

The Write Line

~ December 2019 ~

**SALINA
REGION**
SPORTS CAR CLUB OF AMERICA



Paxton Cowden, JC Birel ART (Buck Entriiken Photo)

The official newsletter of the Salina Region SCCA

Regional Executive Views

Christmas just a couple of weeks away. I hope everyone has been good and you got your lists to Santa in time for the big day. If not, on either account, there are always places like SPS, Speedway, and all the other stores willing to fulfill your Christmas wishes with all those must have go-fast parts.

We have started working on our schedule to provide you the opportunity to pick a weekend and find only one event to go to. For the Salina Region we have tried to create a schedule with no overlaps with Wichita Region and Kansas Region which gets very difficult at times. I would also like to avoid events with the Nebraska Region and Kansas City Region but it is next to impossible. Our intention is to have the schedule out very soon so you can start planning your summer racing.

Also, we'll be wanting to fill our calendar with event chairs designated for all our 2020 events. If you are interested in putting one on, contact Dennis Smith (contact info is on Page 2). Don't worry if you've never done one before. There's always plenty of experienced old hands around to help and advise.

All our board positions will be filled with the upcoming elections. These positions are vital to the success and well-being of the club so please vote when the ballot comes to you. We are going to try an e-mail vote this year.

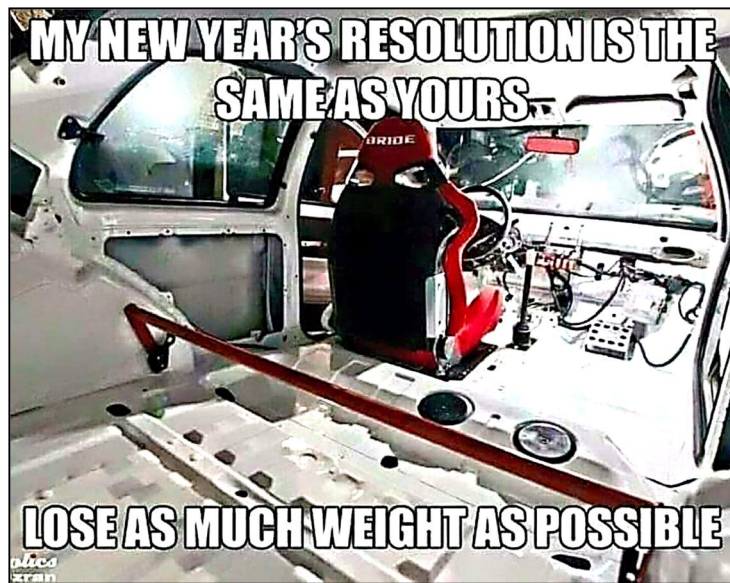
I would also like to thank all those who have stepped up and volunteered to be a board member, your help is greatly appreciated. Board meetings are usually held following the monthly event, sometimes at a locale where we can enjoy a beverage and bite to eat, or if the agenda is short and the

weather cooperates we'll gather under the Evans Field grandstand.

As noted in our last newsletter, our awards banquet will be held on Saturday, Feb. 22, so reserve a spot on your calendar and don't miss it. For those who have won an award it is easiest – not to mention more fun – to present it to you at the banquet than hold it until sometime during the season. This year's banquet will be at Martinelli's in Salina at 6:00 pm with a board meeting just prior. More information will be coming as the time approaches so keep watching the SalinaSCCA.org website and Facebook page.

Everyone have a great off season and I hope to see you at the banquet.

—Monte Rans, RE, Salina Region



Next Business Meeting

Sunday, Jan. 12
1:30 p.m.

