



MARCH 2007

2006 E Tom Newcomer
Driver of the Year
Miri Swan

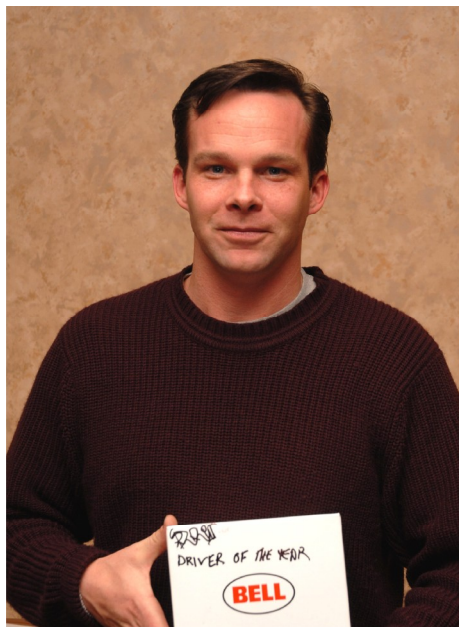


2006 E Tom Newcomer
Driver of the Year
Hans Peter



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

CHECKPOINT



2006 Solo Driver of the Year
Christopher Edmondson



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MINI

MITSUBISHI

TOYOTA

ACURA PEUGEOT VOLVO SAAB BMW MERCEDES

RE VIEW

WITH

DALE SMITH

Hello everyone,

It has been a busy month for all of us as we recover from the holidays and prepare for the upcoming season. Many things have happened in the last 30 days. Here are some high points from some of them.

The National Convention was held in San Antonio and was attended by several of our members. In addition to myself and my wife Deana, Bill Johnson III, Chuck and Alex Clark, Charlie Clark and Dick Berger all made the trip to Texas. If you made it to the last General Meeting, you would have heard from each of the attendees and what they brought back from the event. Bill Johnson accepted the Region Achievement Award for our Region's efforts in 2006. AT&T was introduced as the new title sponsor for the Runoffs. The Street Survivors Program was unveiled and our Region will hold one of the first pilot events. There were many classroom and open forum sessions that covered new developments and addressed problems in all areas of our Club. I shouldn't forget to mention the evening activities on the Riverwalk and all of the great Tex-Mex food and cold Shiner Bock beer. I'm sure that the next two conventions in San Antonio will be just as informative and enjoyable.

Our annual Awards Banquet was held on a snowy evening. The weather outside didn't hurt the attendance or dampen the spirits of all who attended. Tom Rowe did a great job as Chairman for the event and was quite the fashion statement in his yellow tuxedo. Be sure to give him a pat on the back next time you see him. Maybe we can convince him to do it again next year.

Gary Hartman held a Solo Safety Steward's School at Superior Toyota last Saturday. Fifteen people took advantage of the opportunity to complete the classroom training and will soon be full fledged Safety Stewards. Thanks to all who gave up their Saturday and Superior Toyota for the use of their facilities.

Well, that's it for now. Warmer weather should be here soon and we can all start having fun outside again. See you there!

Dale

The Kansas City Region will be producing a new directory this year. Please help us get your information correct by filling out this form and returning it to Norma Williams. You can mail the form to her or drop it by the shop, Williams Engines at 2701 West 47th Street, Shawnee Mission, KS 66205-1601. You can email the info to kcmomwil-liams@aol.com. Thanks for your help!

Member name _____.

Spouse name _____.

Children's names _____.

Street Address _____.

City, State and Zip _____.

Work phone _____ Home phone _____.

Cell phone _____ Spouse phone _____.

E Mail _____ Sp E Mail _____

Awards Banquet Recap

When it began to snow on Saturday afternoon my concern kicked into high gear. I didn't need to worry. I had forgotten I was dealing with a group of people that lived for driving challenges. The Kansas City Region did not disappoint me, in fact, quite the opposite. Close to 160 people got dressed up and confronted Mother Nature head on. I could count the cancellations on 1 hand, very impressive turnout.

First off I would like to thank a few people that helped me pull an event of this magnitude. I could not have done it without Norma Williams. She was instrumental in guiding me through the many small details that could be easily overlooked. She also handled the outgoing invitations and money collection, thank you Norma. Kent Edmondson hit for the cycle. He printed the invitations, was the DJ for the evening, and donated door prizes. To top it all off he showed up Saturday night with roses for every lady that attended, thank you Kent for everything. It was a pleasure being on your team. Strangely enough I would like to thank Bill Johnson for coercing me into this. It was quite a learning experience. I would also like to thank everyone that gave me input and encouragement along the way. Thank you to my wife Peggy, your support was a great help to me.

