

IN THIS ISSUE

Club Update	1
Driver's Challenge	2
2009 Officer Election	3
2008 Solo Nationals	4
Meeting Minutes	14
Autocross Results	16

SOLO SCHEDULE

Test 'n' Tune Weekend
April 19 -20

Summer Series

April 27
May 18
June 1
June 15
June 29

3rd Annual Cone Killer

Classic:
July 19
July 20

August 10
August 24

Fall Series

September 7
September 14
October 5
October 19

Autocross Season Nearing an End

With the final Fall Season autocross on October 19th, the 2008 Central Pennsylvania Region autocross season will draw to a close. It has been another great season, thanks to all who participated, and especially to those who helped to organize the events and keep things running smoothly. Now we have to suffer through the long winter before revving up again in the spring of 2009. But, fear not, we still have some events to keep us busy in the fall and winter months.

Upcoming CPR Events

Witch's Rallye

The Witch's Rallye is CPR's annual gimmick road rally. Gather up a team of participants in your car and head out on an automotive scavenger hunt around Centre County. Decipher clues to stay on the prescribed route and answer questions along the way to collect points as you make your way to the party at the end of the rally. See the attached flyer on Page 5 or check out www.scca-cpr.com for details. Checkpoint workers are also needed for this event. If you are interested in volunteering, please get in touch with Bryan Smith, Rob Beck, or Mike Cunningham for more information. Contact info can be found on the Rallye flyer attached on Page 5 or on www.scca-cpr.com.

Awards Banquet

The annual CPR Awards Banquet will again be held at Toftrees resort. Assistant Regional Executive Gary Gurchik has done a superb job of planning our banquets in the past, and there is no doubt this year's event will be every bit as good. The banquet is a great time to recognize those who have performed well and contributed to the club throughout the year. Tentatively scheduled for February 7th, stay tuned for further details as the date approaches.

Tire Rack Promotion

As winter approaches and you start buying snow tires, or new competition tires next spring, remember that CPR has a promotion with the Tire Rack that allows us to get a portion of the purchase price on tires. Be sure to use the link on the bottom left of www.scca-cpr.com when ordering tires!



CENTRAL PA REGION OFFICERS

Regional Executive

David Mohar (724) 423-8006

Assistant RE

Gary Gurchik (814) 941-4925

Treasurer

Lauren Mohar (814) 359-2902

Secretary

Ron Dotts (814) 355-4293

EXECUTIVE COMMITTEE

Solo Chair

Nate Coraor (814) 355-1527

Newsletter

Dave Kraige (814) 933-9428

Membership

Ron Dotts (814) 355-4293

Sponsorship

David Mohar (724) 423-8006

Website

Chris More (814) 235-1990

Registration

Lauren Mohar (814) 359-2902

Historian

Dave Dix

MEETINGS

General club meetings are held on the second Tuesday of every month at Damon's Grill in State College. Meetings begin at 7:00 pm, with dinner beforehand at 6:00 pm. All are welcome to attend. Upcoming meeting dates are November 11th and December 9th.

NEWSPRINT

NewSprint is a publication of The Central Pennsylvania Region of the Sports Car Club of America, as a service to its members. Members are strongly encouraged to make contributions. NewSprint is issued in January, March, May, June, July, August, September, October, and November. All comments, articles and photos should be submitted to the editor.

Classified ads are free to members and \$5 per issue for all others.

2008 Driver's Challenge Decided by 0.007 Seconds

Each year the Driver's Challenge pits all of the Summer Series class winners against each other in the same car. Each qualifying driver gets the opportunity to drive the Challenge car on 2 runs, and the fastest run counts. As usual, the Challenge car was graciously loaned to the club by Dix Honda. This year's vehicle was a silver 2004 Hyundai Sonata equipped with a fire-breathing 2.4-liter 4-cylinder engine and 5-speed manual transmission. Challenge drivers put the car through its paces, struggling to find grip and learn the balance of the car. With only 2 runs, roughly 2 minutes of seat time, it is quite a challenge to put down a good time, and the competition was extremely close, with the top 11 drivers separated by less than 3 seconds.

Early in the competition it looked like a time in the 63-second range would be enough for a win, but mid-way through the competition Jon Claypool ran a 61.589 on his second run, seemingly putting the competition out of reach. 2 drivers later, Jeremy McCauley shattered all previous times with a 60.526 but unfortunately hit a cone nearing the finish line. On his second run McCauley ran a 51.596, a scant 0.007 seconds behind Claypool. From there on out the deal was sealed, as none of the remaining drivers could get close to these times. Congratulations to all who participated, and thanks again to Dix Honda for supporting the event!

1st Place:	Jon Claypool	61.589
2nd Place:	Jeremy McCauley	61.596
3rd Place:	Dave Kraige	62.332

4	Ryan Lower	63.204
5	Tom Tremper	63.570
6	Josh Duvall	63.631
7	Aaron Eberhard	63.808
8	Ron Dotts	64.158
9	Howard Henning	64.249
10	Charlie Faris	64.365
11	Don Wilson	64.491
12	James Pahel	66.168
13	Rick Venturella	66.274
14	Steve Lower	66.584
15	Lauren Mohar	66.791
16	Dan Warner	67.388
17	Jon McCloskey	76.542



*Driver's Challenge podium finishers from left to right:
Dave Kraige, Jon Claypool, Jeremy McCauley*

photo by Nate Coraor

2008 Solo Series Sponsors



2009 Nominations and Election

Charlie Faris here, once again I am Chairman of the Nomination Committee for preparing a list of potential candidates for 2009 SCCA-CPR club Officers. Those Officer positions are: Regional Executive, Assistant Regional Executive, Secretary, and lastly, Treasurer.

The members of the nominating committee are: myself (duh) - Charlie Faris (audidoda@aol.com), Steve Eastman (camaro404@aol.com), Chris Barnard (barn_1303@yahoo.com), Rob Beck (rbbeck@pennswoods.net), and Dave Kraige (dkraige@kcftech.com). If you would like to be considered and throw your hat into the ring, please let me (or any of the nomination committee members) know and your name will be added to the list of candidates that will be presented to the entire voting membership (SCCA-CPR members in "good standing" as in you paid your dues) at the next SCCA Meeting in October (as required 60 days prior to the actual vote).

At the November, and December meetings, all candidates / incumbents will have the opportunity to speak to the electorate for 5 minutes to explain their platform, etc. At the December meeting, the official election will take place for these four positions. Save the date and be there to take part in shaping your club. Nominations will be accepted up to the day/date of the December elections as required by the bylaws, however we'd prefer that incumbents declare if they intend to run for re-election or not, and we'd prefer if candidates step up prior to the December meeting. Asst. Regional Exec., Gary Gurchik, has said he is stepping down, and as of now, the others are still uncommitted.

We need people run the club, and it's a thankless, difficult, time consuming job, but very necessary to continue to function as a volunteer group. We're ever so grateful to those who have served this past year, and hope any new candidate who steps up will do as good a job as those who have been our Officers this last year.

- Charlie

The following are the potential candidates for each of the elected positions as of this printing of *NewSprint*. Please note that this is a tentative list. As Charlie mentioned, nominations will be accepted up to the date of the election. Please contact any member of the nominating committee if you are interested in running for office.

