

# The Write Line

~ December 2014 ~



The official newsletter of the Salina Region SCCA

## Regional Executive Views

Methinks, as I write this missive, that 2014 was but a short 12-cone slalom. Christmas is just past, and 2015 less than a week away. How did 2014 race by so quickly?

Salina region had about 70 members at the start of the year, and 86 as of the moment. Not a bad percentage growth for our small Region. However, I'm concerned that our active operating member group is small and aging. Perhaps, we need to sit down around the big oak table, so to speak, and apply our collective intellect to identifying the root cause of stagnant active/participating membership growth. We need to promote a larger active membership.

It is my growing suspicion that motorsports, as we know it, has its roots in the reality of an age gone by. Perhaps America's love affair with the automobile is waning. Perhaps the information age, with its digital social media, has spawned a migration to virtual reality. Finding fulfillment digitally may be possible for many people, and I suspect, at a significantly cheaper price than our brand of motorsports.

At any rate, let's open a discourse on root causes, and solutions, to growing our sport.

As of this writing, our 2014 Awards Banquet is scheduled for February 28, 2015. Martinelli's "Little Italy" Restaurant is the proposed venue. Find the flyer and a reservation form elsewhere in this issue of *The Write Line*.

Ballots for electing Salina Region officials were included in the November *Write Line*, and should be filled out and returned to our club secretary by now. However, if yours is still in your possession, **FILL IT OUT**, and **MAIL IT! Now!**

2015 officials will be announced, and installed, at our January meeting. Speaking of which, will be at 4:00 p.m. Jan. 17, 2015, at Gutierrez Mexican Restaurant. The SCCA public is welcome and invited to add input to the board's discussions.

Between now and then, Connie and I are going to have a Happy Christmas and a Merry New Year's celebration. Here's hoping that each and every one of you does as well, or better!

—Bill Preheim

R.E. Salina Region, S.C.C.A.

cpreheim42@hotmail.com

(316)772-3638, cell (voice only)

## ~ ~ Next Events ~ ~ 2015 Awards Banquet

6 p.m., Feb. 28, 2015

Martinelli's Little Italy, Salina, Ks.

(NOT what was announced in this space last month)

~ Flyer in this issue ~

Please return reservation form by Jan. 28

### Next Business Meeting

Jan 17, 2015  
4:00 p.m.

Gutierrez Mexican Restaurant  
640 Westport Blvd.  
Just off I-135, Crawford St. Exit

*Business meetings  
are open to all  
members and guests*



## Board Members ~ 2014

- Regional Executive

**BILL PREHEIM**

785-392-2532

cpreheim42@hotmail.com

- Assistant R.E.

**MONTE RANS**

620-327-2711

monter@embarqmail.com

- Secretary

**KEN KENNEDY**

785-643-2225

kennethkennedy@cox.net

- Treasurer

**CONNIE PREHEIM**

785-392-2532

cpreheim42@hotmail.com

- Past R.E.

**BILL DAYTON**

620-617-8612

daytonbill@gmail.com

- Solo Chair

**DENNIS SMITH**

785-243-6753

smnck@att.net

- Member At Large

**Chief Registrar**

**NANCY SMITH**

785-243-5192

smnck@att.net

- Member At Large  
Newsletter & Membership

**ROCKY ENTRIEN**

785-827-5143

rocky@spitfire4.com

- Member At Large

**Chief of Tech**

**ARTT MANN**

785-565-3155

racermann@gmail.com

- Member At Large  
Equipment Manager

**ABNER PERNEY**

785-822-8570

abscars@yahoo.com

## Other Officials ~ 2014

**Webmaster**

**DAVID KNUDSEN**

706-207-8336

impalanar@gmail.com

## Salina Region Schedule ~ 2015

All at East Crawford Recreation Area unless noted elsewhere

Event

Chair

Safety

*Proposed schedule -- VERY Tentative*

Mar 21 - Test & Tune

Mar 22 - Solo

April 18 - Solo

April 19 - Solo

April 18-19-20 - Evolution Schools Rocky Entriaken

May 3 - Solo

Jun 7 - Solo

Jul 5 - Solo

Jul 26 - Solo

Aug 30 - Solo

Sep 27 - Solo

Oct 11 - Octoberfast 26

Salina Region Board

Nov 1 - Solo

If you would like to chair a 2015 event, contact Solo Chair Dennis Smith or Regional Executive Bill Preheim

**MiDiv**



SPS/R&S MiDiv Solo Series - 2015

June 13-14 — Neosho, Mo.

