

SEPTEMBER 2006



A PUBLICATION OF THE KANSAS CITY REGION,
SPORTS CAR CLUB OF AMERICA

CHECKPOINT



ANNOUNCING

THE FIRST EVER

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DRIVING SCHOOL
A TWO DAY SCHOOL
FRIDAY AND SATURDAY

PLUS

THE KANSAS CITY REGION
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A SOLO NATIONALS "ONE-UP"

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PHASE 1 ON FRIDAY
SEPTEMBER 15

PHASE 2 ON SATURDAY
SEPTEMBER 16

Entry includes
Participation in Sunday's Solo

Location is

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RE VIEW

WITH

BILL JOHNSON

Solo Evolves

Thanks to Solo Chair Niel Leon and the gang, our solo program continues to grow with the addition of an Evolution School this year. The event, titled the "KC Nationals One Up School Weekend" is coming right up on the weekend of September 15 & 16 and will feature both a phase 1 and phase 2 school. This is a huge opportunity for our Solo community to hone their skill, learn some new tricks and prepare for the Solo Nationals at Heartland Park less than 2 weeks later.

The following is from the Evolution web site:

The "original" Evolution program as developed by the McKamey Autocross School. This first step in the Evolution is where all students start, regardless of experience. Daylong course builds upon students existing skills, while introducing new ideas to improve one's times. Students both ride and drive with Evolution trained national caliber drivers to learn where they are fast and where they need to improve. Small student teacher ratio of 6:1 insures quality instruction time. Computerized timing provides segment times, which can be compared at various times during the day. Do to some factors such as, weather, segment times may not be available and are beyond our control.

Combined with race proven skills, concepts, and techniques this course will improve the performance of all drivers on both road and track. Even experienced driver's benefit from the Phase 1 course as a refresher for those things they've forgotten over the years or perhaps never learned. No matter what type of car you drive the Phase 1 skills will improve your overall driving abilities.

Building upon the skills learned in Phase 1, Phase 2 takes the driver into new areas of mental race preparation, allowing the Phase 1 skills to be applied as second nature. Various driving exercises are conducted throughout the day to improve the driver's visual and mental imaging of the course, resulting in quicker lap times. This course has worked "magic" in reinforcing the importance of Phase 1 skills and transferring those skills to every autocross course you may encounter. The Phase 2 track design is not the same as used in Phase 1 and generally has higher speed sections.

Note: Phase 2 students must first have completed the Phase 1 Program. As in Phase 1, students must provide a two-seat vehicle for the day. For event info call Niel Leon or e mail to: njleon@everestkc.net or go to the Evolution web site at: <http://autocross.server269.com/evolution/modules/news/>

Recently the Board approved the purchase of new timing software and radios for the solo program, to go with the new 4 heat event format. The solo year may be coming to an end but there are lots of new things going on at lot L. If you haven't been to a solo recently please try to take the time get out for one of the last events. With all of the new things in the program and all of the new and young people involved it is truly a fun day.

On an unrelated note, Tome Rowe is steaming ahead with plans for this years awards banquet. Looks like we will be at the Holiday inn at 87th and I35 on the Kansas side on January 20, 2007. I know a lot of people are excited because if Tom is involved, you know we will have fun.

Bill Johnson
RE

Thoughts and Notes From the Editor

I just checked the registration for the Solo Nationals and find that there are more than 600 Solo Drivers planning to be in Topeka September 26 to 29, and 20 of them belong to the KC Region. Each of you is already a Champion because you have made yourself eligible to participate in this Annual Event. The rest of the Region is pleased for you and proud of you! Good luck to all of you, and of course, have fun!

My next thought concerns the Solo points. I was updating them for this issue of Checkpoint and I am sure a few of you have points listed in 2 places in the same class, because you use your nick name to register one time and your proper name the next. The pointskeeper does not know if Patrick Doe and Pat Doe are two different people or the same one. If you can remember to use the same name for registration, I am sure the pointskeeper will have an easier job!

My last thought, this month, concerns the appointment of the nominating committee to select for officers for the 2007 year. If you are asked to be on that committee, please say yes! And, if you are on that committee, as you look for people to serve as officers, please think about how that person will represent you on the Board. Of course, as a club member if you are asked to be a nominee for office, please consider saying yes so you can help guide your club to another successful year. Right now, I will say thank you to the committee and the members who accept the challenge of being an officer!

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Many, Many Many parts for sale, MGB and MG Midgets. 816-405-1185 or 816-229-0767 Robert Maupins 07/06

For Sale: Phoenix Halon fire bottle, 5lb capacity. Includes bottle, remote actuator, tubes and three nozzles. Gauge shows full charge of Halon. From F500, asking \$90.00 Hal Kemrite 913-682-2048 09/06

There is no charge for a classified ad. We ask that you advise if the item sells before the 3 months that the ad will run.

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MiDiv Fall Rallys; Workers needed for US Road Rally Challenge

The fall season provides several opportunities for rallyists to get out and enjoy the roads in the SCCA Midwest Division.

On Saturday, September 16, the NEOKLA region will present "Route 66 Ticks and Kicks IV". Rallymaster Bob Strattan has put together a rally route that follows the current and traditional alignment of Route 66. This year's event will start in Stroud, Oklahoma at the Best Western Motel near the Turnpike exit. See the NEOKLA Region web site (www.neoklascca.org) for more details.

On Saturday, September 30, the Wichita region will hold their signature event of the year, the Witches Ryde Rally. This event has a long history, formerly being run as an SCCA National event. Always a good turnout, always a good time, watch the Wichita Region web site (www.wichitascca.org) for more details.

