

The Write Line

~ January 2022 ~

**SALINA
REGION**
SPORTS CAR CLUB OF AMERICA



Brian Tefft Jr, GS Honda Civic Si (Lizzie Enlow- Brown Photo)

The official newsletter of the Salina Region SCCA

Regional Executive Views

A new year, a new beginning.

My name is Andlee Phengphachanh (pang-puh-jun). I have been elected to be your R.E. for the Salina Region for 2022.

It all started on October 20th, 2019, or as we all know it, Octoberfest. It was my very first SCCA event and ever since then, I have been hooked; not just from the adrenaline of driving my car to the limits, but the warm welcoming I received from the drivers of the Salina Region.

My passion for cars did not start there. Ever since I can remember, I could always figure out what kind of motor a vehicle had from the sound of the exhaust note, something that I know all of you reading can relate to.

With me not being well known in the Region, other than “that guy with the long last name,” here’s a little background about myself. I lived in Seattle until I was 14, before my parents decided to move us to Salina. I have been a resident of Salina for 16 years. If you do the math, yes I am 30 years old, just a young pup. I work at Conklin Cars Body Shop as

an estimator. While I am not there I am at home with my wife and three children, two sons, 13 and 6 and a daughter, 3. I bought my Toyota All-Trac 10 years ago as a project car and in 2021 getting the repaint, it is finally “done.”

Now to a more delicate matter, I would like to thank everyone that was on the Board last year. You have created an amazing foundation for the board members this year to learn and grow upon. Thanks for the Board members this year for stepping up and keeping this amazing Region on the map.

I hope everyone had a great Christmas and happy new year.

Thank you for this opportunity. To a safe and fun filled year ahead!

—Andlee, RE Salina Region



► Next Event ◀

Awards Banquet - Feb. 12

Kart Challenge 4 pm ~ Meet & Greet 6:30 pm ~ Banquet 7 pm

District Eat & Play ~ Central Mall, Salina

Pre-register on motorsportsreg.com ~ link at salinascca.org

More information, Page 3

Next Business Meeting

Feb. 12
5 pm
District Eat & Play
Central Mall

*Business meetings
are open to all
members and guests*



Board Members ~ 2022

• Regional Executive

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• Past R.E.

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• Member At Large/Equipment Manager

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• Member At Large

ABNER PERNEY, Salina
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Salina Region Schedule ~ 2022

All events at Berkley Family Recreational Area unless noted otherwise

Proposed schedule -- All dates tentative (except banquet)

Event

Chair

February 12 – Awards Banquet at District Eat & Play, Salina	
March 19 – Test & Tune	
March 20 – Solo	
April 8-9-10 – Evolution Schools	Rocky Entriem
April 9-10 – Twin Solos	
May 7 – Saturday Solo	
June 19 – Solo	
July 10 – Sunflower Solo Showdown – Topeka	Kansas Region
July 31 – Sunflower Solo Showdown – Yoder	Wichita Region
August 14 – Sunflower Solo Showdown – Salina	
September 11 – Solo	
October 9 – Solo, Octoberfest 32	
October 23 – Solo	
November 6 – Solo	

Would you chair an event? Contact Kale Morris!

A Salina Divisional (if held) and Solo Nationals (Sep. 5-9) also score in Salina Region's Championship.

MiDiv



SPS/R&S MiDiv Solo Series – 2022 (Tent.)

TBA – Wichita @ Yoder (Sunflower Aerodrome)
June 11-12 – Ozark Mountain @ Neosho (Crowder College)
June 25-26 – NeOkla @ Muskogee (Davis Field)
July 30-31 – Nebraska @ Lincoln (Lincoln Airpark)
October 1-2 – Kansas @ Topeka (Heartland Park)

SCCA 2022 Solo Nationals ~ Sep. 5-9 ~ Lincoln, NE

MEETING MINUTES

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

The board meeting of the Salina Region SCCA was called to order at 7 pm Jan. 5, 2022, via Zoom by RE Monte Rans.

Present were board members Monte Rans, Rocky Entriem, Tim Thompson, Henry Brillhart, Kale Morris, Dennis & Nancy Smith, Abner Perney and Artt Mann. Also Andlee Phengphachanh, Sharon Brillhart and Jason Rash.

Dennis moved to approve minutes from the Nov. 7 and Dec. 8 meetings. Tim seconded, approved unanimously.

Treasurer's Report was not available.