Aug. 1-2 — Lincoln, Neb

Additional events TBA

**SCCA 2015 Solo Nationals ~ Sep. 8-11 ~ Lincoln. Neb.**

## MEETING MINUTES

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

**No December meeting**

## Memo to Associate Members

Dues are due for 2015. Salina Region dues are \$15 for all classes of membership (regular, family, First Gear, military).

If your mailing label has a code of A14 or FA14, you are an Associate Member who will expire Dec. 31. If your code is A15 or FA15 (or later), you're already paid up.

An Associate member is someone who also is a member of another SCCA Region, and the other region is his Region of Record. Beyond that, Associate members are full members of Salina Region and participate in all championships and benefits (except board members must be Region of Record with Salina).

Associate memberships are on the calendar year (unless paid through SCCA with regular membership renewal), valid as long as your national SCCA membership is current.

Send dues, check payable to Salina Region SCCA, to Rocky Entriaken, 2731 Scott, Salina, Ks. 67401.

# Events Elsewhere - 2015



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

ALWAYS CONFIRM THE EVENT BEFORE MAKING A LONG TRIP!

(\* = Salina Region event on this date)

## AUTOCROSS

May 22-23... ProSolo @ Lincoln, Neb.

May 24-25... Champ Tour @ Lincoln, Neb.

Sep 5-6 ..... ProSolo @ Lincoln, Neb.

## RALLYCROSS

..... Watch this space for upcoming rallyx events

# Go Racing!



Four road course tracks are within a 3½-hour drive of Salina. Be part of the action as a race worker -- flagging on corners, timing, grid, tech, etc. Or driver?

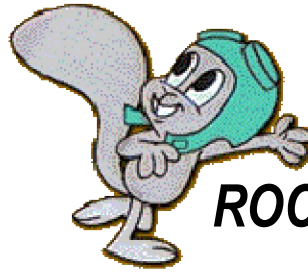
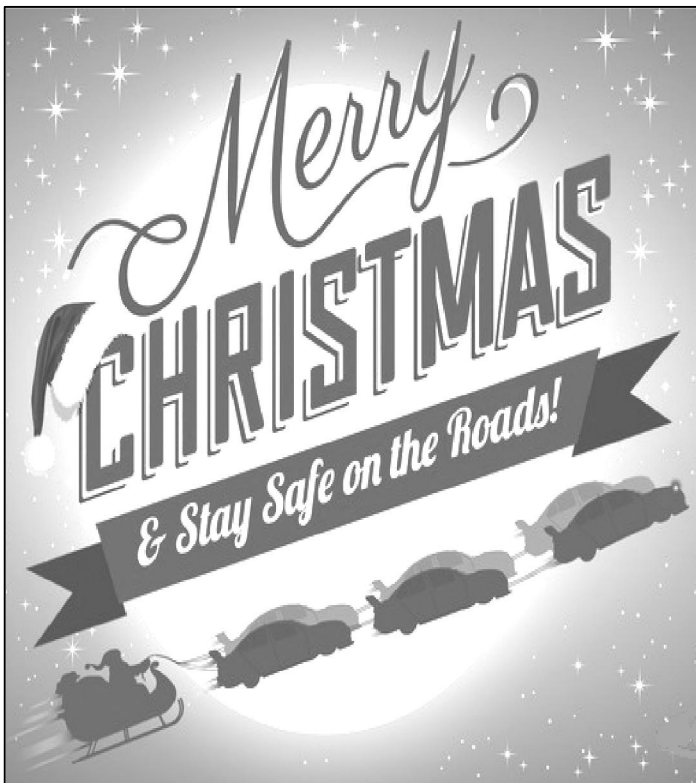
- Kansas Speedway, Kansas City, Ks.
- Hallett Motor Racing Circuit, Hallett, Okla.
- Mid-America Motorplex, Pacific Jct., Iowa
- Motorsports Park Hastings, Hastings, Neb.

Apr 11-12 ..... Double Majors @ Hallett

Jun 6-7 ..... Double Mid-Am @ Mid-America Motorplex

Jun 20-21 ..... Double Majors @ Kansas Speedway

Aug 8-9 ..... Double Mid-Am @ Hastings



# ASSORTED NUTS FROM ROCKET J. SQUIRREL

—ROCKY ENTRIEN

*"A quarter of a century. Gee, makes ya think!"*

—Sugar Kane (Marilyn Monroe in "Some Like it Hot")

And so we complete a 25th year of existence for Salina Region. Seems like just yesterday we upgraded from a chapter of Wichita Region.