As far as I could tell everyone had a good time. We expanded the social hour this year. I thought the dinner was good and the room was nice. Thank you Debra Nichols at the OP Holiday Inn. The MC left a lot to be desired but we were on a tight budget. I learned that a big part of the planning for this event involved the trophies. Norm at Chic-A-Dees Trophy and Engraving was awesome. Niel Leon was in charge of the Solo Trophies. Speaking for myself and several others that received them, they are awesome. I fell short of my goal that everyone that attended gets a door prize, but there were enough for almost half to get something. Thank you to all that donated.

Thank you very much to all of you that attended. Seeing you enjoy yourselves was the payoff for me. My challenge is to all of you that didn't attend. If cost is an issue, put your loose change in a jar and I bet you will save enough in a year to pay for dinner and buy a drink or two. If you think you won't fit in or you don't know anybody, all I can say is BS. 4 years ago I didn't know anyone in the SCCA. I have come to know some of the nicest people I have ever met. They are a ton of fun and guess what, they all love cars and going fast.

See you at Arrowhead or HPT, TR

March Birthdays

- | | |
|--|---|
| 1 Mark Buffon | 18 Michael Hill |
| Sue Kinney | Patrick Hughey |
| 2 Sue Carroll | 20 Max Irvine - (9) s of Jerry & Lorena |
| 3 Meredith Haupt | 21 Joyce Pruett |
| Kelly Rowe (3) d of Tom & Peggy | Phil Tate |
| 4 William Merit (3) grs of Ken & Rita Keifer | 22 David Bennett |
| Max Williams - s of Keith & Cheryl | Henry Eberman - (1) grs of Steve & Mary |
| 5 Micah Gray | Jack Lemke |
| 6 Shawn Hill | 23 Joe Fossati |
| 7 Debbie Gray | 24 Charlie Clark |
| Dick White | Don Lillig |
| 9 Jim Johnston | 25 LaVone Daily |
| 10 Anita Smith | 26 Rita Keifer |
| 11 Glen Shepard | Jeff Kopp |
| Brenda Kirkland | Nico Prelogar |
| 13 Eric Buetzer | 27 Felix Dicks |
| Mike Hicks | Jacqueline Kern |
| Sarah Platt (4) d of Jack & Danielle | 28 Tami Dean |
| 14 Lynnet Asselta | 29 Dan Axtell |
| Sue Woloscsuk | Morgan Baskett Jr |
| 15 Keith Williams | Kevin Brown |
| 16 James King | 30 Lisa Kern |
| 17 Stephen Hinman | Linda Stone |
| | Rodney Winters |

The following individuals and companies generously donated items that were in either in a silent auction or given away as a door prize at the awards banquet. The silent auction and additional raffle ticket sales generated almost \$600 for Harvesters. We also collected over 500 lbs of food for Harvesters. Thank you for your generosity.

Superior Chevrolet-Hummer-Toyota
 Solotime/SPS Performance
 The Wine Cellar/Steven Berger
 Williams Engines/Charlie & Norma Williams
 Overland Park Mitsubishi
 MazdaSpeed
 Raytown Repair/Charlie & Sharlene Smith
 ChazCo/Charlie Williams
 AMSOIL/Ken Ragan
 Fred Bybee
 Al Hermans
 Tom Strongman
 Kent Edmondson
 Donna & Fraser Elliott
 Eric Lindhoff
 Thomas Moore
 American Electric/Greg Reno
 Chelsea Snyder
 Bonnie Haupt
 Tom & Peggy Rowe



Tom Rowe, left, Banquet Chrmn. below Steve Bachenberg Randy Sharp and Clem enjoying the banquet. bottom Vern Maxey, Rich Davison, Sr & Bob Qualkinbush deep in discussion



Dale Smith, 07 RE Left & Bill Johnson 06 RE right. Norma Williams, Sharlene Smith, & Peggy Rowe welcome Janet Maxey, below and Gary Hartman, Chris & Kent Edmondson admire a collector car