Old Business

Insurance for Trailer and Contents – Theresa looking into this. No update.

Live Timing – Initial exploration. Further discussion tabled until next meeting.

Preliminary Schedule for 2022 Divisional Series – Work is progressing.

Salina Region 2021 Awards Banquet – Scheduled for Feb. 12, 2022, at District Eat and Play in Salina. Registration is available at MotorsportReg.com. Dennis has a room reserved that will hold 30 people. He was unable to reserve a larger room until confirmation we will exceed that number. Request was made for timely registration so that we can get an accurate head count and reserve a larger room if necessary.

Additional plexiglass for trailer – After some investigation, Dennis determined that with the likely need to purchase a new trailer in the not too distant future, it was not worth spending the money to make modifications to the existing trailer. The request to consider this was withdrawn.

Radios – Dennis will order 6 new radios.

New Business

Election of Officers – Andlee Phengphachanh (RE), Rocky Entriem (Asst. RE), and Chandler Brown (Secretary) were all elected unanimously on 41 ballots. Dennis moved to certify and approve the results. Abner seconded, approved unanimously. Monte automatically becomes Past RE board member.

►►► Continued to Page 4

2022 AWARDS BANQUET



Saturday, February 12, 2022

District Eat and Play

2259 South 9th Street, Central Mall, Salina, KS 67401
(Located behind the mall on East side-South entrance)

5:00 pm – Salina Region board meeting -

All members are welcome

6:30 pm - Social Time

7:00 pm - Dinner

After dinner - Awards ceremony

\$20 for Adults - \$10 for Children under 10 (Under 4 Free)

The meal will be an Open Pit BBQ consisting of;
Pulled Pork, Charbroiled BBQ Chicken, Slow-Smoked Brisket
BBQ Beans, Mac'n'Cheese Whole Kernel Sweet Corn,
Pineapple Spiked Coleslaw, Hawaiian Sweet Rolls
Coffee, Tea, Soda and Water included

► Register now at MotorsportReg.com. Link: msreg.com/SalinaBanquet2022 ◄

Deadline; February 5

NOTE: It is important to register early. District has booked us into a room which holds 30 people. They will move us to a larger room if more than 30 are registered.



Come early...

Kart Challenge

Arrive between 3:30-4:00 and let's race their *fast* electric karts.

- \$12 – one race
- \$23 – two races
- \$33 – three races
- \$99 – ten races

**Separate
Payment
at the
Counter**

(You don't have to do them all in one day)

- ◆ Allow time for registration, pretty much like registering for an autocross, including the waiver.
- ◆ Bring your own helmet. If you use theirs you have to buy a balaclava (\$1-2).



Solo National Tour: Now a Points Championship!

Come 2022, the Tire Rack SCCA Solo National Tour — *formerly Championship Tour* — will have a new season-long look, with a year-long point championship up for grabs in each class.

Competitors will have the opportunity to score points in each National Tour event throughout the season, with three of the best-scoring events counting toward the individual season total. Drivers must attend the Tire Rack SCCA Solo Nationals Championship event to be eligible for the year-end trophies; however, results at Solo Nationals will not count in the point chase and instead be used as a tiebreaker, if necessary.

Points will be awarded on a performance-based scale, utilizing a formula that the Great Lakes Division has used with great success in its Divisional Series. This has served those in the Division well for years, rewarding not just finishing position but relative finish as compared to the class leader.

That formula is: $X = 100 - [(T - W) \div W] \times 900$ where W is a class winning time and T is an entrant's time, X is points earned (rounded to 2 decimals).

For example:

Psn.	Driver	Total Time (in seconds)	Points
1	Driver 1	117.290	100.00
2	Driver 2	117.337	99.64
3	Driver 3	117.842	95.76
4	Driver 4	117.950	94.94
5	Driver 5	118.172	93.23

“We’ve received feedback from competitors over the years that the National Tour feels like a series of stand-alone events, rather than a cohesive unit,” said Rick Myers, SCCA Director of Solo. “It is still possible to attend just one event a year, and we encourage those who want to, to continue to do so. But this is a new opportunity for those who want to run for a season-long championship to do so, and it offers a new dynamic to the Tire Rack National Tour in advance of Solo Nationals.”