Mokas
902 E. Crawford, Salina

*Business meetings
are open to all
members and guests*



Board Members ~ 2019

• **Regional Executive**
MONTE RANS, Hesston
 620-327-2711 / mcrans@cox.net

• **Assistant R.E./Webmaster**
MICHAEL MACE, LINDSBORG
 620-245-1982 / mchl_mace@yahoo.com

• **Secretary**
CONNIE PREHEIM, Minneapolis
 785-392-2532 / cpreheim42@hotmail.com

• **Co-Treasurers**
TIMOTHY THOMPSON, Leon
 714-642-9539 / fj55toyota@gmail.com
THERESA WALTON, Hutchinson
 620-664-9449 / t_mail@prodigy.net

• **Past R.E.**
BILL PREHEIM, Minneapolis
 316-772-3638 / cpreheim42@hotmail.com

• **Solo Chair/Chief of Safety**
DENNIS SMITH, Concordia
 785-243-6753 / smnck@att.net

• **Member At Large**
Newsletter and Membership
ROCKY ENTRIEN, Salina
 785-827-5143 / rocky@spitfire4.com

• **Member At Large**
Chief Registrar
NANCY SMITH, Concordia
 785-243-5192 / mustang.nanny@yahoo.com

• **Member At Large**
Chief of Tech
KALE MORRIS, Osborne
 785-324-1617 / cabbage_morris@hotmail.com

• **Member At Large**
Equipment Manager
ABNER PERNEY, Salina
 785-822-8570 / abscars@yahoo.com

• **Member At Large**
Social Media /Facebook/Youth Steward
ARTT MANN, Manhattan
 785-565-3155 / kskartracing@gmail.com

Salina Region Schedule ~ 2020

All at East Crawford Recreation Area unless noted otherwise

<u>Event</u>	<u>Chair</u>	<u>Safety</u>
Feb. 22 – Salina Region Banquet	6 pm at Martinelli's, 158 S. Santa Fe, Salina	



SPS/R&S MiDiv Solo Series – 2020

May 16-17 — Topeka (Heartland Motorsports Park)
 June 6-7 — Salina (East Crawford Rec. Area)
 June 20-21 — Neosho, Mo. (Crowder College)
 July 11-12 — St. Charles, Mo. (Family Arena)
 Aug 8-9 — Lincoln, Neb. (Lincoln Airpark)

SCCA 2020 Solo Nationals ~ Sep. 7-11 ~ Lincoln, Neb.

MEETING MINUTES

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

The Dec. 8 meeting of the Salina Region SCCA was called to order by RE Monte Rans at 1:30 at Mokas Coffee, Salina. Board members attending were Rocky Entriem, Dennis and Nancy Smith, Tim Thompson, Abner Perney, Bill and Connie Preheim and guests Brett Grier and Sandy Entriem.

Dennis moved to accept the minutes of the last meeting as presented. Bill seconded, approved.

There was no treasurers' report but receipts were given to Tim for recording.

Old business: The Dave and Jo Richards Award was reviewed. Monte requested that more of the board be involved in the selection process this year. Monte, Bill and Michael are the selection committee.

Copies of next season's Midwest Division SCCA schedule were distributed for review.

Salina Region has been approved for a divisional solo event for next season. Evo School has been rescheduled to April 24-26 due to conflicts.

New business: SCCA's new sanction submission procedures were discussed. Dennis will research deadlines and requirements.

Dennis moved a By-Laws change that the members of the board required in the By-Laws should be Salina Region-of-Record members: RE, Assistant RE., Past RE, Secretary, Treasurer and Solo Chair. Other At-Large board members may be Associate members. Rocky seconded and it was approved. Rocky will check the By-Laws and craft new language.

The slate for 2020 elected officers will be Monte Rans for RE, Brett Grier for Assistant RE, and Connie Preheim for Secretary. Monte would like to add an additional appointment of Chief of Timing to ensure the timing equipment is all in place for each event.

Dennis moved the region pay registration and hotel expenses for the RE and Asst. RE for the Midwest Division Convention (Jan. 31, Feb. 1-2 in Independence, Mo.). Bill seconded, approved.

Website discrepancies need to be addressed. Corrections/updates need to be sent to Michael, the webmaster.

Dennis brought up the possibility of a RallyCross site which he may have available later.

The annual banquet will be Feb. 22 at 6:30 with a board meeting at 4:30, at Martinelli's in Salina.