The Solo drivers have the Solo Championships and the road racers have the Run-offs, but did you know there is a similar annual event for road rallies? The US Road Rally Championship (USRRC) is a series of three rallies held on one weekend. The location for the USRRC changes from year to year and this year it will be held in Topeka, Kansas October 20-22. The first rally, "Oz Has Spoken", is a moderately difficult course rally will be held Friday. Saturday features "Over the Rainbow", a tour rally with brisk average speeds and interesting roads. The weekend ends on Sunday with "Yellow Brick Road", a GTA (game/tour/adventure) rally. The top rallyists from across the country will be coming to Topeka to compete in these events. But, not to worry, there are classes for all levels of equip-

ment and experience. There are even classifications for Regional entries as opposed to National entries, so you won't be in direct competition with the out of town pros. Entry forms and more event information are available at <http://www.scca.com/Event/Event.asp?Ref=3023>

Checkpoint workers are desperately needed for the Friday and Saturday USRRC events. No experience necessary as training will be provided. To volunteer contact Rich Bireta at rbi-ret@us.ibm.com

The final event counting toward the MiDiv rally championship will be the "London to Paris Rally" on October 28. This event will start, appropriately, in London, Arkansas and finish in Paris, Arkansas and will feature the beautiful roads of northwest Arkansas. The event is sanctioned by the Arkansas Region of the SCCA. Watch their web site for details (www.arscca.org).

SCCA Road RallySM

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A Brief History of Solo

by Rocky Entriiken

No one is really sure how sports car drivers came up with the idea of driving between pylons for the fun of it. The competition has been likened to the equestrian "gymkhana" practiced by Her Majesty's cavalry in India during the days of the British raj. Or perhaps it was a small-scale and less hazardous copy of the road races of the day, in emulation of heroes such as Stirling Moss or Phil Hill. Through the 1960s, it was largely a sport played strictly on a local level by individual clubs. Known variously as gymkhana, autocross or slalom, its rules and class structures varied widely from one local sports car club to another, from one city to another.

In 1967 Vern Jaques, a member and later Regional Executive of San Diego Region undertook to put solo events under one banner. Actually it began as a quest to bring hillclimbs to his region. What it developed into was an attempt to codify the Sport Car Club of America's rules for hillclimbs and race track time trials. Somehow the "semi-speed" events became included at the insistence of what SCCA then called its Board of Governors (now Board of Directors).

With the variety of names for the various competitions, SCCA also saw the need to invent a new title: Solo – defined as a one-car-at-a-time competition. The hillclimbs and time trials which have a higher level of speed and hazard became Solo I while Solo II became the umbrella title for autocross/gymkhana/slalom events. In 1970, SCCA took the first steps to making Solo II a national sport. With the backing of the Jos. Schlitz Brewing Co., the Schlitz Cup series was created. Although it lasted only that one year, it came with a rulebook issued by SCCA headquarters defining rules and classes. That rulebook was so thin it fit nicely in a shirt pocket.

The Schlitz Cup actually was not so much a national series as an attempt to conduct several local series under common rules. Selected SCCA regions were awarded a Schlitz Cup to do a three-event series, and the rules in California were essentially the same as those in Carolina – a first for the sport.

The early rules divided cars into three categories based on their level of preparation. "Stock" was for cars little changed from the way they rolled off the showroom floor; "Prepared" was for those which had been set up to road racing specifications; "Modified" was for cars purpose-built for road racing (formula cars and sports-racers) or other wildly altered vehicles.'

The huge gap which developed between Stock

and Prepared was filled in 1983 with the creation of "Street Prepared" for cars which may have added certain "bolt-on" modifications but essentially were still street-legal. As Street Prepared evolved into something beyond that concept, the new category of "Street Touring" appeared in 1999 for cars mildly modified but still intended for street use. A year later "Street Modified" made its appearance – wilder modifications allowed but still streetable. 1997 saw the addition of karts to Solo II in the form of Formula 125 – a class for 125cc shifter karts and 100 cc clutch karts. Right behind it came a program for the underage drivers, Formula Junior, using karts powered by 5 hp motors. Currently there are two F Jr classes divided by driver age and engine type.

Distaff drivers quickly made it known that a single token Ladies class was not sufficient. In 1975, there became four Ladies classes, and a fifth was added the next year, but it still was not enough. 1979 saw the creation of a full set of ladies classes matching the open classes one to one.

Today there are 36 separate classes in the Solo rulebook – 9 Stock, 4 Street Touring, 6 Street Prepared, 2 Street Modified, 7 Prepared and 8 Modified (including F125 and FSAE) plus the 36 duplicate Ladies classes. Seventy-two in all – a place for just about anything built with four wheels (some of them considered "supplemental" classes). Or as one region puts it: "Every car is a sports car – sometime." In addition, local regions may create additional classes such as popular street-tire classes which forbid the use of the super-sticky gumball "street" tires that have come upon the scene. Formula Junior also is considered a strictly regional-level pair of classes.

While the Schlitz Cup imposed the first national rules on the sport, the events then were still local in nature. But in SCCA's Midwest Division a new concept had begun in 1967 – a divisional championship event which would attract drivers from throughout the division's 12 state area.

Within a few years, several other divisions copied the idea. By 1972 SCCA mandated that all divisions should conduct such an event, for the following year would see the first ever SCCA National Solo II Championship and the Divisional was the steppingstone to the National.

In 1992 a new level was added to the hierarchy of Solo II events with the advent of the SCCA Solo II National Tour. A misnomer really, as it is not a touring series, but rather several individual two-day events around the country organized in the National Championship mold. Like Divisionals, they also stand as qualifiers for the Nationals

That first National was conducted at the old Mid-America Raceway in Wentzville, Mo., west of St.

Louis. It was not exactly an artistic success, becoming all too obvious a demonstration that organizing a championship of this scope was more than putting on the average weekend autocross.