Series awards will be based on qualified series participants (those competing in at least three Tours):

- 1-2 participants = 1 award
- 3-5 participants = 2 awards
- 6-8 participants = 3 awards
- 9-11 participants = 4 awards
- 12 or more participants = 5 awards

MEETING MINUTES

Continued from Page 2 ▶▶▶▶

Rocky moved to appoint Kale Morris as Solo Chair and Sharon Brillhart as Treasurer. Seconded, approved unanimously.

Rocky moved to appoint as at-large board members: Nancy Smith (Chief Registrar), Dennis Smith (Equipment Manager), Henry Brillhart (Chief of Tech), Aaron Loggan (Chief of Timing), Jason Rash (Webmaster), Artt Mann (Social Media), and Abner Perney (without portfolio). Seconded and approved unanimously. Rocky will continue as editor and membership chair.

It was noted with the changing of Officers and Board members that Sharon Brillhart, Kale Morris and Andlee Phengphachanh would need debit cards. Monte Rans' card will need to be canceled. Rocky Entriaken and Dennis Smith would retain their current cards.

Addition of a Novice Class – Considerable discussion. Tabled until next month.

Information

2022 Salina Schedule of Events – Has been completed. BCRA site has been booked with Salina Parks & Recreation and permits will be obtained from the City of Salina by Rocky. Kale (as the Solo Chair) has completed paperwork with the SCCA for sanctioning and insurance (SCCA fees remain the same as last year at \$14 per head per event). Historically the City has not charged us for booking the site (thanks to a lot of goodwill), and once Rocky explained to a new city employee the history behind this arrangement, they have once again agreed not to charge us.

The Midwest Division Convention, scheduled for Feb. 19-20 – has been canceled this year because of COVID concerns and the Midwest Division Executive Committee meeting will take place virtually. As the new RE, Andlee will have a vote representing Salina Region on the Midwest Division Executive Committee (the 14 MiDiv REs). Since there is not an in-person convention, there will not be a safety steward school. James Cahill, RE of Kansas Region, has indicated a willingness to put on a class. Still working on details.

Newsletter blast procedure – Monte provided the email list to Andlee, who will be taking over this responsibility.

Special Thanks are expressed to Michael Mace who, despite not being a member for most of the year, has graciously maintained the website for Salina Region's benefit.

Meeting adjourned at 8:20 pm

Submitted, Chandler Brown, Secretary

Ziggy



Advice For The First Time Autocrosser

By Bob Tunnell

Lots of great advice has been written for the novice autocrosser. Kate Hughes' Novice Handbook (find it at tunnellracing.com/handbook.html) is just one fine example

But I've also noticed that despite all the good advice, first-timers often still don't get the most out of the experience. Here are four things I suggest to pay particular attention to.

1) Go to have fun. This has been my primary motivation for more than 20 years and if you ain't goin' out to have fun, then go golfing or scuba diving or shopping or somethin' else. After all, you're gonna get to drive your Ultimate Driving Machine in a totally irresponsible and illegal manner, and not worry about getting busted for it – what more could you ask for!!

2) Treat walking the course like voting: Do it early and often. You don't get practice laps in autocrossing – that's a major part of the spirit of the sport – so walk the course until your feet bleed. Well, that's a bit of an exaggeration, but not by much. This is probably the single most common "mistake" beginners make – they walk the course only enough to avoid getting lost, but that isn't nearly enough to be **FAST**. The course will look a lot different from the driver seat "at speed" than it does at a stroll.

Think about driving around in a strange neighborhood looking for an address. The next time you go to that house, you'll get there in half the time because it looks **familiar**. Walk the course until various sections are imprinted in your brain and you can "drive" the entire course in your mind.

I actually put a clock on my mental "practice runs." When I can mentally drive a course within a couple seconds of my actual run time, I did a good job of memorizing it. But that's probably **way** more than a beginner should expect to be able to do.

While walking, pay particular attention to the "straightaways." I define those as sections of the course – straight or not – that can be taken without lifting off the gas. Autocross (or any racing for that matter) is nothing more than drag racing with corners. Of course you need to slow down for the corners (see #3), but look for the **earliest** point at which you can get back on the gas and not have to lift at the exit of a corner. Now see if you can get on the gas even earlier than that. As long as you don't have to lift at the exit, you didn't get on the gas too soon. Remember, "He who late apexes the earliest wins" (*paraphrased quote stolen from John Ames*).

3) Go fast in the fast places and slow in the slow places. That may be a bastardization of an Emerson

Fittipaldi quote, but it's the absolute truth.