Bill and Dennis will make repairs to the trailer this winter. Ken Kennedy returned his set of keys.

Rocky proposed a board election by e-mail. He will conduct the vote this year. Monte will research online voting possibilities for future elections.

The January meeting will be on Sunday, Jan. 12 at Mokas on Crawford. Mokas' new building may be open.

Rocky suggested scheduling an event in February this year, weather permitting, as suitable weather has often been available in past years. Monte will look at the schedule.

Dennis moved to adjourn, Nancy seconded, passed.

Submitted, Connie Preheim, Secretary.

Events

Elsewhere - 2020

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!

ALWAYS CONFIRM THE EVENT BEFORE MAKING A LONG TRIP!

(* = Salina Region event on this date)

AUTOCROSS

Apr 5.....Nebraska @ Lincoln Airpark
 May 3.....Nebraska @ Lincoln Airpark
 May 23-24...Solo Spring Nationals Pro/Tour @ Lincoln Airpark
 Jun 21.....Nebraska @ Lincoln Airpark
 Jun 27-28...ProSolo/CAM Chall. @ Heartland Motorsports Park, Topeka
 Jul 5.....Nebraska @ Lincoln Airpark
 Jul 26.....Nebraska @ Lincoln Airpark
 Aug 23.....Nebraska @ Lincoln Airpark
 Sep 4-6.....ProSolo/CAM Finale @ Lincoln Airpark
 Sep 27.....Nebraska @ Lincoln Airpark
 Oct 11.....Nebraska @ Lincoln Airpark

RALLYCROSS

Feb 16.....Nebraska @ I-80 Speedway, Greenwood, Neb.
 Mar 15.....Nebraska @ I-80 Speedway, Greenwood, Neb.
 Apr 19.....Nebraska @ I-80 Speedway, Greenwood, Neb.
 Jun 7.....Nebraska @ I-80 Speedway, Greenwood, Neb.
 Jul 19.....Nebraska @ I-80 Speedway, Greenwood, Neb.
 Aug 15-16..RallyCross Nat'ls @ Road America, Elkhart Lake, Wisc.
 Sep 10.....Nebraska @ I-80 Speedway, Greenwood, Neb.
 Oct 18.....Nebraska @ I-80 Speedway, Greenwood, Neb.
 Nov 8.....Nebraska @ I-80 Speedway, Greenwood, Neb.

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?

• Hallett Motor Racing Circuit, Hallett, Okla. • Heartland Motorsports Park Topeka, Ks.
 • Motorsports Park Hastings, Hastings, Neb. • Raceway Park o/t Midlands, Pacific Jct. Iowa

ROAD RACING

Apr 4-5.....Super Tour @ Hallett MRC, Hallett, Okla
 Apr 18-19.....Majors @ Heartland Motorsports Park, Topeka
 Jul 18-19.....MidAm @ Heartland Motorsports Park, Topeka
 Oct 5-11.....The Runoffs @ Road America, Elkhart Lake, Wisc.

MIDWINTER TRIALS SERIES

Sep 25-27.....Time Trial Nat'ls @ NCM Mspts Park, Bowling Green, Ky.

TRACK NIGHT IN AMERICA

TBA.....@ Heartland Motorsports Park, Topeka
 TBA.....@ High Plains Raceway, Deer Trail, Colo

Election!

We're going to try something new, Salina Region board elections by e-mail. Expect a ballot sometime in the next week.

The board approved an e-mail vote, and Monte is exploring methods to do it by other online methods in future years. This year you will just get an e-mail, but it is delayed slightly because SCCA is doing a system upgrade and we cannot access the member roster until it's done.

Every Salina Region member is entitled to vote, including all Region-of-Record and Associate members whether Regular, Life, First Gear, Military or Family -- and each Family member has a vote including minors. Yes, if your newborn is an SCCA member, it gets to vote.

Candidates are:

- **Monte Rans**, Regional Executive
- **Brett Grier**, Assistant R.E.
- **Connie Preheim**, Secretary

The immediate past R.E., Bill Preheim, is an automatic board member.