Regional Executive: Dave Mohar (incumbent)
Steve Lower

Assistant Regional Executive: Dan Warner
Jim Pahel

Secretary: None (incumbent: Ron Dotts)

Treasurer: None (incumbent: Lauren Mohar)

Member Birthdays

Chris Barnard	Oct. 8
George Benham	Oct. 5
Christopher Carini	Oct. 6
Dan Drury	Oct. 12
Aaron Eberhard	Oct. 4
David Ebersole	Oct. 31
Christopher Gleason	Oct. 13
Van Michael	Oct. 29
Michael Szczesny	Oct. 26
Trinity Wiker	Oct. 6
Gregory Williams	Oct. 13
Kenneth Williamson	Oct. 3

2008 SCCA Solo National Championships

A family's first time experience.

text and photos provided by Steve Lower



Let me start out by saying that anyone who has, or is considering competing at the SCCA Solo National Championships should attend this event. It is a great learning experience with the highest level of competition you'll ever see and some of the nicest people you'll ever meet.

The commitment to go:

Attending the Nationals was not a road trip taken lightly by us. It all started for us at the 2007 NE Divisional when one of the Philly region members suggested we should consider going after Ryan's 2nd place PAX finish. That got the wheels turning so to speak. Finances simply weren't available to attend the National Championships in 2007 so we started planning for 2008. Saving money by not traveling to neighboring regional events in 2008 was a sacrifice that had to be made. Very early in 2008 we agreed that the final decision would be made after the Cone Killer Classic. If Ryan ran good at the CKC, we'd go. Well, with 5 possible trophies on the line and a former national champion in his class, Ryan stepped up his game and took 1st place in all 5. First in Index class both days, First in combined Index class, First in FTD, and First in overall PAX. The decision was made. Yep, we're going to Topeka!

The preparations:

My list of things to do and things to take was 3 pages long. I'm not going to go into it in detail short of saying, a ground up disassembly, inspection, and reassembly of the entire kart, an engine rebuild, and 2 new sets of tires. A final shakedown and tire scuffing session during comp runs at our September 7th event and it was time to start packing. I thought I had it all covered (more on this later). I even researched if a welder would be available on site just in case something happened like it did at the '07 NE Divisional. I found that there would be a welder available close by so our generator and welder stayed at home.

The Trip out:

Wind and Rain. Many years ago I thought my mom and dad were crazy driving through a hurricane to get to Myrtle Beach for a vacation. I guess they weren't that crazy after all. We left Friday evening after Ryan got home from his class which ended at 5:15 pm. Somewhere just inside Ohio, traffic on the interstate came to a grinding halt. A two vehicle tractor trailer accident with rollover had both lanes blocked. After sitting still for an hour and a half we finally got moving again. It was a pretty major traffic backup because we traveled just under 2 miles before we got to the accident site. A stay over in Seville, Ohio and we were back on the road early Saturday morning for a long day in the middle of the first major rain storm we encountered. The weather cleared some in the early afternoon and while still quite windy, we had smooth driving to Warrenton, Missouri. A problem at the hotel overnight didn't really help that we were all tired and somewhat grouchy. We woke up Sunday to the sound of Hurricane Ike. More wind and rain, only worse than the preceding storm. I quickly realized something interesting. When you're traveling west pulling a trailer at 65-70 mph, and a hurricane is moving east at 40 mph, that combination really hurts the gas mileage!

If I remember correctly we passed over a dozen vehicles that slid off the road and were stuck in the ditch on one side of the road or the other. Fortunately most must have happened overnight because the only accident site that had any people around was an active accident with Fire/Rescue and EMS personnel working to extricate the driver of a car after sliding off the road, over an embankment and into a pond. Speaking of ponds, I've never seen so many farm ponds as we saw along I-70 traveling through Illinois. Anyhow, we finally cleared Hurricane Ike just before Kansas City and finally had dry roads into Topeka.

Heartland Park Topeka:



Sunrise at the 2008 SCCA Solo National Championships

headed into the tunnel running under the track. Let me tell you, this place is very large. We got a paddock spot as close to the courses as possible so that Lin wouldn't have to walk too far to watch. She was hurting pretty bad from the trip out but she hung in there with us. Once we got the trailer into our spot, I opened up the trailer to find that the door seals didn't keep out the rain as well as I thought they would.

Everything and I mean everything inside the trailer was wet. Ryan and I unloaded the kart, pit buggy and a few other things to let them start drying out and we headed off to walk around to get the lay of the land. We found Rosanne Freeburger, well actually Rosanne found us and spoke with her a few minutes.

The Sunday Test & Tune was in full swing so we watched a few runs and decided that we should have come a day earlier to participate in that. I'd highly recommend it for those considering the nationals in the future. I know we'll take advantage of the T&T next year if for no other reason to get a feel for what the surface is like. I feel that if we had run the T&T, the mechanical problem we experienced on Tuesday (more later), may have happened then and not during our competition runs.

Since registration was closed when we arrived, we had to go back out to the registration building and register and get our banquet tickets. Back inside the track we met and talked with several of our F125 competitors, met Doug Gill (nice guy) and got our required event stickers, wandered around the place a little more and picked up some applicable contingency stickers, packed the trailer back up and then headed to our hotel to check-in.

WE MADE IT!
We arrived at HPT just about noon on Sunday. It's really cool that they have all the roads around HPT named after famous racing drivers. Entering the place on Gary Ormsby Drive, we found the registration building and after signing the waiver, getting our wrist bands, and getting our paddock spot assigned, we

As a side note, we had dinner with my cousin and her daughters who live in Lenexa, KS. We met them at Arthur Bryant's BBQ which is across the street from the Kansas Speedway. I highly recommend the place.

Monday, day before competition:

Course walks were already in progress when we arrived at HPT around 7:15am. The sun was coming up and there was a nice breeze so we unloaded everything out of the trailer and opened it all up so that it could completely dry out. Once that was done, we headed over to the courses to do our first of many course walks.

Timing was everything because who was standing at the start line of the west course, Sam

Strano. We talked for a minute and Sammy walked the course with us. His insight and experience on courses and his knowledge on the surface at HPT was great. Ryan was going to take some notes about the course as he walked but Sam explained as he took the event booklet out of Ryan's hand that we needed to pay attention to the course and after walking, go back to the trailer and make notes. Thanks Sam, you were right about everything, especially the grip level on the ground areas.

The rest of the day was filled up with more course walks, tech inspection (Denise and Allen Kugler were working tech and checked over the kart), more course walks, some bench racing and setup advice from other F125'ers, more course walks, and dismounting and remounting tires on different wheels (a trick learned from a competitor). Did I mention we did A LOT of course walks. I was struggling with visuals on the sweeper on the west course. I finally did walk the east course sometime during the mid afternoon just to clear my head. We finally headed out to dinner and back to the hotel.

Tuesday, 1st day of Competition:

We arrived at HPT before sunrise and started to prepare for the day. I went up to walk the course again at 6:55am to find a sea of people on course. When they say the course is open for walking at 6:30am, believe it. I don't know how they could see the course, but they were out there. I got in 2 walks before they closed the courses for opening ceremonies. It was kinda neat being a participant at an event where the United State's flag was presented by a group of Marines in dress uniforms and the national anthem was actually sung and not a pre-recorded version.