Most beginners can't believe how fast they can really go through some high-speed maneuvers (as evidenced by the stains in my passenger seat), but they also try to make up for it by going 11/10ths through slow maneuvers. Bad idea.

Really good drivers know when to go slowly and when to go all out. And great drivers can actually **do** it.

Going faster in the fast sections will come naturally with time, so be aware of the "slow" sections and be sure you don't overcook them. In general, you should take the shortest line possible. This ain't NASCAR and runnin' the high line next to the wall like The King (Richard Petty) won't cut it – in autocross the shortest line is almost **always** the quickest. This is particularly true in corners more than 90 degrees and is a **must** in corners greater than 120 degrees. Our BMW's have a reputation for "pushing" or "understeering" in slow corners and IMNSHO the biggest contributing factor is usually excessive entry speed – drivers trying to take a "wide line" to "**carry speed.**" Uh-uh. **That's a no-no.**

4) Remember to have fun. It bears repeating because beginners almost always get discouraged when they see how much slower they are than someone who's been doing it a while, even only once or twice before.

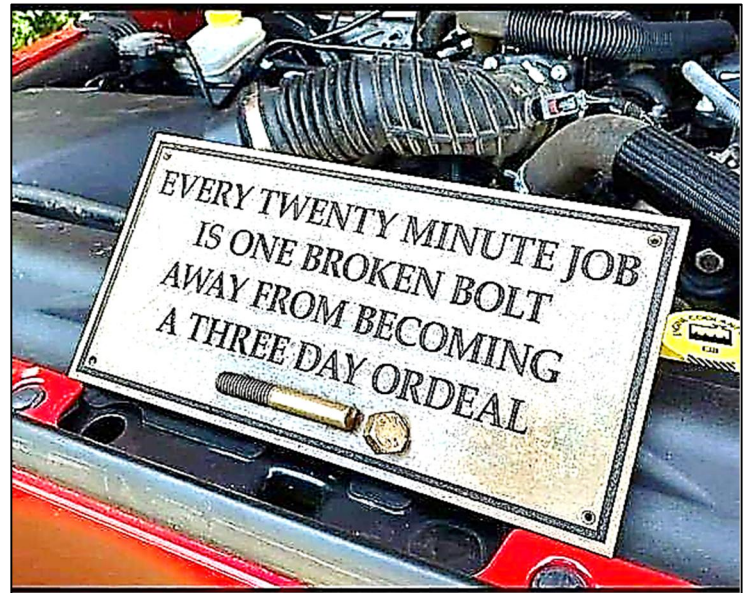
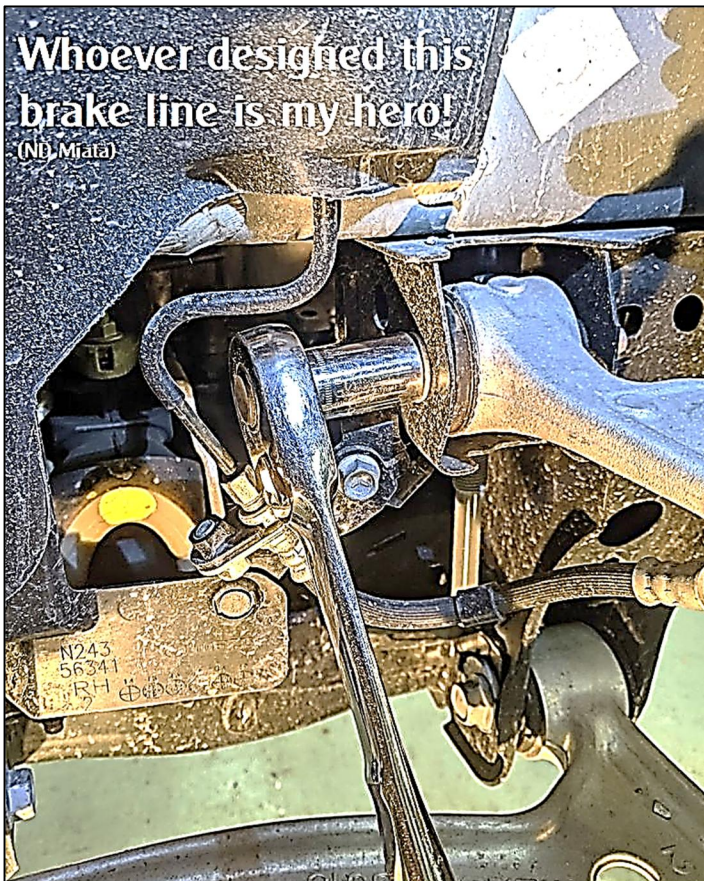
An average 60-second autocross course can have as many as 100-150 of what I call "decision points" – places where the driver needs to make a decision regarding when to get on the gas, when to lift, when to brake, how much to brake, when to turn into a corner, how sharply to turn into a corner, when to begin unwinding the wheel out of a corner, etc. **AND** all the various subtleties, variations, and combinations of those techniques.