Per the By-Laws, those four will select two more board members to serve as Treasurer and Solo Chair (currently Tim Thompson and Theresa Walton as co-treasurers, Dennis Smith as Solo Chair). Those six (or seven) then may select anyone else to join the board as At-Large members, usually holding various administrative positions such as registrar, editor or webmaster.

WELCOME NEW MEMBERS!

- **Brett Grier, Douglass**, has been running a Ford Fiesta ST in H Street, set top PAX winning his class at our Endurokhana. He joined our Region after Monte talked him into running for Assistant RE.

Banquet!

Salina Region's annual Awards Banquet will be Feb. 22 at Martinelli's Little Italy, 158 S. Santa Fe, Salina. Scheduled to start at 6:30 with a board meeting at 4:30. All members and guests are welcome at board meetings.

If you met the 4-event minimum in any single class and were a Salina Region member as of Sept. 30, there's an award for you.

If you had a trophy finish at any 2019 event, member or non-member, there's an award for you.

Plus we'll salute our top performers, drivers and workers, including a special new recognition.

WAITIN' FOR THE ROBERT E. SNOPEs

The only thing that saved Daytona from dullsville was this entry from down on the levee. They lost it and loved it.

By Robert F. Jones

From Sports Illustrated, February 12, 1973 – used without permission

As the renowned Southern sage, Ovid Bolus, once remarked: “Anything worth doing is worth doing to excess.” That wisdom is especially applicable to long-distance motor racing, a sport that must rank with the most excessive human activities on record.

Unlike such benign excesses as flagpole sitting or marathon dancing, long-distance motor racing is very noisy, very dirty, very complex and sometimes very dangerous. One need only visit such sacred shrines of the sport as Le Mans, Sebring or Daytona to get the picture. Take a look at the stands or the pits at, say, about three o'clock in the morning halfway through a 24-hour race. Spectators, crewmen and drivers alike wear expressions of sublime ennui, their ears beaten flat and their senses scrambled by the unremitting roar of big motors.

There are some few moments of spectacle – blown engines that bang like frag bombs, flaming wrecks that brighten the night like fireworks, or the case of the Corvette that vaulted the wall during last year's Daytona Continental and crashed on top of a camper whose owner (fortunately) had just gone out for a hamburger. But for the most part a long-distance endurance race is dead beer, stale cigarettes, gritty eyeballs and the endless orbit of flatulent machinery.

Until recently the practitioners of this masochistic art were perfect copies of their sport: sobersided, deadly serious men and women who droned on and on through the night about things as thrilling as valve seats, brake wear and snaffle settings. The trouble was they hadn't listened to Ovid Bolus. Their excesses were not excessive enough. Well, if you're wearing the right colored brakes and you've lubricated your valve seats thoroughly enough, pull up a snaffle and sit down. The times they are a-changin' on the enduro circuit, thanks to Ovid Bolus and his partner, Flem Snopes.

The venerable firm of Bolus & Snopes, Ltd. was much in evidence at Daytona International Speedway last week. The occasion was the 24 Hours of Daytona, the world's most enervating road race. This event is the first of 11 such events internationally, the only one in the U.S., with all of them reaching for a thing known as the World Championship of Makes – in which a brand name, not a driver, emerges as the hero.

“Nuff said,” growled one of the team's torque-wrench supervisors. “We're too durned literary already.”

Not at all. In point of fact, the cockeyed wit and absurd wisdom of Bolus & Snopes have given endurance racing a dimension that too long has been missing from all motor sports: a sense of fun. In a sport that has grown nearly as serious as it is costly, in terms both of life and dollars, the Bolus & Snopes team provides a refreshing breeze of native humor – literate, ludicrous, antic and witty. It also provides good racing.

For the past two seasons the team has gone barnstorming for a modest outlay of \$15,000. It was clearly money well spent. Last season former SCCA national champion Bob (Robert) Mitchell wheeled to his second straight Southeast division B-Production title in a Bolus & Snopes “grabber blue” Shelby GT350H (the H means that it's an ex-Hertz rental car). He scored three victories and only two of the debacles usually favored by the team.

