360	53.108	52.878	52.883	52.878
CST	Zachary Damiani	17	2010 Mazda MX-5 GT	D.N.F.	58.935	57.108	58.421	58.378	57.117	57.108
CSTL	• Dagmaris De Jesús Román	177	2008 Mazda MX-5	D.N.F.	D.N.F.	D.N.F.	71.641	68.097	D.N.F.	68.097
EST	• Mike Herrick	8	1988 Honda CRX	47.971	48.144	47.534	47.343	48.091+1	D.N.S.	47.343 FTD/PAX
CAMC	• Matthew Kuffel	30	2015 Mustang GT	D.N.F.	D.N.F.	D.N.F.	49.418	48.592	47.486+1	48.592
CAMC	Luke Broberg	10	2005 Mustang	52.478+1	52.540	50.700+1	51.431+3	50.818	49.639	49.639
CAMC	Brent Holm	5	2011 Mustang GT	53.574	51.967	50.319	50.615	50.848	51.046	50.319
FSP	• Nicholas Lake	11	2005 Ford Focus	62.082	57.259	57.445	57.689	63.467	D.N.F.	57.259
KM	• Andlee Phengphachanh	23	Smokey Bandit Kart	114.090	118.447	99.203	D.N.S.	D.N.S.	D.N.S.	99.203

• Trophy FTD – Fast Time of Day FL – Fast Lady PAX – Top PAX



Salina Region SCCA ~ June 7, 2026 ~ Berkley Family Recreational Area, Salina

Class	Driver	No.	Car	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Best
SS	• Rick Chapman	88	2024 Corvette Stingray	D.N.F.	52.132	50.942	51.203	50.749	50.150	50.150
AS	• Chandler Brown	19	2005 Lotus Elise	D.N.F.	51.861+1	51.286	50.723	50.691+2	50.469	50.469
CS	• Hank Dunham	197	2004 Honda S2000	52.997	51.941	50.993	51.082+1	51.312	51.263	50.993
CS	Greg Dunham	97	2004 Honda S2000	D.N.F.	52.486	52.112+1	51.902+1	51.934	52.074	51.934
ES	• Jason Rash	1	2000 Mazda Miata	53.127	53.272+1	52.727	51.769	52.043+1	51.946	51.769
ES	Rocky Entriiken.	4	2000 Mazda Miata	53.622+1	53.734	53.909	54.002	55.191+2	54.818	53.734
ES	Henry Brillhart	48	1999 Mazda Miata	55.408+1	D.N.F.	54.939	54.046+1	54.394	53.990	53.990
ESL	• Sharon Brillhart	28	2003 Toyota MR2	53.255	52.613	51.313	51.626	51.538	D.N.S.	51.313 FL
FS	• John LaRandeau	92	2019 Ford Shelby GT350	51.521	50.208	49.972	49.471	49.444	48.481	48.481 FTD/PAX
HS	• Mason Libby	62	2007 Pontiac G5	54.039	53.595	53.430	54.308	72.315+2	D.N.S.	53.430
HS	• R. Abner Perney	5	2012 Fiat 500 Abarth	58.020	55.441	55.348	55.618	56.359	55.857	55.348
HS	Phelan Gagnon	6	2007 Pontiac G5	57.391	55.738	56.361	D.N.S.	D.N.S.	D.N.S.	55.738
HS	Everett Hopkins	79	2011 Honda Fit	70.570	64.394	D.N.F.	62.394	61.784	61.309	61.309
HSL	• Nancy Smith	77	2013 Mini Cooper	57.581	58.002	56.878	56.411	55.604	D.N.F.	55.604
CST	• Tracy Presnell	28	1999 BMW Z3 Roadster	55.688	54.655	57.573	54.100	54.563	53.763+1	54.100
CST	Zachary Damiani	17	2010 Mazda MX-5 GT	59.258+1	57.423	57.282+1	D.N.F.	58.073	57.102+2	57.423
DST	• Michael Groeneveld	76	2019 Ford Fiesta ST	57.578	56.390	52.797	55.153	54.084+2	54.241	52.797
CAMC	• Brent Holm	5	2011 Ford Mustang GT	53.348	53.811	52.965	53.814	53.772	54.063	52.965
CAMC	Luke Broberg	10	2005 Ford Mustang	54.973+1	55.001	54.252+2	53.925	53.269	52.088+1	53.269
CAMC	Matthew Kuffel	30	2015 Ford Mustang GT	D.N.F.	D.N.S.	D.N.S.	D.N.S.	D.N.S.	D.N.S.	D.N.F.
FSP	• Nicholas Lake	11	2005 Ford Focus	62.958	59.681	59.025	58.035	57.557	56.827	56.827

• Trophy FTD – Fast Time of Day FL – Fast Lady PAX – Top PAX

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

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

ALWAYS CONFIRM THE EVENT BEFORE MAKING A LONG TRIP!