The difference between a really good autocrosser and a slug-slow novice may be as little as a tenth of a second at each decision point – an imperceptible amount. (Provided the driver isn't also wondering, "Where is the next corner?") But multiply that tenth of a second by 100 decision points and you've now got a 10-second difference between a truly great run and a very good novice run.

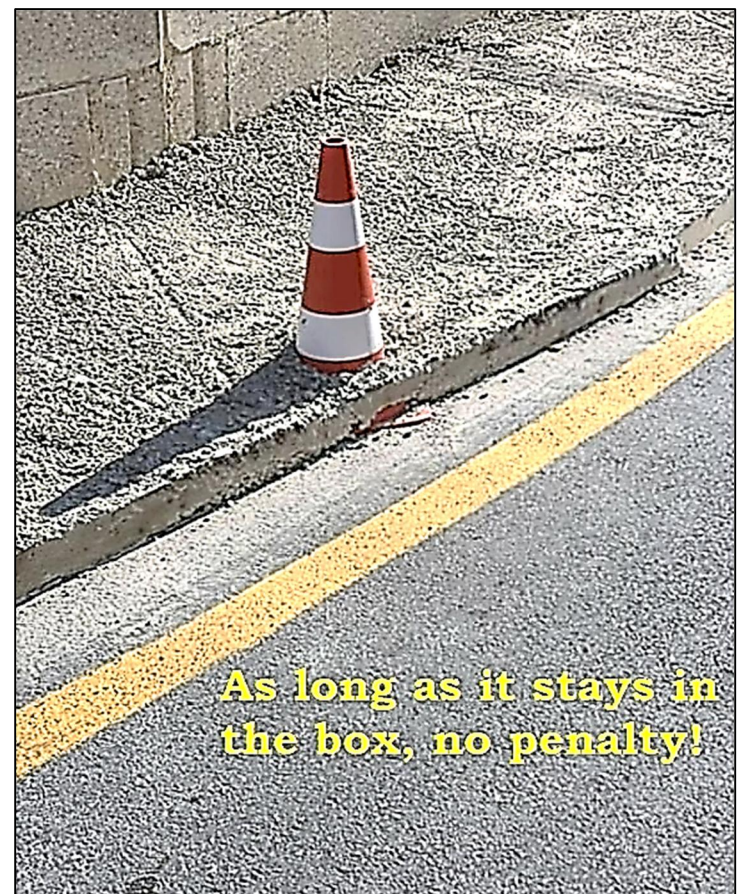
In reality, the difference between a discouraged beginner and a great driver really only boils down to a tenth of a second. But it all adds up.

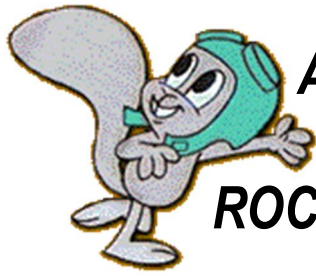
I hope that helps. Good luck and have fun!

Bob Tunnell of Colorado Region is a 7-time Solo National Champion, most often in various BMWs from his Bimmerhaus shop in Broomfield CO. He also serves as one of the Chief Stewards at the SCCA Solo Nationals.



HAPPY
NEW
YEAR





ASSORTED NUTS FROM ROCKET J. SQUIRREL

—ROCKY ENTRIKEN

Happy New Year. The Numbers are out. The 2022 index that attempts to equalize all the autocross classes has been posted.

It's popularly known as the PAX Index, an acronym that originally stood for "pro autocross," not to be confused with ProSolo (which has its own index). But number-cruncher Rick Ruth, who produces the table each year, labels it the RTP, or Racers' Theoretical Performance Index – more accurate but not as catchy.