Mike and Mary McGinley, right



Mark and Diana Dalen, left



2006 EVENT CHAIRPERSONS

2005 Awards Banquet
Nancy Johnson & Brenda Johnson
World of Wheels
Gary "Parnelli" Hartman
The Picnic
Willard & Virginia King
Norma Williams
Subaru Solo
Steve Sulatycki
Evolution School
Niel Leon
Sadler Go-Kart Challenge
Steve Roberts
Divisional Solo
Jerry Irvine
Eleven-Eleven Rally
Albert Weaver & Rich Bierta
2006 Solo Chair
Neil Leon
Solo Events
Event #1 co-chair & Event #2
Al Hermans
Event #3
Rodney Giebel
Event#4
Brandon Burkhardt
Event #5
Doug Hitchcock
Event #6
Tim Herron
Event #1 co-chair & Event #7
Joe Tasler
Halloweenie
Fred Bybee



Paula Diehl, Al & Sandy Hermans, Vern Maxey and Gary Hartman display their championship trophies



2006
New Member of the Year
Randy Sharpe

Event Chairperson of the Year
June National Race
Alexandra Clark

Race Group Awards
Crew Person of the Year
Stuart Miles

Edgar Alsbury
Mechanic of the Year
Brian Haupt

Spouse of the Year
Kiersten Scharnberg-Koch

Glen Shepard
Most Improved Driver
Mike Asselta

Rookie Driver of the Year
Aaron Holstrom

Regional Driver of the Year
Steve Bachenberg

E. Tom Newcomer
Drivers of the Year
Hans Peter
And
Mirl Swan

Vic Sadler Award for
Outstanding Worker
Dale Smith

Solo Driver of the Year
Chris Edmonson

Solo Workers of the Year
Rodney Giebel
And Paul Giarrantana

REGIONAL EXECUTIVE
AWARD
Bill Johnson, Jr.

OUTSTANDING MEMBERS FOR 2006

Alexandra Clark
Chuck Clark
Paul Giarrantana
Rodney Giebel
Linda Henson
Nancy Johnson
Ron Lentz
Niel Leon
David Long
Gini Ragan
Ken Ragan
Dale Smith
Sharlene Smith
Norma Williams

2006 Representatives
To the
Kaw Valley Race Group
Chuck Clark
Ron Lentz
David Long

Outgoing Region Officers
Chuck Clark
Lorena Irvine
Charlie Smith

2006 Checkpoint Editor
Gini Ragan
2006 Webmaster
Steve Sulatycki



2006 Outstand Kansas City Region Members



2006 Solo Awards

Super Stock
Fred Bybee, First Place
Super Stock Ladies
Sharon Bybee, First Place
A Stock
Mark Hill, First Place
Jim French, Second Place
A Stock Ladies
Sandra Hermans, First Place
B Stock Ladies
Paula Diehl, First Place
C Stock
Tim Herron, First Place
Randy Eickhoff, Second Place
C Stock Ladies
Carol Buetzer, First Place
E Stock
Gary Hartman, First Place
John Tully, Second Place
F Stock
William Correll, First Place
G Stock
Greg Reno, First Place
H Stock
Christopher Edmondson, First Pl
C Street Prepared
Tom Rowe, First Place
D Street Prepared
Ritchie Bell, First Place
Doug Hitchcock, Second Place
E Street Prepared
Dan Cargile, First Place
F Street Prepared
Dennis Kinnison, First Place
Street Touring S
Nizam Sarib, First Place
Street Touring 2
Rodney Giebel, First Place
Street Touring 2 Ladies
Amy Giebel, First Place
Street Touring X
Chris Jones
Street Tourine Ultra
Branden Burkhart, First Place
Street Modified
Albert Hermans, First Place
Street Modified 2
Pete Schulte, First Place
B Prepared
Everett Watts, First Place
C Prepared
Kevin Brown, First Place
F Prepared
Joe Schulte, First Place
X Prepared
Steve Sulatycki, First Place
F Modified
Mike Gray, First Place
Street Tire, First Place

2006 Mid-Am Race Awards

IT-Tour
Scot Peterson, Champion
ITA
Steve Bachenberg, Champion
Travis Norwald, Third Place
SRF
Robin Kirkland, Second Place
O.L. Kinney, Jr, Third Place
FF
Tim Koch, Second Place
IT7
Scott Peterson, Second Place
FM
Gary Phillips, Champion
FA
Willard King, Champion
FSCCA
Jason Mabee, champion
ITS
Aaron Holstrom, Champion
SM
Stephen Johnson, Champion
S2000
John Nelson, Champion



SOLO REPORT

Test and Tune Day scheduled for March 24

"Test & Tune" typically consists of a short autocross course with at least one slalom and a few other turns. This year we intend to add a dry (no Water) skid pad for the road racers and others to adjust/ fine tune their cars. The typical way is to run a few runs through a course to get the feel of the cars' handling, make some adjustments to the car, run again and compare times to see if times get better. Skid pad can either be a circle or a figure"8". The same procedure is done there. The exact setup of the courses will be at the discretion of the event chair and event solo safety steward. The number of runs will only be limited by the number of entrants. The current plan is to charge \$25.00 for the "test & tune" or \$40.00 for the "test and tune" and autocross the next day.