The B & S endurance racer, the 1969 orange Camaro, finished 11th overall and first in the touring class of last season's shortened 6 Hours of Daytona, and the team placed second in its division at the 12 Hours of Sebring.

And at last, international acclaim is just around the turn: the team recently received a communication from Le Mans. It was addressed to “Monsieur le Directeur, du Bolus & Snopes,” and it was a Demande de Participation in the 24 Hours of Le Mans. Last year, when the team tried to enter, it was brushed off. This year Bolus & Snopes is toying with the idea of reciprocating, though the prospect of racing in France is inviting, if they can get the backing.

Mitchell, 31, who works as a physicist at the U.S. Army's Redstone Arsenal in Huntsville, Ala., is a lean, dark, intense young man whose driving skills and technical talents more than compensate for the team's otherwise easygoing approach. At Daytona last week he was joined by another real racer, Steve Ross of Rochester, N.Y., a Trans-Am veteran who set up the B & S Camaro. Indeed, it was Ross' own car, partially sponsored by a northern kin group of Bolus & Snopes, an outfit named “The True Friends of Hernando De Soto.” Thus the infection seems to be spreading, and all for the better.

B & S is the joint product of the fertile, indeed some might say febrile, brains of a pair of Mississippians from Faulkner country. Sam E. Scott, 35, the titular team manager, is a lawyer in Jackson, Miss. His partner, William Jeanes, 34, is the bearded scion of a family from the same town that made its fortune distributing diesel engines – a fact that had an obvious though convoluted influence on young Jeanes' development.

“Bill and I studied history together at Millsaps College in Jackson,” explains Sam Scott in his balding drawl. “We both were into racing and we both read a lot. Bill was always writing things and I was good at talking. One of the books that stuck in my mind was a tome titled Flush Times in Alabama and Mississippi, by a fellow named Joseph Glover Baldwin. There was a chapter in it about a famous old lawyer and confidence man named Ovid Bolus who operated in our neck of the swamp back during the 1830s and '40s. Ovid Bolus, Esq., Attorney at Law and Solicitor in Chancery, that was his title. Old Ovid, he specialized in cheating Indians – not individually but by the tribe.”

According to Glover, Bolus was a great raconteur, practitioner of an art that like so many others was ►►►

►►► once strong in the South but seems to be dying along with all the fine traditions. Bolus was a grand villain in the Faulknerian mold, a true rascal.

“Well, Bill Jeanes and I were sitting around my backyard one Sunday afternoon, drinking too many martinis by far, when we decided to start a racing team. What better boss for a racing team could you choose than Ovid Bolus? But the name, just by itself, looked a bit naked. We both had great affection for the ampersand – it looks so nice and convoluted, unlike those buildings you see in New York or Chicago. So we had to come up with another name and since we lived in Jackson, which was Faulkner’s backyard, we settled on Flem Snopes. He was the cleverest of the Snopeses, mean and nasty. His daddy was the barn burner.”

The ongoing saga of Bolus & Snopes was born that afternoon and is commemorated, according to Jeanes, by a “suitably engraved bronze olive” that now stands in Scott’s backyard, marking the spot for posterity and all martini drinkers to come. Scott also had been impressed by an account in the Glover book of a libel suit involving a mule named Dick Johnson, a typically 19th century squabble that divided a whole town into what Sam calls “assites and anti-assites.” Clearly Dick Johnson had to be the team mascot.

And just as clearly he had to disappear in order to evoke concern among the faithful. Dick, who – according to the publication known as *The Newsletter of Bolus & Snopes* – had once outraced a tornado until it caught him while he was fording the Sunflower River in Leflore County, Miss., was last seen overtaking a national guard truck convoy on the road to a racetrack in the Middle West. What became of him afterward is anyone’s guess, although the blimp, Graf Bolus, conducted a lengthy search in the months that followed. (At one point a kindly housewife in St. Louis “mistakenly harbored the infamous mule, Rutherford B., in her garage under the impression that it was Dick Johnson,” but spectroscopic examination of tail-hair cuttings proved her wrong, no matter how kindly intentioned. The search goes on.)