There is a misperception that Ruth builds the index from the Solo Nationals and SCCA Solo Tour results. Those numbers are definitely in there, but it's a small percentage of his database. He collects results of more than 800 events each

year, national-level, divisional-level and local events. Yes, even Salina Region's results are in Ruth's database.

For this year, Ruth has ranked 49 classes, including a new Super Street Touring class. Indexing a new class is a special challenge with no collective data to build from. To create a number

requires finding cars that *could* be in the new class and comparing their times against the baseline. It's an educated guess and for a top class like SST may err on the high side if anything.

As for the other 48 classes, 28 saw their index rise, a few of them sharply. Ten indexes went down and ten remained the same as in 2021.

Artt Mann complained that once again his class index didn't change. But his complaint was tongue-in-cheek, Artt runs in A Modified, the baseline class, on paper it's the fastest class so its index is always 1.000.

(Maybe if Artt took his dwarf car to F Mod he could gain the advantage of a 3-point drop this year!)

In fact, the AM index may actually have softened this year. Note the two biggest bumps – B Mod and Formula SAE, both of which were raised a whopping 29 points! Have those classes suddenly gotten *that* much faster? Or does it reflect that the killer homebuilts of past years –

George Bowland's BBR Specials, Joe Cheng's Phantoms, etc. – are not populating the A Mod grids of late?

Two other classes had big bumps. Street Modified went up 14 points – at Nationals SM beat the supposedly faster Super Street Mod by 2.6 sec (the SSM champion would have been 6th in SM); add in that SM ran on cold Heat 1 pavement and SSM had warm Heat 4 concrete. Of course SSM itself still bumped 8 points. Presumably similar results were found throughout the year because the index is not based on a single event.

The other was E Modified, up 11 points, thank you Jeff and Shawn Kiesel and their turbo 3-rotor Sprite blowing away the competition everywhere they go.

Locally, we've often seen the Herricks – dad Mike and son Mason – beating on each other for FTD and Top PAX honors. In the four events they ran last year – Mike in his STS Civic, Mason in an SSC Scion – they never placed lower than 4th on the PAX index. Mike had that lowest score, but also the highest with one Top PAX award. Mike had the higher PAX twice, Mason twice.

But that was last year. Despite his SSC National Championship, PAX gets easier for Mason (and Conner too) and tougher for dad. The SSC index was softened 3 points while the STS index goes up 2 points.

Even those of us not always at the pointy end of the spear like to see how we rank in the

overall. Last year I managed a couple of Top-10s (8th, twice), and after my three throwout scores were thrown out, all my PAX scores were Top-20. Might get easier this year. E Street was softened 1 point.

Another duel that shaped up several times last year was between the two Xtreme Street entries – Aaron Loggan in his XSA Mercedes and Kale Morris in his XSB Miata. Usually Loggan on top, but Morris always threatening. Look out Aaron – XSB got the biggest help of any class, a 7-point decrease in its index while XSA dropped 4 points. But then, XSB is still PAXed with the higher index as the supposedly faster class! The changes simply cut the margin from 11 points last year to 9 points this year.

But it's all **#FunWithCars**, right? The index is just something else to talk about over a beer with your competitors and dearest friends. As much as we like the guy in the next grid slot, we still want to beat him.

PAX/RTP Index – 2022

SSR	0.846	+3	SST	0.841	NEW	SSP	0.853	—	XP	0.885	+3
SS	0.830	+7	STU	0.829	+1	ASP	0.849	—	BP	0.867	—
AS	0.821	—	STR	0.828	+1	BSP	0.852	—	CP	0.854	+3
BS	0.818	+4	STX	0.817	+1	CSP	0.864	-1	DP	0.865	-1
CS	0.810	+1	STS	0.813	+2	DSP	0.844	+2	EP	0.850	—
DS	0.807	—	STH	0.812	-1	ESP	0.840	+1	FP	0.874	+3
ES	0.792	-1				FSP	0.824	-1	HCR	0.815	—
FS	0.814	+8	CAM-S	0.838	+3	SSM	0.883	+8	AM	1.000	—
GS	0.794	—	CAM-C	0.819	+1	SM	0.868	+14	BM	0.988	+26
HS	0.786	+4	CAM-T	0.816	-1	SMF	0.845	+4	CM	0.895	+2
HCS	0.793	-2							DM	0.898	+3
			XSA	0.842	-4				EM	0.909	+11
SSC	0.809	-3	XSB	0.851	-7				FM	0.908	-3
			EV	0.835	+9				FSAE	0.989	+26
									KM	0.931	+1

+Index increase -Index Decrease



MEMBERSHIP APPLICATION

Join the SCCA at <https://join.scca.com> on any mobile device or complete the form below and return with payment, to SCCA Member Services, P.O. Box 299, Topeka, KS 66601-0299. Dues include payment for monthly subscription to SportsCar magazine (\$24 value). Dues are not deductible as charitable contributions. All membership dues are non-transferable and non-refundable.