Originally our base was that Salina was the host of the Solo Nationals. Six of them had been completed at the East Crawford Recreation Area (then known as Airport Park), first by Kansas Region (1975), then in the early '80s by Kansas City Region, San Francisco Region and Saginaw Valley Region (they're in Michigan), before the National Office took over and the event moved across town to the Salina Municipal Airport for another nine years. Salina Chapter, then Salina Region, was the host from 1988 to 1994 but ... thankfully ... not the organizer. Still, we had our thumb deep in the pie and it was a nice plum for us.

Mirror Khana began as a Wichita Region event, the first one in 1974, then became a Salina Region event when we officially were chartered in 1990. For many years it was the centerpiece of the Kansas Solo II Championship until the MiDiv Solo Championship began in 1989.

We've been a host region (and organizer) of a number of MiDiv Solo Championship events. Most were at our East Crawford site, but the latest – and well-received – was at Ft. Riley's Marshall Field last year.

In our first year of existence, Dave and Jo Richards drew up an event they called Octoberfast. They had a map, but unlike Mirror Khana they did not paint boxes on the concrete. In 1991 they did it again, using the same map, although where they dropped the cones may not have been in exactly the same place. Ditto 1992 and it became a tradition. We're still using the Richards' original map, now encased in plastic like a copy of the Declaration of Independence, and still the cones get dropped each year where it "looks right." How old is Salina Region? Which Octoberfast is it! (No. 26 is scheduled for Oct. 11, 2015).

We've had racers on occasion. Me when budget allowed, and I finally won a couple of Mid-Am championships in 2006 and 2010, and went to the SCCA Runoffs in 2011. Steve and Theresa Pistora in a Formula 440, then a Spec Miata, then back to the buzzbombs which had become Formula 500. In our early years Gary Cook was a frequent flyer in Formula Vee including several Runoffs trips.

Dave Richards was our longest-serving RE, seven years. Dennis Smith was at the helm four years. Serving three terms were Abner Perney (one as chapter president), Steve Pistora and Bill Dayton.

*Onward and upward!* —C.S. Lewis, The Horse and his Boy

## “Autocross” (from the Uncyclopedia [re-edited])

The primary attraction of autocross is that it is a relatively inexpensive way to meet teen-age girls brought to the races by their pimply faced, baseball-hat-on-backwards, Honda CRX-driving boyfriends.

The SCCA has ladies classes for autocross which share the same rules as the open classes but limit participation to women who, after winning a one-car class several times, begin to think they can beat their husbands and boyfriends. Women are therefore not prohibited from running in the open classes, to the great glee of all present when they actually do beat said husbands/boyfriends.

Experienced practitioners of this obscure sport can be overheard to discuss the ritualistic practice of “Ape Latexing”.

### Cars and Classing

Classes and rules vary but typically you get stuck into what ever class the event master said you were going to run in. This process allows his buddy in the Z06 to win each weekend against a gaggle of rusty MGBs.

Potentially the most popular class in Autocross is the “I” class, which is so named because anything goes as long as “I” get to win in the car “I” brought to the event.

There are usually classes for obsolete race cars left over from other series but most autocross cars are based on crappy production cars (see H Stock Below). Except for the Corvette Z06. The Corvette Z06 was handcrafted by the almighty himself out of angel crap, and can never be beaten. Period. Having a name like “Butch” or “Lance” is mandatory for Z06 drivers.

### Stock Classes

Stock, recently renamed Street for reasons never entirely clear, means not stock at all. For example, use of \$10,000 aftermarket shocks and \$2,000 race tires is not only encouraged, but required to be competitive in stock class competition.

Super Stock: Plenty of “compensation” going on with the size of their hoods... The only thing “big” about Super Stock drivers in general is the size of their Grid.

A Stock: Proving that a car with VTAK is faster than a car with a turbo. If you don’t like nice things, the C4 is still a very competitive choice.

B Stock: This is one of the more confusing of the stock classes. Nobody that’s ever driven a Mazda RX8 can possibly understand A) How a car with 14.77 lb-ft. of torque can be that much faster than the 350Z, B) Why nobody can beat that Isley guy and C) How they convince their tire guy to spend an entire workweek mounting those Kumhos.