More than 30 years later, the Solo Nationals is a well-coordinated event. Planning for the next begins even as the current one is being run. No longer awarded to a single SCCA region to conduct, it now draws on the talents of competitors and organizers nationwide.

From that inaugural event at Wentzville, the Nationals roamed middle America in the '70s before finding a somewhat permanent home in the '80s. The second National Championship was held at Lake Geneva Raceway in Wisconsin (one of only two Nationals designed to be a one-course event). The third was run in Salina, Kan., at Airport Park (now the East Crawford Recreation Area), which was the local municipal airport before Schilling Air Force Base passed into the city's hands. From there, the Nationals went to the Ohio State Fairgrounds in Columbus, Ohio (the other one-course event); Greater Southwest Raceway, a former airport in Fort Worth, Texas; Sunflower Aerodrome, the one-time Hutchinson Naval Air Station in Kansas and then back to the Great Southwest, which soon afterward became an industrial park and no longer useable for Solo events. The Nationals returned to Salina in 1980 and 1981, but for the 10th anniversary it was decided to go to the Big City, and the 1982 Nationals were held on parking lots of Marriott's Great America amusement park in Gurnee, Ill., north of Chicago. It was, in fact, the only National Championship of this "parking lot sport" actually held on true parking lots, and the last to be run on asphalt until 2006. For the next 23 years, airport concrete became the Nationals norm. The small-town hospitality of Salina was well remembered by the competitors, and the event returned to the central Kansas community where it remained for another 12 years. By 1986, the Nationals had outgrown the former airport site, about to be developed as a city park. The event moved across town to aprons of the city's current airport – the former Schilling AFB, a hardpan from which Strategic Air Command bombers once had flown.

After 15 years in Salina, the event once again outgrew its host's capabilities and moved 120 miles east to the Kansas capital of Topeka and another former Air Force Base, Forbes Field. Like Salina, the Topeka site presented a massive concrete hardpan on which to conduct the championship, but also offered an even more spacious paddock area, which was becoming increasingly necessary as the event has grown.

The inaugural event in 1973 attracted 224 entries and sponsorship from the British Leyland, manufacturer of Triumph and MG automobiles, which re-

mained the title sponsor through the wanderings of the '70s. When the nationals came back to Salina in 1980, it was with a new sponsor, Bosch spark plugs.

Pirelli Tires sponsored the 1982-84 events, long-running sponsor Yokohama Tires supported the event from 1985 to 1993. Yokohama used its association not only as a proving ground for its performance tires but also to help put before the public the name of a company which had been virtually unknown. Under the Yokohama banner, entries in the annual event rose to a record 733 for the 20th anniversary event in 1992. Involvement of female drivers increased from just 22 in 1973 to 148 in 1992.

The milestone years always produce marked spikes in participation, then the entry count falls off slightly for a couple of years before picking up again. 1995, the first year in Topeka and the first year of backing by the current sponsor, The Tire Rack, saw the entry climb to 762. That 1973 event was little more than a glorified weekend autocross, resulting in the crowing of 15 first-time national champions. Today's Nationals spans a week of activity, with competition covering four full days and ending with more than five dozen new national champions. Trophies in the formative years were presented a few minutes after the competition ended, with drivers standing in a corner of the event site still gritty and grimy from the day's activity as the sun disappeared over the horizon. Today, the presentations are done in a banquet setting, and the gathering is more a convention of the Solo community.

For the Silver Anniversary in 1997 there was talk of 1000 drivers, although perhaps more wishful thinking than true hope, since only once had the entry even passed 750. But 920 drivers flooded Forbes Field, including 183 in the ladies classes, to the delight and some concern of the event organizers. Would it even be possible to move that many cars through the courses in four days? But in sharp contrast to those early days, the smooth and practiced organization saw each day's activity completed with time to spare. The 30th anniversary Nationals in 2002 put 1106 drivers on course and an entry limit of 1200 was announced, although not yet reached.

Not for nothing is the SCCA Solo Nationals claimed to be the world's largest sports car championship. 2005 brought another significant change to the Solo program, with all of the events previously known as Solo I moved under SCCA's Club Racing banner, taking new names of Performance Driving Experience and Track Trials. Very quietly, the sport that had been known as Solo II throughout the years now became simply "Solo." The fifth year of the new millennium also brought the concrete era to an end- the last Nationals held at Forbes Field. In 2006 the event moves a mile south to a giant new slab built of racetrack-quality asphalt at Heartland Park Topeka. In 34 years of Nationals history, it will only be the fifth time on blacktop. The Club Racing Runoffs also moves to a rebuilt HPT

for the first time, bringing both of SCCA's major national championship events to the same site for the first time.

Although the Solo Nationals have shown growth over the past quarter-century, matched by the growth in the sophistication and talent of the top competitors Solo remains an "everyman" sport that anyone off the street can play. The competition may be tougher at the National Championship level but the same camaraderie of the average weekend event prevails. For most drivers, the average Sunday autocross quite sufficiently satisfies the need for speed. If more than 1000 drivers strive to the Nationals each year, an estimated 100 times that number have no interest beyond wringing their daily driver around some cones on a Sunday afternoon. There are drivers who pour thousands of dollars into their cars, but there are many more whose idea of preparation is 10 more pounds of air in the tires.

In a sport where a driver can spend all day on a slab of pavement to get in three or four minutes of seat time, it becomes obvious that Solo is as much a social occasion as a competition exercise. It is a day spent with like-minded friends in a common activity, where the driver in a stock Volkswagen stands equal to the driver in the sleek formula car.

Newcomers are gladly welcomed into the fold, learning that not only is talent and skill the major component, but also that two autocrossers can easily spend a half-hour analyzing something that takes place in 10 seconds. For it is at the average weekend event that Solo truly lives. In some centers a Sunday Solo, may draw 250 cars, in other less populated locales maybe 25 is a successful event. But it matters not how big the event is.