Another B & S invention is the steamboat Robert E. Snopes, which is moored at a landing in Hannibal, Mo., laden with beer, car parts and a harpoon gun; anyone seeking a ride to New Orleans had better come prepared with a loaded poker deck and a derringer. And alternate transportation. Any complaints regarding service should be forwarded, preferably with a cash donation, to the Bolus & Snopes Tower, Jackson, Miss.

“We’ve had a great response from the fans,” says Scott. “People write us all the time asking for decals and posters of Dick Johnson or the Graf Bolus, and they always include a letter that tries to be funnier than we are, which isn’t all that difficult. But I really think that racing should be fun. The best kind of a laugh is the laugh that comes at your own expense, provided that it’s tempered by a concern with quality and competitiveness. All we want around here is adequacy, a rare component in America these days. Adequacy and a few laughs.”

Well if any one spirit dominates the Bolus & Snopes operation it is an *esprit de derriere*, and nobody can say that the team failed to fulfill it at Daytona last week. If the “mark of adequacy” is anything to live down to, Bolus & Snopes went even lower. Drivers Mitchell, Houser and Ross managed to qualify the Camaro in the 21st position on a grid that included 51 cars.

The pole position was won at 129.995 mph in a snarling little Gulf Mirage driven by England’s Derek Bell and Mike Hailwood. Close behind lay the Matra-Simca of François Cevert, Jean-Pierre Beltoise and Henri Pescarolo, then another Mirage and then an ancient, predominantly French-manned Lola. Hardly the sort of field to send the fans into raptures. Oh, there was Mark Donohue and George Follmer in a nifty new prototype Porsche Carrera even more niftily prepared by the Penske team, and another three-liter Carrera in the hands of Peter Gregg and Hurley Haywood, both of them accomplished young road racers. There were Corvettes to please the Stingray studs and there were four Ferrari GTB4s out of the Luigi Chinetti North American stable.

But all of them were serious, oh so serious. When the green flag flapped, the Mirages leaped out and led the field. Not for long. Mechanical problems of the customarily obscure and mumbled nature that befalls these machines ultimately made both Mirages fade. Then the Matra had its brief day. It, too, finally broke. The small-car folks were up next, with Donohue leading for quite a while and making people wonder, in the wake of his recent Winston 500 win, if he wasn’t just going to drive off with all the money everywhere this year. After a long, nighttime duel with the other Carrera, Donohue’s engine went spang – or at least one of his pistons burned – and the race victory finally went to Gregg and Haywood. Donohue was in fairly good company, since two of the four Ferraris also failed along with all but 19 cars in the field.

Meanwhile, Bolus & Snopes ambled mulishly on. “The battle plan is to run slow but sure for the first few hours,” said Sam Scott, “and then quit.” Indeed, as the race entered its ninth hour the B & S Camaro slowed and finally stopped altogether, much in the manner of a beloved beast of burden that has lived its life to the fullest and then flat-out died. The official reason for the retirement was the failure of an oil pump, but don’t you dare believe it.

“Last year we only had to run six hours to win our class here,” snarled Jeanes after the retirement, “and this year we just plumb refused to run any longer than an eight-hour day. We’re honest working stiffes and we got a union behind us after all.”

Ah yes, the joys of excess. The way it turned out it could have been the dullest 24 hours in Daytona memory. The serious teams all went at it seriously. But in the end most of them failed. Okay, so Bolus & Snopes failed, too. But at least they had fun doing it. Or as Ovid Bolus put it as he staggered off toward Mississippi: “We shall return. If we ever get around to it.”



Membership Application

Dear Prospective SCCA Member:

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

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.