C Stock: If your car has ever been referred to as a “Girl’s Car,” this is where you belong.

D Stock: Plenty of “competitive” cars to chose from but right now VTAK reigns supreme. How much tire can you fit on a 6” wide wheel? Be careful of protests if you tread the waters of National D Stock competition.

E Stock: If you don’t ever want to have to lift during a run, you’ll fit right in here. Most E Stock cars, once deemed suitable for competition, can be found abandoned in a ditch for short periods of time.

F Stock: This is a class where competitors who cannot drive well will try to get the faster cars moved out of the class so they might have a chance at a trophy. If it has a V8, rear wheel drive, and isn’t a Corvette, it ends up here. This applies equally, even if the car in question is station wagon, a taxi cab, or a Silver SN95

Mustang GT sporting a Cowl Hood driven by a man named Jeff.

G Stock: Good thing MCSs have such a good resale value.

H Stock: The ultimate POS class, dominated by Mini Coopers and Mazda 3s, but would be dominated by Saturns if they could keep them running for more than 25 seconds. The H is for human, since H Stock is the only class where walking the course takes less time than driving the course. The SEB is currently considering the addition of Huffys and 21-speed competition bikes to this class. However, this initiative faces serious pressure from the powerful “Mazda 3 Mafia,” who have no way of actually being competitive with a human powered vehicle.

### Street Touring Classes

The most unique and magical classes are the Street Touring classes. This is the set of classes that has the most Internet Protests of all the SCCA classes and has the most convoluted of the Internet Protest Committees. But more importantly, it is here that Hondas defy the laws of physics. No one knows exactly how they do it, just that it happens. The SEB banned black magic from STS in early 2006, but the protests are usually not upheld since SCCA’s impound chiefs are not generally very good with the black arts. Most ST Hondas using the black magic to it’s fullest extent generally weigh between 36 and 42 lbs giving them a huge (and unfair) advantage over the rest of the field. But this isn’t considered cheating because they do not have turbos\*. Their power to weight is almost that of a top fuel dragster and they have been said to lap the Nürburgring in under 6 minutes. If he were to drive an ST car, the earth’s magnetic fields would reverse, sending migrating birds the wrong direction in winter. All we know is, he’s called The Stig.

*\*NOTE: According to the Internet Protest Committee Discussion Boards (aka SCCAforums), all turbo equipped vehicles are cheating.*

STS: The class is also known as Spec 89 Civic Si. A wannabe drifter known as j-rho took a Nissan 240SX to the top in 2006 before signing up for a role in Fast and Furious 4. It is also otherwise known as the Andy Hollis I class.

STR: Street Touring Rust. Drivers are provided a tetanus shot prior to a run. Sometimes known as the Andy Hollis II class.

STX: Stands for Street Touring Xtra civic drivers. WRX and BMW drivers spend tons of money on their cars to get beat by guys who broke their own cars and have friends that own STS Spec 89 Civics.

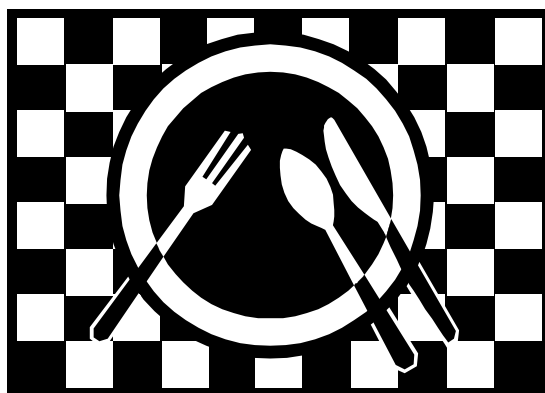
STU: The idea is to take a nice, expensive street car, make it uncomfortable and barely streetable, then not let it run R-comp tires, so it’ll go slower than the stock version of the same car.

All the ST\* (ST-whatever) classes benefit from the mythical PAX, which is basically a large mathematical formula that allows ST\* drivers to presume their cars to be faster than the “real cars.” PAX is the holy grail of autocross. Its only goal is not to go faster than the other guy, but to have the mathematical formula tell everybody that your time was “better” than the other guy’s even though your car was slower overall.

### Street Prepared Classes

Street Prepared classes are where you spend a whole lot of money on your car to make it marginally faster and less competitive than it was in stock class.