Finish of the west course

The competition started with the Formula Jr's running the west course. The kids were all smiles and we got a chance to wish the Garfields from the DC region good luck before they started. I think the kids were flat footing it around the course because they were FAST!

As soon as the FJ's were done, the cars took over. We watched a few runs (had to watch at least one of Sam's runs in FS) and I headed back to the trailer to have some coffee and go over the kart one more time. From our paddock location we watched the endless stream of cars coming from grid to the course and returning back to grid. Even with workers serving at traffic cops, you have to cross that area at your own risk. It's just that busy. After we noticed Sam coming up for his 3rd run it was time to report for our work assignment. Ryan and I were both assigned to grid "D" for heat 2. I should explain here that each grid has 52 spots and there were 4 grids (A-D).

Mike Snyder (STS2 Honda CRX) from DC region was the grid chief and was a great help to us getting our feet wet working grid at such a large event. Our work assignment went fairly well as we realized that it took almost a full minute from the time we released a car until they arrived at the course. Down the line sending a car every 30-35 seconds, back up to the beginning to send the co-drivers and then do it all over again 2 more times. Once all the drivers/cars had returned from their third runs we waited to make sure that there would be no re-runs and then we were released. I later talked with Alan Pozner who complimented me on how well we ran grid. Thanks Alan.

Back to the trailer to change into our race suits, grab a drink and head back to grid "D" with the kart in tow on the pit buggy. It didn't look like there was much of an incline between our paddock spot and grid but there was...

Here's Ryan's description from the LPAC (Lions Performance Auto Club) forum of how our first day runs went:



"Dad is first up, and runs a time in the 44-second range. I go out about 6 minutes later (5 minutes in grid and one to get to the course) and lay down a 39.666 time. How's that for a bad omen? After talking with some of the other competitors, I find out I'm about 1 second off the

pace - not bad.

So dad goes out for his second run...and takes forever to get back to grid. When he gets back, there's another kart literally riding his bumper coming back. Once dad gets the kart into the grid spot, he's scrambling because the kart "just died" at the start line. We try for a few minutes to get the kart to start, to no avail. Suzanne Segal (multi-time, including 2008, F125 Ladies national champion) suggests checking the carburetor because something similar happened to her husband last year. Sure enough, the problem was found. A little clip (about half the size of your pinky fingernail) that retains the throttle needle to the slide broke, not allowing the kart to run. Go figure, we packed pretty much every spare part we could, but this little \$0.75 clip is one of the few we didn't. Thankfully Paul Durr, the same guy who I originally thought was riding dad's bumper back to the grid (it turns out he was giving dad a push back so dad didn't have to walk the kart back) had one on the spot and was gracious enough to give it to us.

So we start into the repairs...but the grid workers call me to go to the course...and the kart isn't ready to go, so I take a mechanical. The 10 minutes elapse...and it's still not going, so I have to forfeit my second run.

Dad's third run comes up...still not back together, so he takes his mechanical (SCCA rules allow one mechanical per DRIVER, not per VEHICLE...thankfully) we get the kart back running with about 5 minutes to go, so we put the kart down and dad gets in...only to be told it'll be a few minutes because there was a timesheet audit in progress. 15 minutes later (and a moment of scrambling because we realized we forgot to put the weights back on the kart for dad) he finally gets his third run - a high 42 second run. I then get my third (after the requisite 5 minutes) and turn in a 39.190 - good only for 11th place out of the 18 competitors. (for comparison, the leader was sitting on a 37.3xx run.)"

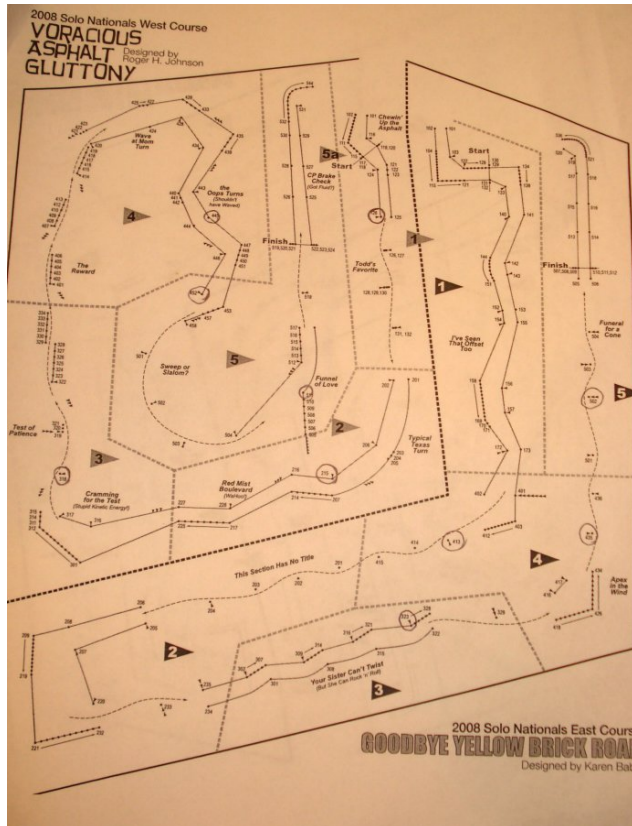


I'm back. Ryan mentioned the weights. Following our third runs, the first drivers were told to return directly grid. Once I got back there, we had to strip the weights back off the kart for Ryan's last run. Our grid spot was at the far end of grid "D" so as soon as he left grid, I had to grab all the weights and my helmet, gloves, and neck brace and run up to the tech building so that I would be there to weigh in following his last run. Let me tell you, trying to run approximately 300 yards, with 30 pounds of lead weights in one arm, ankle weights on each ankle under my suit and carrying my helmet and other stuff in the other arm just about did in this old man. I made the mistake of taking several big gulps of water before heading up. Somewhere around the middle of grid "B" the water came back up to put it as politely as I can. I made it up just in time and stepped on the scales with the kart at 418 pounds. I had 3 pounds to spare. Later, while we were waiting in impound, Doug Gill came by and told us that on the following day, the first drivers could go to the scales before returning to grid if we wished. That was a lifesaver.

I'm not sure what happened but at the end of the day on Tuesday I had a time listed for my first run but when Wednesday rolled around, my first run was listed as a DNF. It didn't matter because my third run was faster. I'll add that the visual problems I was having with the sweeper got me. I suspected that I was off course on my first run and in order to get in a clean run in, I practically had to come to a stop on my last run to get around the cone that I was having difficulty visually picking up.

All day, Ryan was dealing with some sort of allergic reaction to the feather pillows at the hotel with a swollen face and what we thought at first was pink eye so we sent him back for a while to try and rest while Lin stayed with me like the true trooper she is as I tore the top of the engine apart to see where the missing part of the broken needle clip got to and to see if there was any major damage. I was prepared for that. I had a spare cylinder, head, and piston all ready if needed. I never did find the missing piece so I have to assume it got pumped through the engine and out the exhaust. We finally called Ryan and he came back and got us and we called it a day.