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

Membership Dues

(*Includes Region dues)

<input type="checkbox"/> First Gear	\$50.00	<input type="checkbox"/> Individual	\$85.00	<input type="checkbox"/> Family	\$105.00
<input type="checkbox"/> 2 Year First Gear	\$90.00	<input type="checkbox"/> 2 Year Individual	\$150.00	<input type="checkbox"/> 2 Year Family	\$185.00
<input type="checkbox"/> 3 Year First Gear	\$125.00	<input type="checkbox"/> 3 Year Individual	\$215.00	<input type="checkbox"/> 3 Year Family	\$265.00

* First Gear applies to members 24 years old and younger

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 \$ _____

*I want to belong to **Salina (110)** Region (if no region is selected. The default region will be assigned by address). 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

☐ **Auto-Renew with Credit Card** (Credit Card listed below will automatically be charged National and Regional dues prior to membership expiration date.)

Visa, MasterCard or Discover (only) Acct # _____ Exp. _____ CVV# _____
Applications submitted by fax must be accompanied by Visa, MasterCard or Discover account number for payment.

Dues include payment for subscription to SportsCar (\$24 value). Dues are not deductible as charitable contributions

01/17

Military Discount

If you are in active United States Military service, you qualify for a \$35 rebate making your total dues just \$50 (\$70 for family). After joining SCCA and receiving your membership card, then mail, fax or email SCCA Member Services requesting the military rebate. Contact information for Member Services is:

Military Rebate
SCCA Inc.
6620 SE Dwight St.
Topeka, Ks. 66619

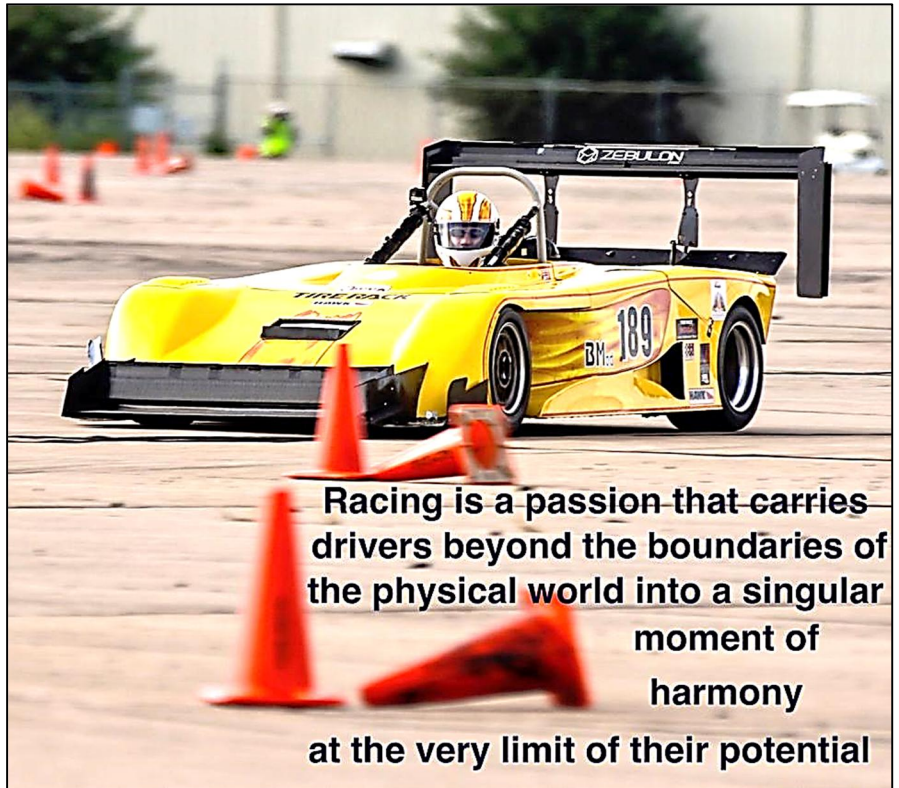
Fax: 785-232-7213
Email: militaryrebate@scca.com

* Military deployed to hazardous duty areas are eligible to have SCCA dues waived by contacting SCCA.