What matters is people having fun with their cars and friends. That is the essence of Solo.

This article submitted by Rocky Entriiken, at my request is the opening chapter of "Solo Stats" a record book on the Solo Nationals and is available for \$40. Contact Rocky at Rocky@tri.net



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SOLO NATIONAL CHAMPIONSHIPS



RUN ORDER

TUESDAY/WEDNESDAY

XP,XPL
AS,ASL
ASP,ASPL
BP,BPL
BS,BSL
DM,DML
DP,DPL
STU,STUL
DS,DSL
EM,EML
ESP,ESPL
F125,F125L
FM,FML
BSP,BSPL
GS,GSL
SM,SML
FS,FSL
STX,STXL
GP,GPL

THURSDAY/FRIDAY

AM,AML
BM,BML
FSP,FSPL
CM,CML
CP,CPL
CS,CSL
CSP,CSPL
DSP,DSPL
EP,EPL
ES,ESL
FSAE,FSAEL
FP,FPL
STS,STSL
SM2,SM2L,
HS,HSL
SS,SSL
STS2,STS2L

The run/work order will initially identify only the days each class will run. Heat assignments will be made once entry density and mix is known; approximately September 13,2006. Specific run order within a heat is subject to change depending on entries. Correct run order will be posted the day of competition. In the case of extremely high or low entries, withdrawals or no shows, changes in the run/work order may be required.

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KC REGION SOLO POINTS STANDINGS AFTER 5 EVENTS

Super Stock				Scott Yeager	80
Fred Bybee	350	Robert Ley	60		
Angel Morales	290	Larry G. Smith	50		
David Green	100	Quinton Tubbert	50		
Frank Weitharn	90	Gunnar Smith	50		
Gregg McNabb	80	E Stock		D Street Prepared	
Super Stock Ladies		Gary Hartman	470	Ritchie Bell	440
Sharon Bybee	360	Kent Edmonson	310	Douglas Doyle	390
A Stock		John Tully	300	Doug Hitchcock	380
Jim French	470	John Beatty	120	Michael Bell	270
Mark Hill	460	Chris Dewhurst	90	Mike Vanamburgh	180
Justin Page	290	Cindy Huber	80	Tim Ritter	150
Gus Jacob	240	Rick Hartpence	80	Mike Holtz	70
Ron Kelley	220	E Stock Ladies		Andy Schulta	70
Keith Albarelli	90	Amy Phillips	170	Scott Yeager	60
Tyler Plumlee	90	Tina Williams	100	Steven Gilmore	60
Jonathan Tasler	80	Cassie Hutton	90	Kyle Arnold	40
Matt Kelley	80	F Stock		Michael Holtz Jr	30
Joe Tasler	70	William Correll	400	E Street Prepared	
Fred Wittenborg	70	Brian King	270	Dan Cargile	470
Mike Albarelli	60	Benjamin Rodriguez	90	Jim Peterson	90
Andrew Wilson	50	Ben Bailly	90	Damon Fabert	90
Quenton Williams	40	Josh Miller	80	Marshall Brandt	80
Michael Hill	20	Joel McCloud	80	F Street Prepared	
Rich Fisher	10	Kent Edmondson	80	Dennis Kinnison	450
Bill Hughes	10	Vincent Principe	70	David Avard	100
Tom Hanf	10	G Stock		Street Touring S	
Jim Eisinger	10	Greg Reno	400	Nizam Sarib	450
Morgan Baskett	10	Shawn Hill	250	Don Gawf	210
A Stock Ladies		Bob Bornkessel	180	Kyle Arnold	160
Sandra Hermans	450	Jon Shults	150	Zachary Ingalls	130
Lorena Irvine	100	Paul Willis	90	Tommy Ellison	100
Christy Carlson	100	Aaron Obermiller	70	Craig Young	100
Theresa Hartigan	80	Dominic Delaria	70	Douglas Rand	100
Barb Hanf	70	Tom Chrome	60	David Avard	100
B Stock		Johsua Miller	60	Julie Avard	90
Zach Eastwood	260	Issac Severance	50	Tim Miller	80
Mikey Hernandez	140	G Stock Ladies		Dave Young	80
Andy Hohl	100	Janet Qualkinbush	90	Michael Watson	70
Nicholas Eastwood	100	H Stock		Joshua Miller	70
Mike Hernandez	90	Christopher Edmondson	490	Richard Wheeler	60
Chris Hammond	90	Tyler Calvert	330	Jimmie Larimer	50
Matthew Boeckman	90	William Hughes	170	James Pipin	40
Tyler Johnson	80	Billy Hughes	160	Street Touring S Ladies	
Robert Ley	50	Chris Dewhurst	130	Misty Wood	100
B Stock Ladies		Chris Jasperse	130	Heather Underwood	90
Paula Diehl	360	Joshua Davis	90	Street Touring 2	
C Stock		H STOCK LADIES		Rodney Giebel	460
Tim Herron	490	Donna Hill	180	Damien Ballard	180
Randy Eickhoff	440	A Street Prepared		Tom Williams	170
Niel Leon	330	William Kinney	90	Ron Williams	100
Eric Buetzer	310	A Street Prepared Ladies		Stephen Eberlein	100
Joe Tharpe	100	Shelby Kleoppel	360	Street Touring 2 Ladies	
John Haluska	60	B Street Prepared		Amy Giebel	440
David Dollar	50	Bob Buxbaum	420	Melissa Giebel	290
C Stock Ladies		Kei Johnson	200	Trish Williams	200
Carol Buetzer	400	Jim Harrison	100	Street Touring X	
Karen Eickhoff	360	John Slinkard	90	Chris Jones	380
D Stock		Andy Hohl	90	Derrek Chapin	370
Chee teong Ong	470	Bob Harsh	80	Todd Wright	180
Andrew Smith	220	Randy Michelson	80	Lance Gaskell	160
Andrew Pegel	160	Brady Kessler	60	Steve Gilmore	140
Steven Roberts	100	C Street Prepared		Chris Conant	90
Ross Mattheson	90	Tom Rowe	370	Chuck Rudisell	80
Kiel Roberts	80	Brian Meyer	100	Tyler Cook	60
Shawn Hill	80	John Becker	100	Benjamin Tseng	50
Jacob Cook	80	Andy Schultz	90	Andrew Ingalls	40
Nima Soleimani	70			Justin Brennan	40
Timothy Buck	70			Street Touring Ultra	
John Beatty	70			Branden Burkhart	500
				Jake Diehl	290