I should mention in here somewhere that each course was named. The east course was designed by Karen Babb and named "Goodbye Yellow Brick Road" and the west was "Voracious Asphalt Gluttony", designed by Roger H. Johnson.



Wednesday, 2nd day of Competition:

We got up and moving before dawn and decided with as bad as day one went, we'd treat day two like it was just any other 1-day event. Ryan's eye was still all bloodshot and light sensitive but improving. The routine was pretty much the same as day one. We were running the (faster) east course and we were able to get in 3 course walks before the courses were closed.

A timing problem on my first run resulted in a 56.xxx on the faster east course. When I got back to grid it was explained that some butterflies tripped the lights resulting in the erroneous time. As it turned out, 5 of us got reruns. My rerun went OK with a 37.3XX and Ryan's first run was anything but typical with an out of character spin. Both of us improved on our second runs and we each turned our best times on run #3. Ryan finished with a 35.140 which moved him up to 8th overall and I ran a 36.742 remaining in 17th place. The best things for me was that I could scale before returning to grid (no running!) and we didn't have any issues with the kart.

By the time we were released from impound, the 5th heat was well under way. We didn't waste much time getting everything packed up so that we could get back to the hotel and clean up before heading off to the awards banquet at the Expocentre in Topeka.



The Awards ceremony was very nice with a great buffet. We sat with the Freeburgers who really had to scramble to get there because Rosanne was running in the 5th heat. Sam Strano and Heather & Jason Burns were sitting at the table next to us so we got a chance to talk with the Burns' a little since we hadn't seen them since the CKC. Heather commented that she had voted for Ryan to win F125 on the SCCA forum pre-event poll given his performance at the CKC. That was pretty nice of her and gave Ryan a little boost of confidence.

All the award winners were filtering past us following their presentations, and pictures so we got the chance to congratulate those that we knew (and some we didn't).

Based on the picture, you can tell there were several people celebrating with plenty of liquid fun.

The Trip Home:

We left the trailer overnight at HPT so once we got moving in the morning we headed over to get it for the trek home. We hooked and left to the sound of the first heat of cars on course. The weather was beautiful on the way home and we stayed overnight just outside Indianapolis.

Friday morning we stopped at the Indianapolis Motor Speedway and toured the museum. The cars and stories that the museum personnel told about how some of the cars were acquired were amazing. The track tours weren't running so we headed off for a short trip to Comet Kart Shop. Comet is one of the largest kart shops in the US and is owned by former Indy car driver Mark Dismore. While there, we picked up some of the parts that we learned we needed from Nationals. We also talked with one of their motor guru's and learned a few MORE tricks to (hopefully) make us faster.



Ryan turning some fast laps at NCMP

Back on the road for another short trip to New Castle Motorsports Park which is also owned by Mark Dismore. They were having an open practice with about a dozen or so karters preparing for the upcoming Robopong.com 200 lap endurance race. NCMP is a multi-configuration karting road course with the configuration that day having a course length of about 1.1 mile. \$45 dollars later and we were in the pits mounting a brand new set of tires and changing gears for some track time. Ryan went out and after 3 laps came into the pits so that I could do a plug check. After about another 15 laps, Ryan pulled in because the engine was starting to overheat and the tires were starting to

go away. He was right about the tires, he severely blistered the rear tires and I didn't want to change to our autocross tires so we called it a day and got back on the road.

If you're ever traveling I-70 just east of Indy, I'd recommend stopping at NCMP and taking one of their rental karts out for a run. If you're not used to driving a kart, your arms will be tired in about 10 laps, but I guarantee you will have fun.

One more overnight stay in Ohio and we were finally on the last leg of the trip home. We had a good trip but it sure was nice to be back in State College and home.

Overall, Nationals is an experience that every autocrosser should compete in at least once in their lifetime. I would recommend going early or staying late depending upon your run days if you'd like to watch some of the competition. Your run days are extremely busy and there simply isn't much time to both compete and to watch.

We learned so much about the kart that the information we brought back home with us made the trip worthwhile. There are so many people to thank and congratulate but one in particular we owe a great debt to is Paul Durr from the Las Vegas region for giving us the needle clip which allowed us to fix the kart. As Ironic as it may be, Ryan ended up finishing up ahead of Paul in the final standings.

Until Next Year's Trip.....

Steve Lower - Central Pennsylvania Region

The Central PA Region
of the
Sports Car Club of America
presents

The 2008 Witch's Rallye

Saturday, October 25th from 4:00 PM until???

Proceeds benefit the Youth Services Bureau

The Witch's Rallye is an annual tradition of the Central PA Region SCCA. Participants embark on a journey across the back roads of central Pennsylvania, following a provided route and searching for clues along the way. At the end of the rallye is a party (at a secret location!), with food, door prizes and awards for the winners.

All driving is at legal speeds; this event tests your eagle eyes, not your horsepower!

No special safety equipment, performance vehicles, or even an SCCA Membership is necessary.

The Rallye starts at Mid State Airport, 451 Airport road, Rushville, PA. 18828. One mile from Black Moshanon State Park. Check-in begins at 4:00PM (all team members must check in).

You need (full details about rules and regulations are on the back of this flyer):

- A vehicle (in good running condition, with a full tank of gas)
- At least 2 people on the team (driver, navigator)
- The driver must have a valid driver's license, vehicle registration, and proof of insurance
- A pen or pencil for writing down the answers

Extras and bonuses:

- It's a good idea to bring a flashlight, a detailed road map, and a clipboard (SPOTLIGHTS ARE NOT ALLOWED)
- You may bring as many extra passengers as your vehicle has seat belts
- Wearing a costume will get you extra points (only driver and navigator costumes count)
- Bringing a donation for the Food Bank will also get you extra points

PLEASE BE AWARE: If anyone on your team is under the age of 18, both parents will need to sign a minor waiver for that person to be able to participate! Full details about this requirement are on the back of this flyer. Contact the event organizers with any questions.

Online pre-registration (w/ credit card) is available at our website, www.scca-cpr.com or register (w/ check) by mailing in the form below. You may change your registration (change of team members, vehicle) after you submit it, please contact the organizers to do so.

Bryan Smith (814)-937-3890
Rob Beck (814)-942-1636
Mike Cunningham (814)-943-2196

2008 CPR SCCA Witch's Rallye Rules & Regulations

This event is sanctioned by the Sports Car Club of America and is subject to the rules and regulations of the SCCA Road Rally program. For the most part, this is all simple stuff, but please be aware of the following so we don't have to turn you away at the day of the event!