MORE MEME MADNESS

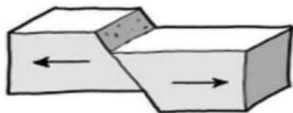


When neither you nor your tattooist...
...have driven manual transmission

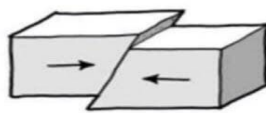


Racing is a passion that carries
drivers beyond the boundaries of
the physical world into a singular
moment of
harmony
at the very limit of their potential

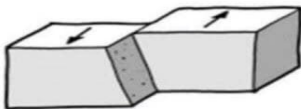
Types of Geologic Faults



NORMAL FAULT



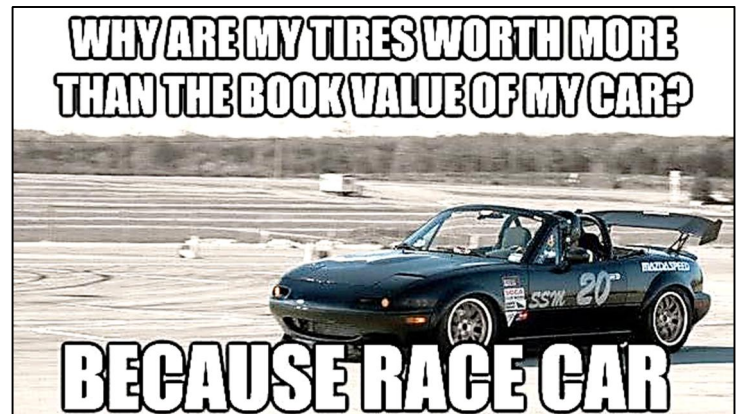
REVERSE FAULT



TRANSVERSE FAULT

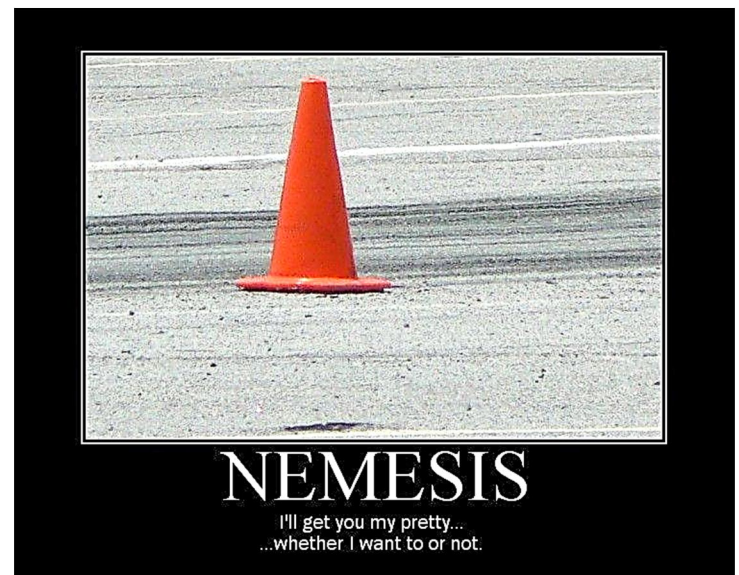
Got out raw by an
ES Miata

YOUR FAULT



WHY ARE MY TIRES WORTH MORE
THAN THE BOOK VALUE OF MY CAR?

BECAUSE RACE CAR



NEMESIS

I'll get you my pretty...
...whether I want to or not.

SCCA Membership notes:

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 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. 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 Weekend Memberships (we charge \$10, the minimum amount). More information is available at www.salinascga.org, www.scca.com, or call Salina Region membership chair Rocky Entriaken 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.

- 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, as well as any other additional regions you may desire. The Region's local dues will be paid at that time and added to your renewal fees.

- 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.

- Dues are \$15.00 both for single memberships and for family memberships (which includes spouse). If you are a First Gear member with Region of Record in another region, Associate Member dues to Salina Region are \$10.

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