Bill Correll
99FS
2007 KCRSCCA Solo Chair

2006 Midiv National Awards

FC
Phil Hemes, Third Place
GT2
Tony Giordano, Third Place
SSC
Walt Grayum, Third Place
EP
Brian Haupt, Champion
Charlie Clark, Third Place
SRF
Chris Funk, Champion
Ron Lentz, Second Place
Frank Stone, Third Place
CSR
Hans Peter, Champion
Mike McGinley, Second Place
GTL
Roy Lopshire, Second Place
DSR
Mark Kalen, Champion
Bill Johnson, Second Place
AS
Jim Wheeler, Second Place
S2000
Jack Platt, Champion
T1
Mike McGinley, Champion
FF
Cliff Johnson, Champion
FA
Mirl Swan, Champion

2006 Longevity Awards

5 year

Dena Barlett
Alec Bartlett
Bon Bornkessel
Don Buffon
Brian Clark
William Correll
Doris Frede
Larry Graham
Susan Graham
Hallie Graham
Ian Graham
Mason Graham
Lane Holcomb
Robert Marupins
Mike McGinley
Nico Prelogar
Nizam Sarib
Steve Sulatycki
F Michael Thompson
Michael Walls
Marc Wilson

10 year

Van Bedel
Paul Brown
Chuck Clark Jr
Helmet Derra
Scott Goodwin
Laura Lee Jones
Kittie McNamara
Harlan Moore
Scott Petersen
Jack Schneider
Jennifer Williams
Don Zurliene

15 year

David Bennett
Kevin Brown
Charles Guenther
William Hartong
Rachel Hellebuyck
Nancy Johnson
Erik LaPrade
Don Lillig
Christopher Miller
Paul Moylan
Steve Patterson
Jill Pruett
Kyle Ritter
William Schmidt

20 year

Janice Fisher
Norma Williams
Chuck Woloscsuk

25 year

Donna Swift

30 year

Dian Bachenberg
Steve Nafus
Richard White
Steve Wolf

35 year

Richard Hedden
Rodney Winters

40 year

Brian Haupt
Bill Johnson

45 year

Marvin Wolf



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Thoughts and Notes from the Editor

A program at the January Race Group meeting was presented by the SAE students from the University of Kansas. In addition to being entertaining, it was educational. We learned that each year the students build their car from scratch. This year's car is scheduled to be completed by March 16th. Kansas Region member Clancy Schmidt has been an advisor to this group for several years, and helps them find suppliers etc. The students also seek funds to help offset their expenses; donations may be made to Jayhawk Motorsports by visiting www.kuendowment.org or by contacting their Finance Officer, Jason Boots (jboots@ku.edu). In particular, they are looking for people that could donate or discount CNC machining time and to offer this service please contact Ryan Brack at rbrack@ku.edu. I believe it will be too late for this year, but there will be other teams looking for this service in years to come.

The March Race Group meeting will also have a speaker; it will be Tom Strongman, the automotive guy from the KC Star. He is a great speaker and has great stories to share. He will also have available his new book and will autograph it for you. Don't miss this meeting. By the way all members are welcome to attend Race Group meetings.

The Solo Group had more than a table full of members at their meeting in February and are well on their way to starting the season. Saturday February 10th they held a training session for Safety Stewards. February 17 they checked out the Truckster and it should be ready to roll. The Solo Chair, Bill Correll has been appointed to the Regions' Board of Directors to replace Ron Lentz, who resigned. Congratulations, Bill.

Again this year, Mike Farley served as the official photographer for the Awards Banquet and except where noted the pictures in this Checkpoint were taken by Mike. Thanks Mike!

KCR Minutes, Feb. General meeting

The February meeting of the Kansas City Region SCCA was held February 6, 2007 at the Creekside Pub and Grille. The meeting was called to order by RE Dale Smith at 8:05 pm. He asked for a motion to approve the minutes of the January meeting as they were printed in Checkpoint. Bill Correll made the motion, Mike Farley made the second and motion passed. Dale announced the appointment of Bill Correll to the Board to replace Ron Lentz who has resigned.