Jerry Irvine	270
Adam Cuquet	260
WeeYew Lee	140
Matt Kreigel	80
Quenton Williams	80
Angel Morales	70
Tim Miller	70
Chad Cole	60
James Ketterman	40
George McClintock	30
James Dwyer	20
Kwan Choi	10
Mark Williams	10
Street Touring Ultra Ladies	
Holly Williams	90
Street Modified	
Albert Hermans	460
Michael Pegel	400
Dan Correll	220
Dale Wooderson	190
Christian Marcussen	180
Chris Clark	100
Todd Wayman	80
Fran Weis	60
Donnie Brouhard	60
George McClintock	60
Michael Tran	50
Jeff Taggart	40
Ryan Boatwright	30
Rob Faber	20
Sandy Rushing	10
Brandon Manthel	10
Street Modified 2	
Pete Schulte	460
Steven Smith	330
Don Lillig	300
Joey Giarratana	140
John Hunter	100
B Prepared	
Everett Watts	450
Richard Oben	180
Gary McDaniel	100
Randy Herrick	100
Mike Stevens	100
Trevor Herrick	80
Bill Hughes	70
C Prepared	
Kevin Brown	270
Ron ver Mulm	100
D Prepared	
Bill Cutrer	90
E Prepared	
Craig Young	90
F Prepared	
Matt Hawerlander	350
Joe Schulte	280
Kevin Brown	100
Joseph Schulte	100
G Prepared	
Jeff Dodds	100
Rick Dodds	90
X Prepared	
Steve Sulatycki	450
Formula SAE	
Lawrence Raterger	170
Jared Anderson	170
Nick Roberts	100
Kyle Martens	9
Erich Ohlde	80

E Modified	
Sam Platt	90
B Modified	
David Richardson	90
E Modified Ladies	
Debbie Pruett	180
F Modified	
Mike Gray	400
Vernon Maxey	280
Ryan Bernard	240
CJ McAbee	160
Bill Schmidt	140
Bob Qualkinbush	90
John Pennington	80
Scott Woods	70
Greg Heuer	60
F Modified Ladies	
Jess Gray	280
Janet Schmidt	270
Street Tire	
Henry Rompage	330
Glenn Beckerdite	260
David Barry	270
Dan Wheeler	230
Suraj Pradhan	220
Mike Pegel	220
Andrew Wilson	210
Jasper Mullarney	210
Ross Matheson	180
Michael Hill	160
Jon Simmons	100
Kevin Grimes	90
Damon Troutman	90
Christopher Trusler	60
Paul Giarratana	50
Tyler Johnson	90
Roger Dick	50
Paul Giarratana Jr	40
Chris Raymaker	40
Nick McLaughlin	40
Nicholas Berkland	40
Matthew Berkland	30
Paul Willis	30
Ryan Newcomer	30
Rick Hartpence	30
Phillip Tesar	20
Greg Heuer	20
JD Ott	20
Ryan Newcomer	20
Jim Grinter	20
Lisa Lee	20
Zachary Ingalls	10
Lucas Buck	10
Joe Purcell	10
Patricia Given	10
Eric Woerth	10
Tim Ritter	10
Matt Rogers	10
Joe Deters	10
Tom Cook	10
Matt Purcell	10
Scott Yegaer	10
Dustin Crider	10
Steven Smith	10
Jason Howell	10
James Curran	10
Benjamin Brungardt	10
David Linn	10
Brandon Kent	10
Matt Berkland	10
Justin Ducey	10

Kansas City Region
Sports Car Club of America
August 2006 General Meeting
Creekside Pub and Grille

The August 2006 meeting of the Kansas City Region was called to order by Bill Johnson. Jim Wheeler moved to approve the minutes of the July meeting as they were written in Checkpoint. Mike Farley second the motion and the motion passed.

Norma Williams gave the membership report, stating there were approximately 585 members. Norma feels some of members have been assigned to the Kansas Region by the National Office. She also announced this years picnic will be on October 21 at Virginia and Willard King's farm where it has been held for the last several years.

Gini Ragan, Checkpoint Editor, reminded members that articles are always welcome. The August issue had been mailed and should be in members' hands; however the online copy was not available yet.

Niel Leon, Solo Chair, reported that the KCRRegion had again hosted the Subaru Challenge on July 1 with 47 entries. The Region will be hosting an Evolution School in September prior to the Solo Nationals. There will be 3 days of Autocross, till you tires fall off. Vern Maxey and Joe Schutte both talked about recent Autocrosses and both emphasized that it was HOT! The next Solo will be August 27, 2006.

Lorena Irvine gave the Treasurers Report.

Bill reported for Tom Rowe that the 2006 Awards Banquet will be held January 20th at the Holiday Inn located at 87th and I-35 on the Kansas side.