CONTACT INFORMATION

Name _____ Birthdate _____
Address _____ Telephone _____
City _____ State _____ Zip _____
E-mail _____

ANNUAL MEMBERSHIP DUES

NATIONAL DUES ☐ INDIVIDUAL MEMBERSHIP \$70.00
REGIONAL DUES ☐ SALINA REGION \$15.00 (VARIES BY REGION)
FAMILY MEMBERSHIP – Go online to scca.com, click on “JOIN SCCA” – Dues \$90 National, \$15 Salina

Sign up online to get an immediate Member ID and to apply credits and discounts.

DISCOUNTS (OFF NATIONAL DUES)

☐ 24 years of age or younger; eligible for \$30.00 discount until age 25.
☐ Active duty or a veteran of the United States Military; eligible for 20% Discount.

The above information regarding discount qualifications will be verified and applied if appropriate.

I hereby certify that the information above is correct. I realize any falsification may result in the loss of a discount and/or membership. By accepting membership in the SCCA and SCCA Region II0 - Salina. 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.

Applicant's Name (Signature Required)

Date (Required)

PAYMENT METHOD

☐ Cash ☐ Check ☐ Credit Card Amount Paid \$ _____

Credit Card _____ Exp. _____ CVV# _____

Payment Signature _____ Date _____

☐ **Auto-Renew** I understand this credit card will be charged prior to my membership expiration date for my membership dues. Manage your SCCA Membership account at <https://my.scca.com>.

Just Idling Around

—Abner Perney

After a 5.5-mile walk in a gentle snowfall in Colorado on Dec. 24, I sat down to compose this year- transition post. 2021 was just damned weird. With Covid continuing to rage worldwide, recreational events have been limited and product shortages of all kinds have become the norm. The car industry is daily in the news with shortages of new cars and the trickling down of the reduced numbers of new cars entering the market resulting in the increase in prices of used cars all across the spectrum.

The latest statistics I've seen for November put average new vehicles at about \$46,000 and used transactions averaging \$27,000!! All year I have heard stories of people selling their old cars for more than they paid when new. I even did that with my 2021 Honda Civic EX Hatchback – getting my money including sales tax back by selling it “wholesale “ to Carvana! That after 6600 miles and 11 months of use.

The year went well in many respects. I did reduce the size of my collection some, and I did buy two different cars. First was a 2018 Chrysler Pacifica, in August in Nebraska, trading in the 2017 Ford Fusion Sport. That has been an interesting vehicle. As a daily driver the plug-in hybrid range of 30-34 miles has been fine for my typical use, only needing a charge every other day to motor around at only 5 cents a mile on wind, coal, nuclear, natural gas, with trace amounts of solar and hydro power. The hybrid performance has varied from about 24 mpg at interstate speeds to about 31 mpg on the 55 to 65 mph posted roads. Not bad for a big comfortable 7-passenger vehicle. It has been on the road with my son Adam's family since the week before Thanksgiving and will have gone from Salina to Atlanta to Denver to Paso Robles CA and back to Colorado by the end of 2021. I don't think they are keeping accurate milage records, but are hopefully enjoying the ride!

The second new vehicle is the 2022 Ford Maverick, which I should be able to pick up upon our return to Salina in early January. In the interim, we have been driving daughter-in-law Bai's, 2010 Subaru Outback. I must say it speaks well to the Subaru reputation of being a reliable, reasonably economical, AWD family wagon, I mean SUV. Looks good, drives great, after 11 years and 112,000 miles. 23.7 mpg for 400 miles of 81 mph cruise control then a whopping 34 mpg for the 2-lane last 100 miles to Estes Park! Proving once again that aerodynamic drag is the exponential enemy of fuel economy. And with today's fuel prices it would probably be more prudent slow down to about 70! After all, a 500-

mile trip is pretty much an all day deal regardless of the speed you drive.