- Entrants under the age of 18 (that INCLUDES extra passengers!) MUST have an SCCA Minor Waiver signed by BOTH parents to participate. These are the same waivers that are present at our autocross events. If you aren't familiar with the SCCA minor waiver, please contact the event organizers in advance to find out what you need to do.
- Drivers shall be required to certify that they hold a valid automobile operator's license for the state in which they reside as of the date of the event.
- Each entrant must certify that the car entered is on the road legally and is either owned by the entrant or is being used by the entrant with the owner's permission.
- Each owner/entrant must have a valid auto insurance policy covering the entered vehicle(s) with liability limits of not less than \$20,000/\$40,000/\$10,000. A valid insurance card must be provided and a waiver attesting to the limits of the policy must be signed at registration (if you're mailing in your registration, you can do this beforehand by signing the bottom of this page).
- For each entered vehicle, the following vehicle equipment shall be in proper operating order:
 - o Headlights (high and low beams), parking lights, taillights, stoplights and directional signals
 - o Rear-view mirror
 - o Foot brakes and parking brake
 - o Tires (inspected for condition of sidewalls as well as tread)
 - o Seat belts, securely installed for the driver, navigator, and all passengers
- This event is performed on public, open roads. All laws MUST be obeyed. Failure to obey the law can result in disqualification/dismissal from the event and/or future events.
- The use of alcohol and/or drugs is banned. Any team found violating this policy will be disqualified and dismissed from the event and possibly future events. Alcohol may be consumed once the rally portion of the event has ended (e.g. at the party).
- Navigational aids other than road maps (i.e. GPS units/systems, computers, OnStar, etc.) are specifically prohibited from this event. Any team caught using any of these aids during the event will have their results disqualified. Vehicles with integral navigation systems are asked to be on their honor and not use them as these systems go against the spirit of the event.
- HANDHELD SPOTLIGHTS ARE STRICKLY PROHIBITED IF CAUGHT USING THEM IT IS A DISQUALIFICATION!**
- Teams providing food donations will be rewarded bonus points. Please do not take advantage of this rule by bringing a single item for your entire team.
- The questions in the route book account for the majority of the points on which the Rallye is scored. Points can be deducted for incorrect answers, finishing before or after time allotted, or unsportsmanlike conduct.
- There is no maximum time limit on this rally, but points will be deducted for exceeding the prescribed time. The minimum and maximum time limits will be printed in the route book and announced at the driver's meeting
- Teams must go through all control stations that are situated on the route and get a token as proof of going through the control. The route book will provide clear markings as to the locations of these controls. Failure to stop at a control must result in disqualification as per the official SCCA Road Rally Rules. Have fun!

Mail to:
CPR_SCCA
c/o Lauren Mohar
163 Maple Village Lane
Pleasant Gap PA 16823

Driver _____

Navigator _____

Address _____

Address _____

Vehicle Make _____ Model _____ Year _____ License Plate State _____

License Plate Number _____

Extra Team Members (names)

If postmarked on or before October 10th, 2008

Driver/Navigator Team
Extra Team Members (____ x \$10)
Total (checks payable to CPR SCCA)
= \$ 30
+ \$ _____
= \$ _____

If postmarked after October 10th, 2008

Driver/Navigator Team
Extra Team Members (____ x \$10)
Total (checks payable to CPR SCCA)
= \$ 35
+ \$ _____
= \$ _____

The entrant warrants that an auto insurance policy with liability limits of not less than \$20,000 /\$40,000/\$10,000 is in force for each vehicle entered.

Please note: You will still need to provide a valid insurance card for the vehicle you enter to the registration officials at check-in. Please sign below that you have read the rules and that you accept them and have met the proper insurance requirements.

PRINT ENTRANT (DRIVER) NAME _____
SIGN _____ DATE _____

MEETING MINUTES – September 9, 2008

Call to Order: Meeting called to order at 7:00 pm at Damon's. Present were Gary Gurchik (Ass't RE), Lauren Mohar (Treasurer), Ron Dotts (Sec), Dave Kraige, Steve Lower, Chuck Carroll, Howard Henning, Lee Watson, Charlie Faris, Rob Beck, Steve Eastman, Nate Coraor, Dan Warner, Jeremy McCauley, Ethan Joniello

Competition: Paul Stinson and others competed in Watkins Glen, NY, with Gary Gurchik joining them as caterer. Paul finished first in class and eighth overall. Ron Dotts competed in NEPA and Cumberland.

RE Report: Gary Gurchik reported on behalf of Dave Mohar that he was very concerned about lack of attendance at events. Some action decisions were: Steve Lower would do an analysis of members vs. attendees to see if a pattern could be seen. The Board agreed to allow Steve to use the membership list for this purpose. Agreed to send out invitation mailers in the spring. Agreed to try to do promotional ads in the Daily Collegian. Agreed to plan more promotions in 2009.

Assistant RE Report: See RE report.

Secretary: Minutes of the August meeting were presented to the members present. Ron motioned to accept the August minutes as presented; Steve L. seconded.

Treasurer: Current fund balance is \$24,138.10. This includes two \$5,000 Certificates of Deposit. Mr. Smeal agreed to reduce the fee for our last event by \$100.00.

Solo: Nate indicated that events are running well with lots of help on Saturdays and Sundays. He would like to formally thank Bryan Smith for the great food service and the use of his truck for clean up.

Newsletter: Dave Kraige said the August edition is out and September is being worked on. He continues to ask for input and articles for the newsletter. Ron offered to provide Dave with a Meet-A-Member article.

Membership: Ron indicated that as of September 9, we have 140 members. Dan asked to see if we have a report of the number of Weekend Members who convert to full members. Ron said he would try to find such a report.

Sponsorship: No report.

Website: Comments were that event results are posted very quickly and it is much appreciated.

Old Business:

Video for Rally Training: It was agreed that the effort to produce the training video is officially dead.

New Timing Software/Finish Line Printout: No report. Not yet in live operation and may not use. Consider using AxWare next year.

Food Vendors for 2009: State College Lyons Club and Patton Township Lyons Club have been contacted by Steve Lower. Both clubs expressed interest and wish to know our event schedule as early as possible. A decision was made to come up with a tentative schedule in January to pass onto those clubs and then update them of any changes.

New Business:

2008 Witches Rallye: Need workers to volunteer for the event.

2008 T-Shirts: Karl will do t-shirts. Decided to order 60 with long sleeves, dark gray in color.

Police Challenge: Have at least 8 cars committed. Will do two runs.

Drivers Challenge: Ron to order trophies. Dix Honda to provide car.

Search for New Event Site: Howard Henning discussed the Auto Auction lot just off route 80 Lock Haven exit. Showed photos, had a discussion with owner and sounded promising. Brief discussion of Bedford Airport and possibly Altoona Airport. Dan will try to get some information on the Lewistown Airport. Chuck will try to get some information on the Piper Aircraft Airport in Lock Haven. Discussed the possibility of a Committee to be formed for Site Acquisition. Ron offered to head the Committee and suggested we have at least two people from the Altoona area and two from the State College area for the search. There is no hurry as the season end is approaching. This can be worked on over the winter months. Committee members will be Dan and Nate from the State College area and Jeremy, Lee, and Don from the Altoona area.

Chief of Safety Steward Position: Discussed Bryan Smith's proposal of offering to take on the role of Chief of Safety Stewards. As such, he would be responsible for training and personnel management including work duties of Safety Stewards, among other things. Nate suggested this position would come under the control of the Solo Chair. There was general agreement that the position is a good idea but the decision is more appropriate for the new Board for 2009.