Chuck Clark, Chairman of the KVRG Board, thanked the race sponsors for their continued support and encouraged members to use the services of Superior Chevrolet, Superior Toyota and Hummer Kansas City. There was a poor turnout for the double Regional held in July but Chuck thought we probably had not lost money. He also reminded members to register for the next event and stated that although registration can be done online, applications were still being accepted by mail. Alex Clark, Race Chair for KVRG, stated we are hoping that Solo Drivers as well as Regional Only Drivers would consider volunteering to work at the National Race to be held Labor Day weekend. Don Gawf received a free entry to an Autocross for working at the Double Regional. She also reminded members to nominate someone they felt worth of the honor as Worker of the Year. These nominations should be to the National Office by September 1, 2006.

Jeff Kopp, Race Chair, gave the results for the event held at MAM. It was hot! Jim Wheeler expressed concern about the lack of instructors for the PDX held with the Double Regional. Ben Rodriguez and Chris Tassler talked about their experiences at the PDX.

WCharlie Clark, Director for Area 6, reported there would be a Board meeting in August. Items to be discussed include" head and neck restraints".

Jim Wheeler has been appointed to the A Sedan ad hoc committee. He members should write letters to the CRB anted members to know that the committee wrote recommendations to the CRB who rewrote them with errors. He suggested expressing opinions on matters that come before the Board.

Bill reminded members of the upcoming events and there being no further business, the meeting was adjourned. *These minutes are not approved.*

Kumho Tires Presents Solo Community Cone Academy "Con ee" Video Awards Party

Thursday, September 28, 2006
Heritage Hall, Kansas Expocentre

Your Emcee and Host, Roger "Ohio" Johnson, will be putting out
the red carpet for you to enjoy an evening of
Food, Drink, Racing Movies, Music, Solo Videos, Comedy and
Awards

"Conee" Solo Awards

Best "in car" Video

Best DNFs and Spins Video

Funniest Solo Video

Best Overall Solo Video

Plus, Special "Conee" Awards

Best Musical Performance of a Video Song of the Year

Video Titles, various categories

Best "Conee" Hat

Rules for "Con ee" Awards

Participants are required to have fun, no exceptions.

Those not having fun will be the first targets in next year's Dunk Tank.

For those not having fun more than once, they will be required to serve a
year on the SEB working exclusively on kart rules.

Real Rules:

a. Videos

- i. Videos submitted for judging should be two minutes in length and absolutely no longer than three minutes.
- ii. Videos must be submitted as a DVD. VHS tapes will be used to level tables.
- iii. DVDs must be set up for a quick queue. Scoring will be reduced if we have to watch someone re-program the DVD player or we have to watch videos of your dog while getting to the good stuff.

b. Video Song of the Year

- i. Performers will be invited by the Conee Committee from past "talent" show participants. All along you thought you had just been performing for a set of tires each year, when in fact, those shows had been 15+ years of auditions for this moment. Sort of SCCA's version of "American Idol".
- ii. The performer will choose the song they want to do, but the Conee Committee will connect it to the video title. Example: If John Doe wanted to perform Moon River, the Conee Committee might connect it to the fictitious video, "The Dick Berger Story: The Bottom Drops Out". Suggestions from the performer on a video title are encouraged and tolerated.
- iii. Interested past performers should contact the Conee Committee at the SCCA Solo department to let them know they are still available and are not tied up on that world tour with The Flock of Seagulls.

c. Video Titles of the Year

- i. The categories, titles, and "winners" will be made up exclusively by the host and his loyal gophers.

d. Best "Conee" Hat

- i. One and only rule: there are no stinking rules. Let the haberdashery and millinery splendor begin!!! Wait a minute, one small rule; clothes must be worn while having your "Conee" hat judged, as this IS a family show.

YAKETY YAK....

Dear Mom:

Congratulations to Kiersten Scharnberg-Koch and Debbie Pruett. These two ladies were picked by Sports Car Magazine to win the Solo Nationals at Heartland Park Topeka in September. Kiersten will be running in BML class and Debbie will be competing in EML class. Kansas City Region members also mentioned were CS class - Ryan Buetzer; GS class - Greg Reno; STX class - Craig Wilcox; FML class - Jessica Gray and STU class - Branden Burkhart. What a great honor.

Ken & Gini Ragan worked the Champ Car Races at the Denver Grand Prix in Denver, Colorado recently. They were guests of William & Kathy Bradley while in Denver. They stayed in the Bradley's motorhome at the track in the SCCA racing compound. William was the Course Marshall and Ken helped him. Gini did the scoring for the BMW races. Robert Thompson was also working this race. Pat di Natale was there and he was heard but was not seen!

Felix Dicks returned safe and sound to Germany. He is working at a lumber yard/hardware store during the summer. He misses everyone here and is hoping to return to Heartland Park for the 2007 Runoffs. Felix, we miss your smiling face at our meetings and activities too.

Brian & Jennifer Williams drove to Las Vegas this last week to attend a Coleman convention. Brian said that they paid \$4.00 a gallon for gas in Nevada.

Nathan Keith, youngest son of Ken & Char is engaged to Katie West of Wichita, KS. Nathan lives in Wichita with his brother, Chris. The wedding is planned for November 11, 2006 in Wichita, where the couple plan to make their home. Chris will be the best man. Char says they are very busy with the wedding plans!

Max Williams, son of Keith & Cheryl will have surgery on his jaw on September 7th. The doctor performing this surgery will be Dr. Kirk Collier, former KCR Spec Racer Ford driver. Max will return to school on September 18th.

Charlie & Norma Williams attended the NCWC and NISH South Central Training Conference at the Hyatt Crown Center on August 16th. NISH (National Industries for the Severely Handicapped) is a National non-profit organization whose mission is to enhance the quality of life of people with severe disabilities by increasing employment opportunities. They were guests of the keynote speaker, Evelyne Villines of Des Moines, IA. Evelyne was involved in the founding of this organization which was established in 1974, she served on the first board of directors and was the Chairman of the Board. Evelyne is a well known motivational speaker and has spoken in every state (except Rhode Island) and Puerto Rico. Evelyne and Norma are first cousins. This was the first time Norma attended a conference where Evelyne spoke. Charlie & Norma were also Evelyne's guest at a reception following the afternoon program.