Dale reported the following members attended the National Convention in San Antonio; Dale and Deana Smith, Chuck and Alex Clark, Bill Johnson, Charlie Clark and Dick Berger. Dale announced our region was honored with the Regional Achievement Award for Mid-Large Regions. He asked those who attended to talk about their experiences at the convention. Bill Johnson reported members expressed concerns about Pro Racing and the consensus was that they should pay their way. Charlie reported a new program called "week end members" was announced. Dale talked about the partnership with BMW that will be a driver education program for teenagers. A new presenting sponsor has signed on for the 2007 Runoffs, AT&T. Dale also reported the Mid-Div convention may move to a late winter or early spring date.

Bill Correll, the Solo Chair, announced the Solo Safety School will be February 10 and that a workday for the truck will be February 17 at Collins Machinery. March 24 will be a "Test & Tune Day" at Truman Sports Complex followed by an autocross on March 25. Charges are \$25.00 for each day or \$40.00 for both days.

Gini Ragan reported Checkpoint is in the mail and you should have yours now. She explained that all newsletters were judged together at this year's convention instead of by region size as they had been in the past. Wichita Region was the First Place winner.

Norma Williams, membership chairman, reported 563 members. A new membership directory will be printed this year with an information form available in Checkpoint or at meetings. Be sure to fill one out. She had Solo Books and GCR's for sale.

Travis Nordwald, Race Group Chair reported he had received a request from Mize Elementary School for Driver's in Driver's Suits to read to students during a Reading Program with a racing theme in early March.

David Long, treasurer, reported a budget for 2007 was being developed.

Jim Wheeler reported for KVRG. There has been an increase in the base price for 2007 and there will be no charges for parking motor homes in the paddock. A distribution to each Region was made at the Annual Meeting.

Gary Hartman, chairman for World of Wheels, reported only 2 cars will be displayed this year, Jake Diehl's solo car and Chuck Clark's E Production race car. He also was pleased to report the donation of a helmet by Mike Farley. The solo group's helmets rating requirement is lower than the racer's. The Solo Group can use expired helmets for their program.

Dale reported new membership cards will have bar codes and will aid in expediting registration.

Charlie Williams had doorprizes

Tom Strongman will speak at the March Race Group Meeting. Plan to attend.

There being no further business, Gary Hartman moved for adjournment, second by Bill Correll. Meeting adjourned 8:50 pm.

Respectfully submitted,
Gini Ragan, Secretary
Minutes not approved

AT THE TRACK

Registration:

Ask your Flag Chief for the Registration times for the event. Be early to register, seek out the "Worker line", be prepared to show your membership and workers license (Regional Workers License can be obtained before, or at an event, from the Flag Chief). (Memberships may also be purchased at the tracks in the Midwest Division.)

Flag Meeting:

For all workers, getting to the worker meeting as early as possible is a very strong recommendation. Being early allows a novice the opportunity to "Stop, Look and Listen",. This is an important and familiar phrase around a race track. If there is but one consistency from track to track, workers talking about what they do or the conditions they do it under, is it. Observe the other workers, their clothing and gear. Ask questions. A good first questions for a novice to ask is, "Is there a mini school for novices this weekend?". Don't be discouraged if you receive a "duh?" answer. Seek out the Flag Chief and introduce yourself as a novice (you WILL be welcomed, pose the question to the Flag Chief.

The Corners (turns) and their Personnel

On the turn, you will be working under a Corner Captain. The Captain has all of the responsibilities of a Flag Chief, within the limits of their turn. Also on the turn will be a Communicator, responsible for the transmission of information between the Captain and Race Control. Two workers manning the yellow and blue/yellow flags will be positioned in a manner which affords them safety and the ability to communicate, via the flags, with the drivers. This is the normal four person corner crew. Members of the crew will rotate, working each position on the corner, with the exception of the Captain, who is "it" all day. You may be placed with a veteran to observe and to be observed for a period of time. "Stop, Look and Listen", ask questions, at appropriate times, be alert always.

The more familiar you become with the track, the corners station(s) layout and the methods of operation of the region, the better prepared you will be. But that comes with time and experience, don't expect one without the other. The veteran corner workers will appreciate a quick, alert, safe learner much more than a hero.

CONSIDERATIONS FOR COLD WEATHER CORNER WORKING (Yes, the event WILL BE HELD in cases of inclement weather)

Feet (Keep them warm and dry):

Socks: Thin thermal and/or 100% cotton in multiple layers

Boots: Well fitting, allowing multiple layers of socks while still providing a good, comfortable fit.