For the new year, I don't know what I will drive for autocross, but I am eager to try the Maverick in Front Drive Stock RallyCross! For my last SCCA event of the year, I took wife Kathryne's 2005 Dodge Dakota to the Dec. 12 Wichita Region RallyCross at beautiful Sandy Bottoms, Mulvane KS. This is my favorite agricultural ground rallycross site. It is a former cornfield on sandy/clay soil which is relatively smooth and slow to create killer ruts. On that fine late fall day, I overdrove the Dakota on the first course killing cones and wiping out the finish timer once. So, after six runs I was in 5th place in Stock All and six seconds behind the other truck – the brand new shiny and OMG! 760 horsepower Dodge Ram TRX of Tyler Potter.

In the dusty breezy afternoon, I settled down, avoided cones and spinning out, and improved times. Mr. Potter, with the super truck, I think tried too hard, killed cones and gloriously displaced tons of Kansas soil with his Mighty Truck. Much to my surprise, since I didn't tune into the live results until it was over, I improved to 4th place, a few seconds ahead of Mr. Potter! Overall I finished 8th of the 18 drivers so I was pleased. Oldest driver, not necessarily appropriate car for the class, fair to middling results.

Eagerly looking forward to see if I can achieve similar results in Stock Front with the wacky Ford Maverick Hybrid Pickup in 2022. I only made a handful of RallyCross events in 2021. Hope to really concentrate on more RallyCross in 2022. Playing with toy trucks in the dirt is still fun after all these years. My earliest recollections are of doing that in my sand pile about 72 years ago!

Many thanks to all the folks who put in the work to conduct car events in our area. I drove Wichita, Salina, Topeka and Kansas City events this past year. Going to try to get back to Nebraska, too and maybe RallyCross Nationals wherever they end up in 22.

Jan. 6, 2022, update – The Maverick deal closed on Tuesday the 4th. The drive downtown from Long-Mac averaged 47.8 mpg, in good weather, no A/C or heater, and I hit all the lights on green! The Wednesday and Thursday cold snap with snow, decimated that down to a 100 mile average of 34.2 mpg, in single digit temps with the heater cranking! Conditions make a huge difference in fuel economy. The basic Ford has good seats, plenty of room, goes well in snow on the Continental Procontact TX tires that look like simple all season generic tires with a “mud and Snow” label, but no “ice and snow” mountain symbol. I tried the steepest snow covered streets in town with no problem. I think it is a real bargain in today's market at \$21,725 plus documentation and sales tax!

—Happy Trails, Abner

SCCA Membership notes •••

If you are a Region-of-Record member of Salina Region, the code on your mailing label (such as RR 02-22) is your expiration date.

National membership includes a "local" region of your choice. This becomes your Region of Record. Normally your RoR is the area in which you live, but it doesn't have to be. We have members who live in other Regions' territories, and some of those regions have members who live in our territory.

You may also join as many other regions as you like, paying their local dues for the purpose of winning local championship points and participating in their programs. These are "Associate" or "Dual Region" memberships (coded A or FA). Salina Region's Associate Members are fully-vested members eligible for all our championships, voting rights, region offices and other member benefits. Associate membership only means region-of-record is elsewhere.

You must be a member to enter SCCA events. There are several different types of membership available, including Regular, Family, First Gear (under 25) and Military, plus short-term Trial (free) and Weekend (\$15) Memberships. More information is available at www.salinasc.ca.org, www.scca.com, or 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).

- To become an Associate Member of Salina Region, contact SCCA Membership (call 1-800-770-2055) and ask to be included as a member in Salina Region. The Region's dues will be paid at that time and added to your renewal fees.

- Or, at renewal time, renew online and you will find an option to "Add Region." Scroll down to find Salina Region in the drop-down menu.

- If you choose to pay dues direct to Salina Region (for example, at an event), we will notify SCCA and your Salina Region membership will become part of your National membership renewal.

- Mailed subscriptions to The Write Line are available for non-SCCA members at \$15.00 per calendar year. Or, subscribers may choose to receive issues as a PDF document by e-mail blast, just let us know.

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If you received the e-mail version but would prefer to receive *The Write Line* by mail, just send a message to the editor (rocky@spitfire4.com, or 2731 Scott, Salina Ks. 67401) and we'll keep you on

the snail-mail list. Likewise, if we sent you the mailed version but the e-mail copy (in color!) would better meet your preferences, just say so.

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