Nominating Committee and Nominations for 2009: Charlie agreed to accept the Chair position for this Committee again this year. He will contact the members of last year's committee to see if they will assist this year. Charlie then encouraged members to step forward and offer to run for office. He acknowledged that Gary Gurchik would not seek re-election. Dave was not present, Lauren would not commit, and Ron said he would run for office but not sure which office he wanted. Charlie then discussed the importance of the existing Board members to commit early so as to allow other members time to consider the possibility of running and that current Board members should probably commit by the October meeting. Lauren simply commented that anyone who wants to run can run. Ron discussed the matter further, explaining that it simply isn't right for a Board member to wait until the end to commit, even though they have that right, saying "the right thing to do" would be to commit early. Charlie confirmed his agreement with that and said the right thing to do would be for the Board members to commit at the October meeting.

Annual Banquet: Gary will report next meeting on a plan.

Other New Business:

Nate is working on a list of responsibilities of the Solo Chair position. We will try to reconvene the Points System Committee over the winter months.

Adjournment: There being no further business, at approximately 9:00 pm a motion to adjourn was made by Nate, and seconded by Dave Kraige. Motion passed.

Respectfully Submitted,

Ron Dotts, Secretary

2008 Fall Autocross Series Event #3 Results

Car Number	Class	Name	Car	Run1	Run 2	Run 3	Run 4	Run 5	Best	Pax	Pax Class	Pax Mult.					
120	IND	Ryan Lower	CRG Kalifornia	47.83	46.077	46.066	1	46.756	46.207	46.077	43.681	F125	0.948				
119	IND	Rosanne Freeburger	Acura Integra Type R	62.034	60.403	59.934		57.941	1	59.247	59.247	48.109	DS	0.812			
217	STI	Chris Elwell	Volkswagen GTI 1.8T	58.925	58.749	2	58.782	oc	57.851	5	58.031	1	58.925	48.024	GS	0.815	
215	STI	Dave Kraige	Audi A4 quattro Avant	62.005	60.151	60.727	1	59.688	63.783	oc	59.688	48.646	GS	0.815			
213	STI	Bryson Hildebrand	Chevrolet Corvette	62.824	61.92	62.159	60.327	79.923	4	60.327	51.399	SS	0.852				
221	AS	Ron Dotts	Chevrolet Corvette	54.525	1	56.631	54.519	1	56.038	1	55.054	55.054	46.355	AS	0.842		
313	AS	Peter Harrison	Honda S2000	58.414	55.964	55.919	55.65	1	55.885	55.885	47.055	AS	0.842				
113	AS	Jeff Rice	Honda S2000	62.589	62.076	60.922	60.937	61.125	60.922	51.296	AS	0.842					
216	BS	Jonathan Claypool	Nissan 350Z	56.981	1	56.27	1	56.668	55.659	55.34	2	55.659	46.308	BS	0.832		
220	BS	Dwight Anderson	Porsche 968	84.243	64.471	64.032	62.166	61.073	61.073	61.073	50.813	BS	0.832				
209	BS	David Anderson	Porsche 968	74.113	68.025	65.221	63.67	62.022	62.022	51.602	BS	0.832					
206	CS	Don Wilson	Mazda Miata	60.464	58.1	58.305	59.383	59.057	58.1	48.281	CS	0.831					
316	CS	Tom Tremper	Mazda Miata	60.44	60.898	1	60.226	61.369	1	62.856	60.226	50.048	CS	0.831			
303	ES	Aaron Eberhard	Mazda Miata	63.825	63.608	60.995	1	61.935	60.489	2	61.935	50.601	ES	0.817			
103	ES	Jon Mc Closkey	Datsun 280z	78.604	oc	76.611	oc	77.982	oc	74.482	71.027	71.027	58.029	ES	0.817		
311	FS	Bret Bauer	Chevrolet Camaro	55.887	55.93	1	53.948	54.47	53.679	1	53.948	44.291	FS	0.821			
110	GS	Rick Venturella	Acura RSX Type S	63.018	60.48	76.296	60.152	59.906	59.906	48.823	GS	0.815					
212	GS	Forrest Miller	Toyota Supra	70.424	66.294	65.904	65.269	71.092	65.269	53.194	GS	0.815					
102	HS	Gami Sanchez	Hyundai Sonata	68.071	66.732	67.043	oc	65.895	67.864	1	65.895	52.189	HS	0.792			
201	BSP	Lauren Mohar	Chevrolet Corvette	61.574	4	59.815	76.009	59.15	1	63.317	1	59.815	51.321	BSP	0.858		
309	CSP	Chris Baker	Mazda Miata	72.732	oc	64.135	oc	64.109	oc	63.859	1	64.771	oc	65.859	56.375	CSP	0.856
317	DSP	Nate Coraor	BMW 325i	62.354	1	61.022	61.416	2	63.207	1	61.18	61.022	51.442	DSP	0.843		
314	ESP	Gary Gurchik	Chevrolet Camaro Z 28	56.195	54.702	54.276	55.963	oc	54.137	54.137	45.529	ESP	0.841				
111	ESP	Jeremy McCauley	Chevrolet Camaro	59.198	1	58.807	oc	58.813	1	68.838	58.046	2	60.813	51.144	ESP	0.841	
301	FSP	Michael Ferrucci	Subaru Impreza	66.436	oc	60.501	1	60.237	2	60.707	61.321	1	60.707	50.569	FSP	0.833	
210	XP	John Hubbell	Cobra	58.324	1	55.276	55.16	54.629	55.345	54.629	48.183	XP	0.882				
320	XP	James Pahel	Chevrolet Corvette	57.072	2	56.962	2	56.305	55.594	54.909	54.909	48.43	XP	0.882			
306	XP	Steven Marsh	Cobra	55.992	55.357	54.242	1	53.908	1	54.778	1	55.357	48.825	XP	0.882		
310	XP	Matt Cary	Cobra	56.548	1	60.557	57.107	56.6	3	56.963	1	57.107	50.368	XP	0.882		
218	XP	Frank Stanovich	Cobra	67.199	62.135	60.068	58.663	58.407	58.407	51.515	XP	0.882					
114	CP	Stephen Eastman	Chevrolet Camaro	60.626	62.008	oc	61.128	57.665	59.485	57.665	49.823	CP	0.864				
115	CP	Zoltan Deak	Chevrolet Camaro	63.121	63.87	1	61.113	61.333	61.639	3	61.113	52.802	CP	0.864			
308	CP	Rob Beck	Buick Regal	62.708	1	63.427	1	61.149	3	61.924	2	61.599	1	63.599	54.95	CP	0.864
202	EP	Barry Duvall	Honda Civic LX	57.231	2	56.631	55.46	55.403	55.403	47.702	EP	0.861					
101	EP	Josh Duvall	Honda Civic LX	64.05	58.305	56.349	54.352	1	54.608	1	56.349	48.516	EP	0.861			
109	F125	Steve Lower	CRG Kalifornia	51.490	48.649	47.935	48.372	47.557	47.557	45.084	F125	0.948					
205	F125	Chris Barnard	CRG Kalifornia	DQ	DNF	58.836	57.244	57.468	57.244	54.267	F125	0.948					
104	STS	Howard Henning	Honda Civic Si	66.556	60.337	59.588	58.374	1	58.649	2	59.588	48.624	STS	0.816			
106	STS	Kenneth Steinbacher	Subaru 2.5 RS	63.264	61.91	60.037	60.555	61.498	1	60.037	48.99	STS	0.816				
307	STS	Justin Beers	Acura Integra GS-R	67.005	60.042	60.901	1	60.651	1	60.454	60.042	48.994	STS	0.816			
117	STX	Samuel Krauss	Eagle Talon	55.946	1	55.855	2	54.818	1	55.605	2	56.149	56.149	46.042	STX	0.82	
204	SM	Dan Warner	Nissan 240SX	58.492	56.821	58.533	oc	55.526	1	55.082	55.082	47.371	SM	0.86			
203	SM	Craig Mccabe	Subaru WRX STI	62.459	oc	62.558	59.922	1	59.963	60.323	1	59.963	51.568	SM	0.86		
208	SM	Ryan Anderson	Volkswagon Jetta	66.389	oc	63.909	oc	64.357	oc	64.237	1	62.892	62.892	54.087	SM	0.86	
112	SM2	Charlie Faris	Mazda Miata	60.221	58.099	57.912	58.256	57.688	57.688	50.015	SM2	0.867					
312	SM2	John Cuprisin	Chevrolet Corvette	62.744	63.16	60.944	61.747	61.146	60.944	52.838	SM2	0.867					
107	STN	David Luton	Hyundai Tiburon	66.941	1	66.095	64.08	63.363	61.663	61.663	48.837	HS	0.792				
302	STN	Chris Levin	Audi S4	63.489	oc	60.122	oc	64.602	64.318	61.645	61.645	50.056	DS	0.812			
207	STN	Aaron Frey	Mazda Miata	70.783	oc	64.756	64.033	62.451	72.488	62.451	51.022	ES	0.817				
214	STN	Tim Johnson	Honda Civic	68.643	1	67.088	65.406	65.546	67.991	oc	65.406	51.802	HS	0.792			
116	STN	David Melchiorre	Ford Mustang	65.386	66.71	2	63.702	62.654	62.798	62.654	52.692	ESP	0.841				
305	STN	Peter Gati	Chevrolet ZO6	63.49	1	63.087	63.802	oc	61.52	2	62.425	62.425	53.186	SS	0.852		
108	STN	Robert Martellacci	Chevrolet Zo6	73.144	66.152	66.118	66.118	68.441	63.128	63.128	53.785	SS	0.852				
219	STN	Chris Orlando	Dodge Dakota	79.499	70.58	65.977	64.058	63.838	63.838	55.348	SM2	0.867					
304	STN	Peter Sullivan	Ford Mustang	75.659	71.4	70.834	70.734	70.117	70.117	58.968	ESP	0.841					
707	DC	Jonathan Claypool	Hyundai Sonata	63.001	61.589	61.589	48.778	HS	0.792								
709	DC	Jeremy McCauley	Hyundai Sonata	60.526	1	61.596	61.596	48.784	HS	0.792							
711	DC	Dave Kraige	Hyundai Sonata	63.884	62.332	62.332	49.367	HS	0.792								
702	DC	Ryan Lower	Hyundai Sonata	64.254	1	63.204	63.204	50.058	HS	0.792							
710	DC	Tom Tremper	Hyundai Sonata	64.814	63.57	63.57	50.347	HS	0.792								
703	DC	Josh Duvall	Hyundai Sonata	63.772	63.631	63.631	50.396	HS	0.792								
717	DC	Aaron Eberhard	Hyundai Sonata	63.808	63.3	1	63.808	50.536	HS	0.792							
714	DC	Ron Dotts	Hyundai Sonata	64.158	63.193	2	64.158	50.813	HS	0.792							
713	DC	Howard Henning	Hyundai Sonata	64.249	65.731	64.249	50.885	HS	0.792								
715	DC	Charlie Faris	Hyundai Sonata	64.365	64.911	64.365	50.977	HS	0.792								
705	DC	Don Wilson	Hyundai Sonata	65.517	64.491	64.491	51.077	HS	0.792								
701	DC	James Pahel	Hyundai Sonata	67.339	66.168	66.168	52.405	HS	0.792								
712	DC	Rick Venturella	Hyundai Sonata	66.274	64.954	1	66.274	52.489	HS	0.792							
704	DC	Steve Lower	Hyundai Sonata	69.191	66.584	66.584	52.735	HS	0.792								
708	DC	Lauren Mohar	Hyundai Sonata	67.873	1	66.791	66.791	52.898	HS	0.792							
716	DC	Dan Warner	Hyundai Sonata	67.388	65.644	1	67.388	53.371	HS	0.792							
706	DC	Jon Mc Closkey	Hyundai Sonata	78.571	76.542	76.542	60.621	HS	0.792								