John & Phyllis Nelson drove to the Glacier National Park which is located on the Montana/ Canada border for a vacation. They stayed at and toured the many lodges in Glacier Park. These lodges were built in the 30s but have been updated. They rode on gear jam buses from one lodge to the next.

Mom received an email from Bill Rinke, informing her of the death of Janet Gregg. Bill said that he enjoyed working corners at the race tracks with Janet & Jack. Janet was 73 years old and resided in Springfield, MO with her husband, Jack.

Our condolences to Tony & Kathy Giordano on the death of Tony's father, Tony Giordano Sr., who was 90 years old. Tony's parents celebrated their 65th wedding anniversary.

don't look back...

THE KANSAS CITY REGION ANNUAL PICNIC



Where: Willard and Virginia King Farm
19620 Moonlight
Gardner, Kansas

Take I-35 to Gardner Road exit #207. Turn left (South), go over the highway and pass Olathe Ford RV, 1 mile to 4-way stop (199th Street). Turn left (East), go 1 mile to Moonlight. Turn left (North) on Moonlight ¼ mile. White barn and a sign on the gate that says “The King’s Farm”.

When: Saturday, October 21st, 2006
1:00 pm until ?????
Eat at 2:00pm



Who: All Kansas City Region Members and their families
All former Kansas City Region Member and their families

What: The Club will provide:
beer, soft drinks, plates, silverware, cups & ice



You will provide:
meat for your family (there will be grills available or bring own), a covered dish to share and lawn chairs

In order to get an accurate drink count, please RSVP (if possible) to:
Norma Williams, w: 913-262-6300 or h: 816-966-9943



The Fast Lane NOW is the Busy Season!

Well, at least for many of the staff of the SCCA. There are only a few short weeks left until the first The Tire Rack Solo National Championships at the new Heartland Park Topeka Solo site; then a two week break that leads into the National Championship Runoffs; one week from there to the United States Road Rally Championship (USRRC); and then the National RallyCross Championships follow one week later. With the exception of the RallyCross Championships (held only a few hours north of Topeka, in Hastings, Nebraska) all of the national championships will be held in Topeka. I think that there is more than just a little justification when Kansas Region claims Topeka as the "Grassroots Motorsports Capital of the World".

For the Solo Nationals and for the National Championship Runoffs, I will be heading up the SCCA Membership Hub. This membership gathering spot will be the place to learn about the SCCA in all of its various forms. There will be SCCA competition vehicles on display including Club Racing Formula cars, RallyCross cars, Solo event cars, and even a Class A Equipped TSD RoadRally car.

The Solo Nationals version will also serve as an information booth for those attending the event as spectators and who may never have seen a Solo event before. Yes, I said spectators! For the first time, the Nationals will be a spectator event, and the Solo Department is expecting to gain some new and enthusiastic Solo fans! All we have to do at the Membership Hub is set the hook! We will provide packets and SCCA information that will explain what Solo is and how to watch the event.

For the Runoffs, the Membership Hub will be located in a high spectator traffic area overlooking the course. We will feature driver autograph sessions, videos, qualifying and race results, and a special VIP Volunteer of the Day drawing for each specialty. This activity will encourage non-licensed SCCA members (Temporary Members over 18 are included) to put their name into a drawing for each specialty of their choice. Two names will be drawn for each racing day at the Runoffs (Friday, Saturday, Sunday) and the winner will be "mentored" by each specialty, actually being on location at the specialty of choice. The winner will not actually participate (unless the local manager feels comfortable with it) but the intent is to get the feel for SCCA volunteering and getting SCCA members "up close and personal" to the exciting world of Club Racing. Hopefully this excitement will translate into increasing the volunteer pool at local events across the country.

I want to thank Chief Steward Gerry Warnnarka and Assistant Chief Steward Annie Christian, along with the Runoffs specialty Chiefs Mark Smith (F & C), Gayle Lorenz (Pit/Grid), Mark Waggoner (T & S), Bill Pichardo (Scrutineering), Dee Greaves (Starters), Rusty Goodale (Registration), and Neil Swanson (Sound) for their forward thinking in allowing us to try this program at this high profile event.

For those of you coming to any of our National Championships, I will be there to answer any and all questions and to assist you with any Region or Membership question you may have. We won't have the "hub" at the USRRC or the RallyCross venue, but I will be at both nonetheless. I promised Pego I would work a checkpoint for the USRRC and I will be cleaning dirt from my teeth in Hastings.

-----*Mike Dickerson*
Region Development Manager
Editor, SCCA's Inside Line

SEPTEMBER BIRTHDAYS

- 1 Ed Sodano
- 2 Tom Ibarra
Richard E Long
- 3 Bob Harsh
Robert "Brian" Landers
Marv Wolf
- 4 Shane Floden
Jason Mabee
- 5 Danielle Henson - (17) d of Bob & Linda
Joe Tasler
- 6 Alan Bennett
- 7 Ryan Barnard
Kirk Collier
Bob Henson
Steve Wolf
- 9 Steve Sulatycki
Chuck Walter
- 11 William Hartong
Terry Irvine - (3) s of Jerry & Lorena
- 12 Tim Oberle
Marc Wilson
- 13 David Avarad
Kevin Michael Wiemann
Charlie Williams - (10) s of Keith & Cheryl
- 14 Ken Ragan
- 16 Hallie Graham - d of Larry & Susan
- 17 Joseph Ashton
- 18 Ron Mallak
James Nelson
John Nelson
Shawn Teegarden
- 19 Bill Rinke
- 20 Nicholas Hemes
- 21 Chuck Clark
Matthew Henderson
Vern Kinney
Travis Nordwald
- 22 Michael Van Amburgh
- 24 Dick Gibson
Scott Goodwin
- 25 Ann Brown
- 26 Reggie St John
William Wolf - (13) s of Steve
- 27 Craig Wilcox
- 28 Michael Kaufman
Jim Rand
George Speer