A Street Prepared: If you Google search “Junior Johnson gets his ass kicked” you will generate zero results. It just doesn’t happen. Some people wear Superman pajamas; Superman wears



## 2014 SALINA REGION SCCA AWARDS BANQUET

**MARTINELLI'S LITTLE ITALY**

**158 S. SANTA FE**

**SALINA, KS**

**Saturday, February 28, 2014**

**Social time begins at 6:00 p.m.**

**Dinner at 6:30 p.m.**

Dinner consists of salad, 2 pasta dishes & dessert. Drinks included are soda, tea, coffee & water.

If you have special dietary needs, please contact Dennis at [smnck@att.net](mailto:smnck@att.net) or 785-243-6753.

**Adults \$ 15.00**

**Children (3-10 yr. old) \$ 7.50**

(CUT ALONG LINE & RETURN THIS SECTION)

Name(s) \_\_\_\_\_ \$ \_\_\_\_\_

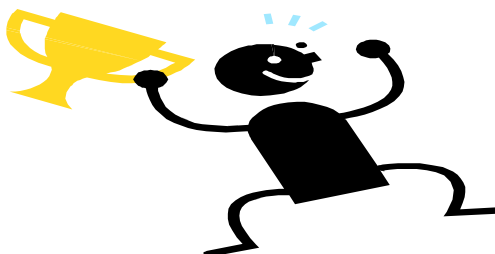
Name(s) \_\_\_\_\_ \$ \_\_\_\_\_

Total Due \$ \_\_\_\_\_

**RESERVATIONS MUST BE RECEIVED BY JANUARY 28<sup>TH</sup>**

Mail this section with payment by January 28, 2015 to:

Dennis Smith, 443 W. 8<sup>th</sup> St., Concordia, KS 66901





**(“Autocross” — Continued from Page 4)**

Junior Johnson pajamas. If, by some incredible space-time paradox, Junior Johnson would ever race himself, he'd win. Period. Junior Johnson is the only person to ever win a staring contest against Ray Charles and Stevie Wonder at the same time. Junior Johnson played golf against Tiger Woods and won by over 7 seconds. It was an even larger victory in PAX.

B Street Prepared: A class specifically made for BMW, Corvette and 350Z owners who love to whine about how slow they are compared to a 4-cylinder Mitsubishi. Controversy in this class helps to deflect attention from what ever class that Strano guy is running.

C Street Prepared: If you love gay cars, and want to go faster than an 850hp 'Vette on a super-tight course.

D Street Prepared: BMWs have dominated for a while, but the Hype is that a new chassis may usurp the DSP throne.

E Street Prepared: C Prepared minus 300HP and slightly more reliable. If trying to over compensate for inadequacy issues this class is for you. If you hate “rally cars,” this class is for you as well, even though they will probably beat you.

F Street Prepared: Not spoken of in polite company.

**Prepared Classes**

X Prepared: Pirate ships tend to dominate this class. A few non-pirates have attempted to run in the class, but they all end up dead before they even get to grid. It was recently proven that having a NASCAR driver's name does not help you at all in XP no matter how much you “like to win”.

B Prepared: Big Honkin' 'Vettes. BP stands for “Be Prepared ... to move to X Prepared” since this class no longer exists.

C Prepared: Special class just for NASCAR fans. Owners build 700hp fire-breathing race cars on slicks in order to still lose to 110hp Hondas on street tires in raw time. On average, CP will hit more cones in one event than every other class combined. Even though you need some big ones to drive one, CP is the only class to date that is gay enough to have a Parade at Nationals. They love rainbows. Gallons of Margaritas are consumed by this group of rowdies during Nationals week with the blenders often having more power than Ver Mulm's Camaro

D Prepared: The driver tends to understeer and plow over cones right near the finish line. There are always at least seven excuses/complaints, but don't bother, he is just going to lose to a red Camaro. Nonetheless, the competition in this class is so fierce that only four men could muster the courage to bring their car to Nationals a few seasons ago.

E Prepared: Hondas without any significant interior, exhaust, or paint will end up here. Also known as ‘E Primer’ due to the lack of properly painted body panels.

F Prepared: Something something Porsche something something. Some guy with an old Datsun does well, when he competes once per decade. When asked to name an F Prepared competitor, most autocrossers will give a blank stare, before finally replying “hey, didn't that stripper run in that class once?”