Weather conditioned leather outers are recommended.

Waist and Legs:

Pants: Outer shell of 100% cotton with normal and thermal underwear, layered. Motility is a key factor.

Waist to Neck:

Outer Shell: Few singular winter garments or jackets are available, fitting the recommended requirements of corner working. Your outer shell should be warm, loose fitting enough to allow for "breathing" and layering beneath, fire protective and of a color suitable for ease of driver recognition without being confused with a flag. Layering of thermal underwear in combination with 100% cotton undershirts and shirts, covered by a 100% cotton white workers coat (normally too large), should be adequate in providing both warmth and protection. The coat should have a collar, the taller the better.

Head (The majority of your body heat is lost above your neck! Fact!):

Hat: Put away the mesh caps! Cotton stocking caps work well providing warmth to both ears and head, tub offer no shade for the eyes when the sun is out. A full bodied cotton baseball type cap will

provide the top of the head with heat retention and shade the eyes. Some baseball type caps have ear flaps which can be worn up or down, to warm or not, your ears. Ski headbands can be worn, in conjunction with a cap, providing both ear warmth and a means to keep your hat on.

Hoods: Hooded outer wear gives protection to the back of the neck and the head, but greatly restricts side to side head mobility and vision. Hoods can be worn between sessions for added protection or to offer a brief change to mode of dress. A hood work (whether up or down) on station during a session, presents itself in the form of hazard, as a "body hook". When working remove the hood or tuck it inside the back of the coat.

Ski Mask: Very bad terminology! Much better—Racing approved facial covering. If you're so inclined and cost is no problem, buy it new...or beg an old one off a bearded racing buddy.

Sunglasses: Yes! The winter and early spring sun rises and stays low in the sky (read...in your eyes most of the day. Dirt, dust and debris from the track are always present, protect your eyes and vision.

Skin and Lip Protection:

Skin protection is usually used during the warmer periods, but the effects of the cold and wind are very hard on the skin. A cold weather sunburn has to be considered, as most of us have been wintering indoors, subjected to only the ultraviolet rays given off by the TV reruns of last years racing. A good suntan lotion or sun block should offer protections against sunburn and provide a moisturizer for the drying effects of the breezes. Lip chapping can be offset with the use of a lip balm. There are numerous lip balms on the market, in the form of sticks, which do not take up much space and offer protection from the element, in both cold and hot weather. Both a lotion and a lip balm are recommended worker bag staples.

Hands:

Wear gloves! That sound rather simple, especially since corner workers are supposed to wear them anyway. But cooler temperatures sometimes make innovators of us, with good reason. Welding gloves are probably the most common glove worn by corner workers,. They provide good protection against fire, hot debris, pushing on hot tires, steam leaks and yes, even sunburn. The tall cuffs of welders gloves reach over the cuffs of coats and shirt sleeves giving protection to the area above the wrist, at the same time allowing a pocket of air flow. Welding gloves are normally of a large fit, making them easy and quick to get off, if needed. The roomy fit of these gloves make them good candidates for being worn over a pair of warmer gloves...layering, in other words

Mobility:

A very high priority consideration when preparing for cold weather corner working is the ability to move about in your layered configuration. Insure you retain the motility which may be required of you on station. Once dressed, do some stretching exercises, breaking in your new suit of cold weather armor. Jog in place, checking the fit of your boots and socks (an army may travel on their stomach, but corner workers stand and run on their feet all day!) Bend over, to see if you can...and what pops out, Then readjust to suit.

ONCE ON STATION;

Observe your fellow workers (your number 2 priority, always). Insure they are prepared for the weather. Keep active, change positions frequently. Standing in one spot or position for a long period of time should be avoided. Drink plenty of fluids, water is still a great fluid, even in the cold. Coffee and drinks high in caffeine content are stimulating. Hot drinks may produce the feeling of being colder than before drinking them, once the body has reduced the initial warmth of them, due to a "super cooling" effect. Familiarize yourself with the adverse effects of over exposure to the cold. Advise the captain, or anyone available, of any abnormal personal feelings or behavior from your co-workers, quickly! Cold can kill!

PLAY SAFE and HAVE FUN!!

Again thanks to MO from NCR for permission to reprint his article encouraging members to try joining the Corner Workers community at the races. Part one of this article appeared in the February issue of Checkpoint. Next month look for information about other specialties.

HEARTLAND PARK SPONSORSHIP RENEWED

Once again Superior Chevrolet, Superior Toyota/Scion and Hummer of Kansas City have stepped up with a sponsorship for all four of the races at Heartland Park Topeka in 2007.