(* = Salina Region autocross on this date)

AUTOCROSS

- Jun 20.....‡Nebraska @ Lincoln Airpark, Lincoln, NE
.....Wichita @ Road Yoder, Yoder KS
- Jun 21.....Nebraska @ Lincoln Airpark, Lincoln, NE
.....Wichita @ Road Yoder, Yoder KS
- Jun 27.....* Kansas @ Darana-Heartland Motorsports Park, Topeka, KS
- 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
- Jul 25/26.....Kansas @ Darana-Heartland Motorsports Park, Topeka, KS
- Aug 1.....Kansas @ Darana-Heartland Motorsports Park, Topeka, KS
- Aug 1-2Nebraska @ Lincoln Airpark, Lincoln, NE (Divisional)**
- Aug 7-9SCCA 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 19.....*Kansas @ Darana-Heartland Motorsports Park, Topeka, KS
- Sep 26.....Kansas City @ MetroCC Driving Center, Independence MO
.....NeOkla @ Davis Field, Muskogee OK
.....§. Wichita @ Road Yoder, Yoder KS
- Sep 27Kansas City @ MetroCC Driving Center, Independence MO
.....NeOkla @ Davis Field, Muskogee OK
.....Wichita @ Road Yoder, Yoder KS
- Oct 3.....‡ Nebraska @ Lincoln Airpark, Lincoln, NE
- Oct 4.....Nebraska @ Lincoln Airpark, Lincoln, NE
.....Oklahoma @ Remington Park
- Oct 17/18.....Kansas @ Darana-Heartland Motorsports Park, Topeka, KS
- Oct 24.....Kansas City @ MetroCC Driving Center, Independence MO
.....‡Nebraska @ Lincoln Airpark, Lincoln, NE
.....Wichita @ Road Yoder, Yoder KS
- Oct 25.....Kansas City @ MetroCC Driving Center, Independence MO
.....Nebraska @ Lincoln Airpark, Lincoln, NE
.....Wichita @ Road Yoder, Yoder KS
- Oct 31.....NeOkla @ Davis Field, Muskogee OK
- Nov 1.....* NeOkla @ Davis Field, Muskogee OK
- Nov 7.....Oklahoma @ Remington Park
- Nov 8.....Oklahoma @ Remington Park
.....Wichita @ Road Yoder, Yoder KS (Endurocross)

RALLYCROSS

- 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
- Oct 4 Kansas City @ Holsworth Farm, Garnett, KS
.....NeOkla @ Billy Bob's Farm, Billings OK
- Oct 11..... * Nebraska @ Raging Beaver Racecourse, Beaver Crossing, NE
- Oct 16-18..... RallyCross Nationals @ Camp Verde, AZ**
- Nov 7..... Kansas @ McCain's Off-Road Park, Carbondale, KS
- Nov 8..... NeOkla @ Billy Bob's Farm, Billings OK
- Nov 15..... Kansas City @ I-35 Speedway, Winston, MO
- Nov 22..... Kansas @ McCain's Off-Road Park, Carbondale, KS
- Dec 6..... NeOkla @ Billy Bob's Farm, Billings OK (Tent.)
- Dec 12..... Kansas @ McCain's Off-Road Park, Carbondale, KS

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

- Jul 11-12 Majors @ Ozarks Int'l Raceway, Gravois Mills, MO
- Sep 28-Oct 4 . The Runoffs @ Road America, Elkhart Lake WI**

MIDIV TIME TRIALS SERIES

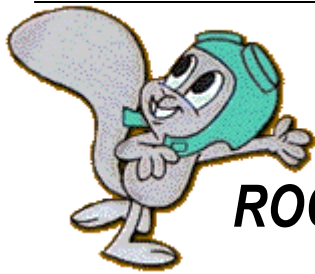
- Jul 11-12..... @ Ozarks Int'l Raceway, Gravois Mills, MO
- Aug 8 @ Motorsports Park Hastings, Hastings, NE
- Aug 22-23 ... @ Ozarks Int'l Raceway, Gravois Mills, MO(TENTATIVE)
- Sep 19 @ I-29 Speedway, Pacific Junction, IA
- Oct 4 @ Hedge Hollow Raceway, Adrian, MO

TRACK NIGHT IN AMERICA

- 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

"I didn't have statistics in my mind when I was racing. It was always a consequence - a nice consequence. I enjoyed it, but it wasn't the reason I was racing."

—Michael Schumacher



ASSORTED NUTS FROM ROCKET J. SQUIRREL

—ROCKY ENTRIKEN

It ain't illegal if nobody protests ya, right?

Or, local option, we can classify any vehicle wherever we want. It's allowed in the Solo Rules.