G Prepared: Who cares? 85% of the G Prepared cars never actually make it all the way to the course before breaking. Which is why the SEB told them to just stay home next year.

**Modified Classes**

A Modified: It's like sex, but with more downforce and less children. And sharks.

B Modified: See ‘C Modified’, but with wings!

C Modified: Learn to autocross, roadracer! Spend 60% of the initial price of your car modifying the handling to get rid of push. Then you can go slightly slower than an F125.

D Modified: These small car enthusiasts built their cars before they looked at the rulebook. Luckily the people that built these cars on purpose are really old and sometimes forget to go to events, so everyone has a chance.

E Modified: These large car enthusiasts built their cars after they looked at the rulebook and, in a rare moment of sanity, threw it away. If your car looks like a theft recovery that was pulled out of a lake, this class is for you.

F Modified: This is the worst of all the classes. The cars are horrifically loud and most people have a deep hatred for them and their drivers. Ever wonder what it sounds like when Satan cuts his grass? Most of these cars are hand built by Satan (cars at recent Nationals carried names such as Lucifer, Demon, Beelzebub, and of course Red Devil). Most of the people who run these cars are crotchety old men who only compete on glass smooth lots and when the temperature is 70 degrees out.

K Modified: It's just like A Modified, but without the additional downforce and even less children, and with FTD.

**Street Modified Classes**

Aliens reign supreme in this category. This causes overpriced BMWs to go for sale. The class will exist until someone chooses to dominate in an RCM – “Ramey Crap Mobile” – a mythical car with no mass, infinite tires, and negative dimensions, that will complete any autocross run in less than 1 second.

**Junior A, Junior B and Junior C**

All 3 classes are named after Junior Johnson. They are similar to A Modified, but with less downforce and MORE children. Formula Junior exists mainly for the purpose of making autocross days longer. Anyone who thinks about an Internal Combustion Engine while Junior Karts are running is subject to immediate execution by being drawn and quartered.

Junior karts have the unique distinction of being the only vehicle in autocross less reliable than G Prepared. The parents of the drivers all cheat, but just a little bit. This is actually a requirement since everyone else is cheating too.

**Local Classes**

Many local regions create “special” classes to cater to certain participants. These classes have no basis in reality, and exist only to further confuse and befuddle.

Pro: Local regions may run a “pro” class. Participants consist mostly of (1) the only three drivers in the club really good at navigating parking lots; and (2) mediocre drivers who believe that an extra letter makes them a better driver. These classes are run exclusively on the arcane and mysterious PAX system (see Street Touring classes above), due to the fact that the participants are incapable of deciphering raw times.

Novice: Another popular local class is the novice class. This is another PAX class despite the fact that none of the competitors know that PAX exists, much less understand how it works.

Street Tire Class: This is different than the rollicking ST\* classes. Street Tire is for those who are too lazy to change tires that day for the event, too cheap to run their R-comps at the local site (trash, rocks, parts fallen off British cars), who corded their R-comps setting FTD at (insert name) event or they are saving them for a National Tour and/or Divisional. These people harken back to the origin of autocross; drivers who are running the event to keep from mowing the lawn. They have patented excuses why they were slower today and they can regale you with story after story of past glories. Probably the most fun at an event is to hang with these guys/gals.

*Retrieved from “<http://uncyclopedia.org/wiki/Autocross>”  
Uncyclopedia – the content-free encyclopedia*



# **2015 MiDiv Convention**

**at Capitol Plaza Hotel, Topeka, KS**

Reservations: (800) 579-7937 or (785) 431-7200

**Registration will take place on [www.Motorsports.reg](http://www.Motorsports.reg).**

Special Rate on rooms until January 7, 2015.

**Friday, February 6<sup>th</sup> from 5-8pm — registration.**

**Saturday, February 7<sup>th</sup> Seminars from 8am – 5pm.**

**Banquet begins at 6pm cocktails, dinner begins at 6:30pm**

Awards will be presented at 7:30pm until we run out of awards.

If you have questions please contact:

*Linda Duncan at 303-229-0176 (cell) or [lduncan65@hotmail.com](mailto:lduncan65@hotmail.com)*



## Membership Application

### Dear Prospective SCCA Member:

To apply for a membership in the Sports Car Club of America, the world's largest motorsports enthusiast organization, please complete the form below and return, with payment, to SCCA Membership Department, P.O. Box 299, Topeka, KS 66601-0299.