The sponsorship money goes to the Kaw Valley Race Group and will be applied to the per event income, to help keep down entry fees. What this means to us, is that racer entry fees will be between five and ten dollars less than without the sponsorship. With some other charges going up this season, this sponsorship is especially welcome.

Superior General Manager and fellow racer, Mike McGinley, said, "We appreciate the SCCA members' business and hope everyone has a successful and safe year in 2007."

Superior will also provide pace cars for our events and will have new car displays showing the discounts available to SCCA members on the purchase of new cars. Remember Superior Chevrolet, Superior Toyota/Scion and Hummer of Kansas City when you need a new or used car or truck.

Jim Wheeler



The KVRG Specialty Chiefs for the
2007 Race Season are

Race Chair—David Bennett-913-962-5320

Registration—Linda Henson-816-795-8520

Timing & Scoring—Gini Ragan-913-422-5778

Course Marshall—Ken Ragan-913-422-5778

Tech—Dale Smith-913-669-8315

Sound—Mel Dale

F & C & Worker Coordinator—Alex Clark-913-558-1698

Start—Nancy Pratt

Pit and Grid—Bob Nowlan

Hospitality—Sue Cowan/Marla Worthington

Paddock—Gary Kern-913-362-4543

Medical Services—Robert Thompson-816-373-4933

LETTER TO THE EDITOR

The following note was received from Jed Welder when I asked where we should send his memento trophy for 2005 Rookie of the Year. I felt you all deserved to hear what Jed had to say about us. He has returned to the US after his deployment to Afghanistan and is currently in Colorado.

Very neat and unexpected, thanks Gini. KCRSCCA is really the best I've experienced and I've been stationed in four different regions now. You should really be proud of the team you have there.
THANKS!

And you will be seeing my Spec Miata at HPT in the future.

Jed

RACE GROUP REPORT



This season in MiDiv we have more than a few events to keep us busy throughout the summer. One of the more exciting things happening is the Koni Challenge Grand Am Cup coming to Iowa Speedway the weekend of April 21st. I have recently been informed that in conjunction with the Grand Am Koni Challenge race, the United States Endurance Racing Association (USERA) will be having the second round of their championship series on Sunday the 22nd.

Most any sedan in addition to SRFs are eligible to compete, and the event looks to provide great value with entry fees around \$450 providing 3 ½ -4hrs of track time. The President of USERA Ken Grammer has been extremely generous in providing two \$100 coupons redeemable on your entry fee to KC Region members. Being a former Race Group Chair himself, Ken understands the desire to boost attendance at the Race Group meetings, and told me I should raffle them off at our March 20th gathering.

I haven't decided just how I'll give these away, but you will have to be in attendance at Creekside Pub and Grill just north of 435 on Holmes on March 20th to win. Look for an article by Ken in next month's Checkpoint for more information on the USERA event. In the meantime, feel free to contact me with any questions.

Tom Strongman who is the featured journalist in the automotive section of the KC Star will also be joining us to give a presentation, and I'm sure we'll all drink beer and have some laughs as well.

Travis "yes I'm bribing you" Nordwald
Race Group Chair
tnord42@hotmail.com
913.205.7495



Rally School and Meet in the Middle Rally Scheduled

The first rally of the 2007 MiDiv Regional Rally Series will be sanctioned and sponsored by the Kansas Region. On Saturday, March 10, 2007. SCCA members across the Midwest Division will have the opportunity to drive and enjoy the **Meet in the Middle Rally**, featuring starting locations in both **Wichita and Topeka**. The two rally routes will "meet in the middle" and continue together on one route to the finish near Emporia, Kansas. To prepare new rallyists for the event, a rally school is planned for Sunday, March 4.

The rally will cover approximately 200 miles of scenic paved rural roads in about five hours. The rally will be a test of precision driving and teamwork between driver and navigator. Straightforward, non-devious route instructions with specified average speeds will test the rallyists' ability to arrive at unknown checkpoint locations on time, neither early nor late.

Any street-legal automobile capable of normal rural highway speeds can be entered. Two rest stops are planned during the rally at convenience stores enroute. The rally will end at a restaurant in the Emporia, Kansas vicinity.

The entry fee is \$20 per car. Pre registration is strongly encouraged and available via mail, email, and at www.MyAutoEvents.com. Pre-registration is not required; but as an incentive, one out of every ten pre-registered teams will be **treated to the post-rally dinner** (up to \$20 per team), as determined via random drawing on March 9th at 9 p.m. (Entry fees will not otherwise include post-rally food and beverages.)