29 Kade Owen Disher - (1) grs of Chuck & Sue Woloscuk

David Gilmore
Steve Miller
James Riddle

- 30 Chris Bernard
Sandra Hermans
James McAllister - grs of Charlie Clark
Tom Maples

SEPTEMBER ANNIVERSARIES

- 4 Gary & Jackie Kern
11 Fraser & Donna Elliott - 13 years
21 Jerry & Lorena Irvine - 16 years
22 Ron & Jan Reynolds - 44 years
24 Paul & Alicia Moylan - 12 years



CHECKPOINT

IS NOW AVAILABLE

ONLINE

IF YOU WOULD LIKE TO SAVE THE REGION MONEY
AND RECEIVE YOUR COPY OF

CHECKPOINT

BEFORE THE PRINTED COPY IS MAILED

PLEASE CONTACT

GINI RAGAN, 913-422-5778 OR
TIMERRAGAN@SBCGLOBAL.NET

OR

NORMA WILLIAMS, 913-262-6300 OR
KCMOMWILLIAMS@AOL.COM



Dear Prospective SCCA member;

To apply for membership in the Sports Car Club of America, the worlds largest member participation automotive organization, please print and complete the form in full and return, with payment to:

Norma Williams, 2701 W. 47th Street, Westwood, KS 66205. If you have questions, please call (913)262-6300.

Please Print or Type

NAME _____ Date of Birth _____.

Address _____ Telephone _____.

City _____ State _____ Zip _____.

Business address _____ Telephone _____.

City _____ State _____ Zip _____.

Occupation _____ Single ___ Married; Spouses Name _____.

Which address would you like mail sent to, and which phone number, or both, would you prefer to be listed in the Region roster?

Mail: ___home___work Phone: ___home___work___both

What areas of SCCA activities are you most interested in?

___Pro Racing ___Club Racing ___Road Rally ___Pro Rally

___Solo ___Worker/Official ___Other _____.

	Annual National Dues	Annual KC Region Dues	Total
Regular Member	\$60	Regular Member \$15_	\$75
Spouse	\$20	Spouse \$5	\$100
Family membership	\$95	Family membership \$20	\$115

Spouse must be regular member's spouse.

If applying for family membership (husband, wife and children), indicate names and dates of birth of children under 21:

Name _____ DOB _____.

Name _____ DOB _____.

Name _____ DOB _____.

Name _____ DOB _____.

I hereby apply for membership in the Sports Car Club of America, Inc., and its Kansas City Region and agree to abide by the bylaws.

I require the following type of membership:

___Regular member - \$75 ___Regular member and spouse - \$100 ___Family - \$115

Applicants signature _____ Date _____.

___Enclosed is my check or money order for \$_____.

___Visa _____ Exp _____.

___Mastercard _____ Exp _____.



MIDWEST DIVISION CALENDAR
Including the
SOLO SCHEDULE FOR THE KANSAS CITY REGION

DATE	EVENT	LOCATION	HOST REG.
KCR			
Sept 2&3	National	HPT	KVRG
Sept 4	Trans Am	HPT	
Sept 3&4	Solo II Div	St Louis	STL
Sept 16&17	SR*E	MAM	MVRG
Sept 15,16	Evolution Schools	Truman Sports Complex	KCR
Sept 17	Solo II	Truman Sports Complex	KCR
Sept 23&24	ProSolo Finale	HPT	SCCA
Sept 26-29	Solo Nationals	HPT	SCCA
Oct 2-8	Test Days	HPT	HPT
Oct 8	Trans Am	HPT	
Oct 9-15	Runoffs	HPT	SCCA
Oct 28&29	RR/PDX	GIR	STL
Nov 4&5	Mid-Div Conv.	Omaha, NE	NEB
Nov	Halloweenie (Solo)	Truman Sports Complex	KCR
Nov. 11&12	ARRC	Road Atlanta	AR

S=Drivers School

R=Regional Race (MidAm)

R*=Bonus Regional (MidAm)

r=Regional (non-points)

N=National Race

I=IT Tour

E=Enduro

PDX=Performance Driving Event

Tracks

GIR-Gateway International Raceway—St.Louis Mo

HPT-Heartland Park Topeka—Topeka KS

MAM-Mid-America Motorplex, Glenwood IA

HMRC-Hallett Motor Racing Circuit, Hallett OK

MMP—Memphis Motor Sports Park, Memphis TN

Host Regions

AVRG—Arkansas Valley Race Group

MVRG-Missouri Valley Race Group

KVRG-Kaw Valley Race Group

STL-St.Louis Region

MDS-MidSouth Region

AR-Atlanta Region

UPCOMING EVENTS ON THE KC REGION CALENDAR

SEPT 2 & 3		National Race, HPT
SEPT 5	7:00	Solo Group, before General Meeting
SEPT 5	8:00	General Meeting at Creekside Pub and Grille 9916 Holmes Rd., KCMO
SEPT 15 & 16		Evolution School, Truman Sports Complex
SEPT 17		Solo, Truman Sports Complex
SEPT 19	8:00	Race Group, Creekside Pub and Grille
SEPT 23 & 24		Pro Solo Finale, Heartland Park Topeka
SEPT 26—29		Solo Nationals, Heartland Park Topeka
SEPT 26	7:30	Board Meeting at Creekside

www.kcrscca.org

**Kansas City Region's on-line resource for information,
online event registrations, updates, results and other fun stuff!**

Checkpoint
P. O. Box 412691
Kansas City MO 64141

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