### PLEASE PRINT OR TYPE

Name \_\_\_\_\_ Birthdate \_\_\_\_\_

Address \_\_\_\_\_ Telephone \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

E-mail \_\_\_\_\_

Spouse Name \_\_\_\_\_ Birthdate \_\_\_\_\_

Child's Name \_\_\_\_\_ Birthdate \_\_\_\_\_

Child's Name \_\_\_\_\_ Birthdate \_\_\_\_\_

### Primary Interest:

Please indicate the area of SCCA in which you plan to participate, or interests you the most.  
(please check only one box)

☐ Club Racing ☐ Time Trials/PDX ☐ Rally ☐ RallyCross ☐ Solo ☐ Vintage ☐ Pro Racing

### Membership Dues:

(Includes Salina Region dues -- \$15 for individual members, family members including spouse are free with payment of National dues)

☐ Individual \$80.00

☐ New Club Racing Volunteer \$30.00

☐ Family \$100.00

(not an SCCA member in past 18 months, ask for details)

☐ First Gear \$45.00 (Age 24 and under)

☐ Military \$45/\$65 (after rebate, see below)

### Amount Due

Membership Amount \$ \_\_\_\_\_

Weekend Membership #1 \_\_\_\_\_ -\$15.00

Weekend Membership #2 \_\_\_\_\_ -\$15.00

Referred by SCCA Member \_\_\_\_\_ # \_\_\_\_\_ -\$15.00

First / Last Name & Member Number REQUIRED

TOTAL DUE \$ \_\_\_\_\_

# Salina

~~I will become a member in the region I reside in or place me in \_\_\_\_\_ region.~~  
~~By accepting membership in the SCCA and any SCCA Region I agree to conduct myself according to the highest standards of behavior and sportsmanship in a manner that shall not be prejudicial to the reputation of the Club or fellow members.~~

Applicant's Name (Signature Required) \_\_\_\_\_

Date (Required) \_\_\_\_\_

Payment Method: ☐ Check

☐ Credit Card

☐ Money Order

Visa/MasterCard (only) Acct# \_\_\_\_\_ Exp. \_\_\_\_\_

Applications submitted by fax must be accompanied by a Visa or MasterCard account number for payment.

Dues include payment for subscription To SportsCar (\$24 value)

Dues are not deductible as charitable contributions)

12/08

### Military Discount

If you are in active United States Military service, you qualify for a \$35 rebate making your total dues just \$45 (\$65 for family). After joining the SCCA and receiving your membership card, then mail, fax, or email a copy of your active duty orders or military identification card to:

Military Rebate

Fax: (785) 232-7213

SCCA Inc.

Email: [militaryrebate@scca.com](mailto:militaryrebate@scca.com)

P.O. Box 19400

Topeka, KS 66619-0400



### SCCA Membership notes:

The categories of SCCA membership are somewhat confusing. In order to be eligible for all the programs of SCCA you need to be a National member, which includes a "local" region of your choice. This becomes your Region of Record.

Normally your R.o.R. 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, receiving newsletters and participating in their programs. These are "associate," "dual" or "secondary" memberships.

The final option is to simply pay local region dues, in which case you are merely a newsletter subscriber, and not eligible for Regional awards, Divisional points or to compete in major SCCA events.

### Associate memberships are due now for the year 2015.

Associate memberships are for the calendar year provided your National membership is active. Join now, and your membership begins immediately and runs through 2015. Dues are \$15.00 for single memberships or family memberships (which includes spouse). Subscriptions are available for non-SCCA members also at \$15.00 per calendar year. Please send a check payable to the Salina Region SCCA, c/o *The Write Line*, 2731 Scott Avenue, Salina, KS 67401.

A code in the corner of your mailing label indicates status. A date (such as 09-15) indicates a Region-of-Record member expiring at the end of that month. A code such as A14 or FA14 indicates an Associate Member expiring at the end of that year. A month indicates a non-member who ran with us at that event or asked for a newsletter. Other codes refer to complimentary copies sent this year

**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 Weekend Memberships (we charge \$5). For more information go to [www.scca.com](http://www.scca.com), [www.salinascga.org](http://www.salinascga.org) or call Rocky at 785-827-5143 or e-mail [rocky@spitfire4.com](mailto:rocky@spitfire4.com).**



Like us on Facebook  
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**The Write Line**  
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