So, last time around, our fearless leader, RE Andlee Phengphachanh, his little parade kart on site, complete with its miniature Pontiac Trans-Am bodywork (see photo, Page 1), and some members convince him he should enter it in K Modified and take some runs. On a 50-second course it took him three shots to get below 100 seconds. After finally posting a 99.203 sec run he called it good.

Okay, full disclosure, I was one who pressed the issue. It was just fun – we do this for fun, yes? – to see that not-a-muscle-car buzz around the course. Never mind that it was rulebook illegal at least three ways.

First, K Mod is for shifter karts and clutch karts in the 100-125 cc range, and at that they are often an FTD threat. Andlee's, I think he said, had a 212 cc motor. So what? It was definitely not an FTD threat! He usually drives it in parades, not in competition.

Next, it only had one-wheel braking and I think there's some rule about needing brakes operating on two wheels. Then again it also only had one-wheel drive. That engine only drives the left-rear wheel, which also had the brake. The right-rear was just freewheeling. Some (most?) true competition karts have a solid rear axle that reaches both wheels, and while it may only have one brake disk welded to the middle of that axle it was officially determined years ago that it stops both wheels, ergo it is a two-wheel braking system.

Third, karts don't have seatbelts or racing harnesses, so drivers need to wear skid suits or leathers, or at least blue jeans and a leather jacket. Andlee may have had the jeans, but otherwise wore short-sleeve T-shirt.

Hey, at least he had the proper Snell-rated helmet!

Picky, picky!

Just enjoying the silliness factor here. Fun is the prime directive. Frankly, the mere fact Andlee improved 19.2 sec over his three runs was amazing! And it was cool watching him putt-putt that Lilliputian Trans-Am through the cones.

Every now and then we've had someone show up with some strange vehicle wanting to wiggle it through the course, but the mods he'd done to it meant a class ridiculously inconsistent with what the car really was.

My favorite was a fellow back in the '90s who entered his

"Ferrari" kit car. Technically it should have been classed D Modified. But it was built on a Volkswagen frame, had a bone-stock Chevy engine and mud-n-snow tires! We classed him in A Stock., He was not any threat to do anything but have fun, and he did. Prime directive accomplished.

I have some familiarity with being illegal. Back in the day (1972) SCCA declared there would be a new road racing class, Showroom Stock Sedan. For the first year 10 cars were declared eligible and the 1971 Pinto in my driveway just happened to match the spec (2000 cc engine, stickshift). So I slapped a rollbar in the car and went racing. Did three races.

First was a driver school in Aspen, Colo, a 1.2-mile track called Woody Creek Raceway. I asked for and got a waiver to do the Sunday race. Then this other SSS driver in a Datsun 510 came up and said he was going to protest me for illegal shocks. He was right, but back then you had to beat someone to get points and after he discovered he was 2 sec a lap faster than me he spiked the protest and won the race.

Thing is, the Autolite shocks were leaking as I was getting the car ready to race, so I replaced them with some basic Gabriels. Thought I was being very conscientious when I told the shop they had to be the basic dampers, not heavy-duty. "We only ever sell those to used car dealers!" he said, but I was trying to be legal. The Datsun guy, however, saw the yellow Gabriels on my car and knew Autolites were white.

After I got back home, I had the car refitted with Autolites before my next race in Hutchinson. Which I won.

But it turned out, I was still illegal on some seven other items besides the Gabriel shocks. Thing is, that first year of Showroom Stock the rule was everything on the car was supposed to be stock. *Everything!* And they really did mean everything.

1. My Atlas air filter was illegal.
2. My Atlas fan belt was illegal.
3. My Fram oil filter was illegal.

All should have been Autolite replacements. I had to replace all of those in the first year owning the car.

4 & 5. I had an extra-long bolt holding the top of my alternator in place, with a locknut on the end. The alternator had developed a nasty habit of falling off the car after the original bolt unscrewed itself., so that was the fix. The bolt was not Ford-spec, and the locknut surely wasn't!

6. My Kendall GT1 oil was illegal. (And I even had Kendall stickers on the car!). Yes, Ford sold an Autolite oil!

7. My paint job was illegal. I'd ordered the car with a "Grabber Blue" paint job and after it came in I had a yellow edging painted on. Turned out all "decoration" was supposed to be removable, not painted. But my tape numbers? Legal!

But nobody protested. I ran the race at Hutch, then another (5th place) at Mid-America Raceway near St. Louis. Finished 2nd in the divisional points. Got credit for a win at Aspen when it developed the Datsun guy's region hadn't paid MiDiv dues, so he wasn't eligible. (That's not a rule anymore either!)

And within two years Showroom Stock rules were revised making everything that had been illegal on my car legal.



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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.
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