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 _____

Have you been an SCCA member before? No Yes: Year _____ Previous Member# _____

Membership Dues (Includes region dues)

- | | | | | | |
|-------------------------------------|---------|--|----------|-----------------------------------|---------|
| <input type="checkbox"/> Individual | \$75.00 | <input type="checkbox"/> Family | \$115.00 | <input type="checkbox"/> Military | \$45.00 |
| <input type="checkbox"/> Spouse | \$25.00 | <input type="checkbox"/> First Gear (24 yrs & under) | \$45.00 | | |

Spouse Name _____ Birthdate ____ / ____ / ____

Children Name _____ Birthdate ____ / ____ / ____

Name _____ Birthdate ____ / ____ / ____

Name _____ Birthdate ____ / ____ / ____

Name _____ Birthdate ____ / ____ / ____

The SCCA's **Membership Referral Program** is an incentive for current SCCA members to refer new members. By providing the name and membership number below of the SCCA member who sparked your interest in the SCCA, you are granted a \$15 discount toward your first year's dues and your SCCA friend will receive a credit on their membership renewal.

Referred by SCCA member: _____ # _____
(First / Last Name & Member Number required)

PRIMARY INTEREST(S) IN SCCA:

Please indicate the area(s) of SCCA in which you plan to participate, or which interest you most. Your response will be used to allocate your national dues to the areas you indicate. Thank you.

- Club Racing Pro Racing Rally Solo

Payment Method: Check Credit Card Money Order

Visa/MasterCard (only) Acct# _____ Exp. _____ **Total Amount Enclosed \$** _____

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

*I hereby apply for membership in the Sports Car Club of America, Inc. and the _____
Region of the SCCA. (Region Name)
By applying for membership I agree to abide by the bylaws of the SCCA and the SCCA Region named above.*

Applicant's Name (Signature Required) _____

Date (Required) _____

What is the SCCA?

The Sports Car Club of America is the world's largest automotive motorsports organization and has set the target for motorsports competition and motorsports event management in North America for over 60 years. The SCCA has remained the benchmark and is recognized as the gold standard in the industry.

The SCCA hosts a myriad of motorsports activities to satisfy any interest you may have as a sports car competition enthusiast.

Interested in Professional road racing? Then SCCA Pro Racing®, Inc. which organizes and sanctions SCCA's World Challenge and MX-5 Miata Cup has your ticket.

Do you have a burning fever to experience the intense competition and camaraderie of Club Racing®? Then regional programs and intense national programs designed for qualifying for the National Championship Runoffs® are your medicine.

Not interested in the challenges of wheel-to-wheel competition but still harbor a competitive streak for precision and accuracy at speed? Then SCCA's Solo® Events program offers over 2000 local competitions annually up to and including a National championship with supporting Divisional championship programs.

How about those of you with a need to play in the dirt? SCCA's RallyCross® program offers competitions similar to Solo events on loose surfaces. RallyCross also has a very competitive National championship structure.

The SCCA RoadRally® program is what got SCCA started over 60 years ago. This is the easiest form of competition to enter as it only requires a registered and insured street car of any kind. Normal highway speeds and precise course following are the challenges in this most basic form of motorsport.

If you find that competing is not your style, but being close to the competition, the drivers, the cars and the crews and being part of the American motorsport scene is your form of adrenaline, then the SCCA has written the book on motorsport official's training, licensing and event management. Anyone can volunteer as an official at SCCA events – the wealth of motorsport experience possessed by SCCA members will be imparted to you simply by your enthusiasm and desire to learn.

YOU CAN GET IN ON SCCA ACTION LOCALLY AND RIGHT NOW!

There are over 110 local regions of the SCCA – from Guam to Hawaii and up to Alaska...down to Florida and up to Maine – which means there is a pocket of SCCA activity near you. You'll be involved in events close to home or you can make a weekend of it with other motorsports enthusiasts like you. SCCA is like no other motorsports organization. Why? Because you're involved – you can compete, organize, and participate at any SCCA event at any level you choose.

INDIVIDUAL MEMBER: \$75.

- Compete and participate in all SCCA events.
- Vote in SCCA elections and serve on committees.
- Includes annual subscription to SportsCar®, the SCCA official monthly magazine.
- Two SCCA decals for your car.
- Includes Participant Accident insurance while participating in SCCA activities.
- Merchandise discounts.

FAMILY MEMBERSHIP: \$115

- Husband/wife and children under age 21.
- All family members have full rights and privileges of an Individual member, including holding competition and official's licenses.
- Share a subscription to SportsCar.

SPOUSE MEMBERSHIP: \$25

- Full rights and privileges of an Individual member, including holding competition and official's licenses.
- Share a subscription to SportsCar.

FIRST GEAR - \$45

- 24 years old and under.
- Full rights and privileges of an Individual member, including holding competition and official's licenses.

INTRODUCTORY VOLUNTEER MEMBERSHIP

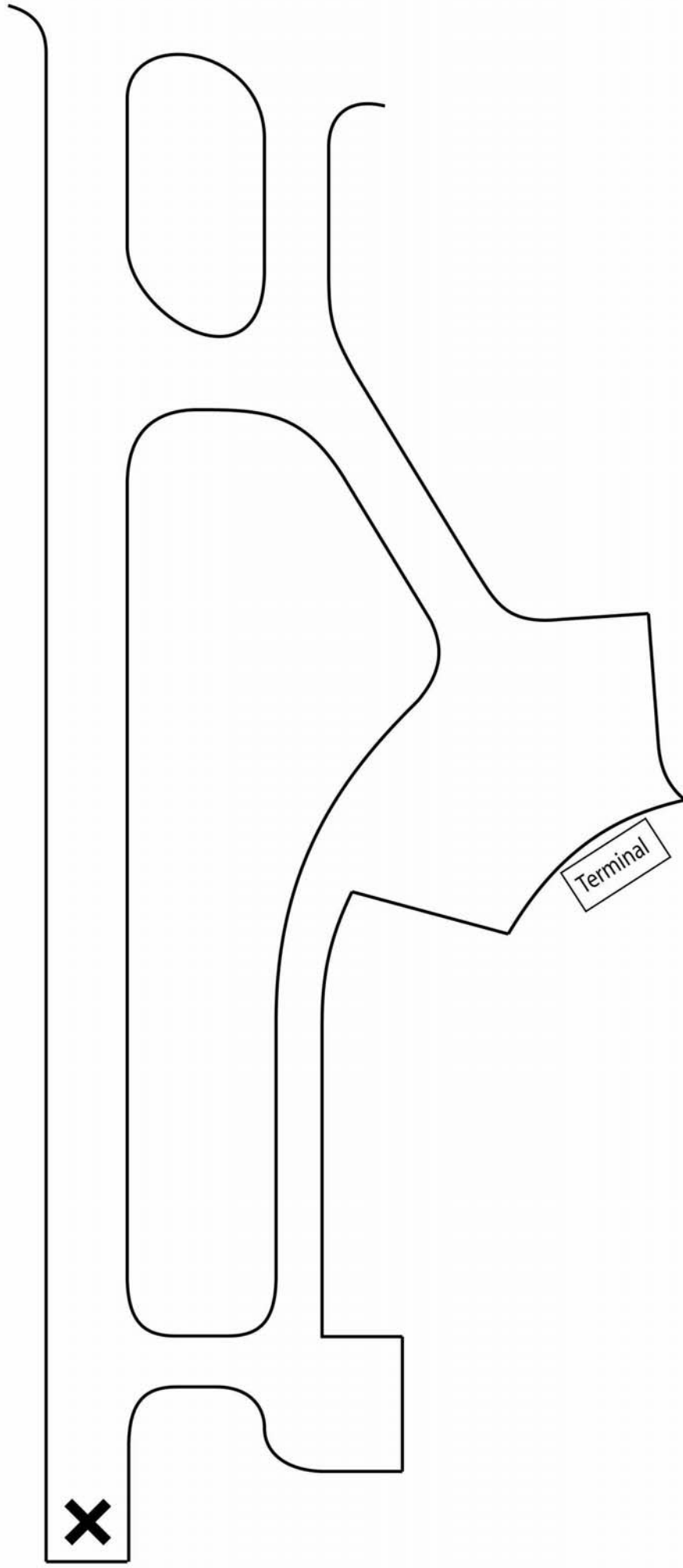
- **FREE** for the first weekend of Club Racing specialty participation.
- **\$30 annual national dues** (second and third year of membership if four events worked prior year.)
- Available to NEW Club Racing Volunteer officials.
- Includes Spouse and Family Memberships for an additional fee.
- Ask for special membership form or contact the SCCA Membership Department for details.

MILITARY MEMBERSHIP: \$45

- Full time active duty military personnel.
- Full rights and privileges has Individual membership, including holding competition and official's licenses.
- Spouse and children do not receive reduced fees.
- Must include a statement from your unit commander or a copy of your military ID card each year.

TAKE YOUR CHOICE. Any SCCA membership program you choose or level of participation you select will give you access to the most dynamic, friendly, and exciting organization you have ever joined. Once you are here, you will see why SCCA motorsports enthusiasts "Join for the cars, but stay for the people."

Complete the application on the reverse side and send in today. Get a friend to join and receive a discount on your national dues!



- H** 15 ft - Minimum Gate Width
- I** 45 ft - Minimum Slalom Spacing
- I** 50 ft - Minimum Distance from Solid Object
- I** 75 ft - Minimum Distance to Non-Participant Area

NewSprint

Send questions or comments on NewSprint to:

Dave Kraige
736 Partridge Lane
State College, PA 16803

dkraige@kcftech.com

814.933.9428

CPR-SCCA
c/o Dave Kraige
736 Partridge Lane
State College, PA 16803



TO: _____