Drivers' meetings will be at 10:45 a.m. at each starting location, with the first car from each leaving at 11:01 p.m. The first car should finish around 4:00 p.m.

Precise starting locations will be provided in early March. Watch the Kansas Region's web site (www.kansasregionsscca.org) and www.MyAutoEvents.com for these details. Questions regarding the event may be directed to rbireta@us.ibm.com or alfabert@yahoo.com

A rally school will be held the previous weekend in Lawrence, Kansas at the Grant Township Community Center, 1853 E 1600 Rd. Entry fee is \$5 per car and the school will start at 2:00 p.m. and finish by 6:00 p.m. Preregistration is required via email (rbireta@us.ibm.com) or via www.MyAutoEvents.com.

Rich Bireta

What is a PDX?

Brakes, Brakes, Brakes, I screamed in my helmet. I had already moved my right foot from the gas pedal that wasn't there to the brake pedal that wasn't there either. I was pushing hard on what should have been the brake, but it wasn't doing any good. We were still hurling toward the corner at an ever increasing speed. Fortunately, my "student" must have heard my screams, because he finally lifted off the gas and put on the brakes. The Z06 slowed enough to make it through the corner just fine, thank you very much. I said, "Man, this car has really good brakes."

This was just one corner of one lap of the thousand plus laps I have taken as and instructor for a PDX event. PDX, or Performance Driving Experience, was first started by the KVRG at Heartland Park shortly after the track opened. The event has been run in conjunction with Race Drivers' Schools and Regional Races ever since, under several different names. The HPCCC, or High performance Car Control Clinic became the PDE, which was dropped because the Porsche club had already claimed that for their Porsche Driving Experiences. A few seasons ago, SCCA made the event an official part of the system and published rules and guidelines to make the events consistent, and safe, throughout all of the Divisions.

Part of the reason I was screaming for the brakes that day, was that my driver had put together two perfect corners, the left at 6 and the left at the turn-7 kink, at Heartland Park, and was coming into turn 8 at about 25 mph faster than he had done it the previous laps, when he had missed the apex at the kink. This was our third on-track session of the day and I could see that he was really starting to understand what we had been working on since early Saturday morning.

The morning started with a "classroom" session where the rules of the event were discussed. Where is the false grid? In fact, what the heck is a false grid, anyway? How about hot pits, track out, why is that woman in the white outfit waving that flag at me. Where were the passing zones? How do you make the pass, safely?

Neava Ford explained about the flags and asked the drivers to wave at the corner workers, on the out-lap, to show their appreciation and to make the drivers recognize what the corner stations looked like and where they were located. After a few words from Buzz Fisher, Chief Steward of the event, the drivers were introduced to their instructors for the weekend.

Actually the day had started even earlier with tech inspection of the students' cars. The SCCA tech crew went through every car, checking seat belts, tires, helmets, and every thing else that could cause safety issues. All the junk and coke cans were removed from under the brake pedals and the drivers checked their tire pressures, fluid levels and torqued the wheel nuts.

All of the instructors at SCCA PDX events hold an SCCA competition license or have instructor credentials gained by experience and training. All students have an instructor who must supervise their sessions throughout the weekend. Novice drivers have an instructor, in the car with them, for the entire event. Drivers with previous experience usually are turned loose to run solo after the first or second session. Many experienced drivers request that an instructor go back out with them in later sessions to tune up their lines or to work on a particular corner where the driver might be having a problem.

The drivers who take their cars out on the racetrack at these events have different reasons for trying it. Some want to learn how to be better drivers, some want to safely explore the performance potential of their car without getting a ticket, some think they might like to move up to road racing. The cars this weekend, like every event, vary from highly modified sports cars to a box stock Mazda 3 with an automatic transmission. The cars and the drivers are assembled into groups according to their speed potential, to give everyone the best chance at an open track and more fun.

Now I'm yelling NO BRAKES, gas, gas, gas. Different student, different car, different corner, different problem. I could feel the rear end get a bit light and start to come around. Brakes, here, would mean a

big spin. No real danger of hitting anything, but it would mean four wheels off and a black flag, wasting valuable track time. The student reacted instantly and pushed down on the throttle pedal. We drifted nicely out toward the edge of the track and on down the straight. I could hear my driver whooping in his helmet. Looks like another convert.

Jim Wheeler
Chief Instructor, SCCA PDX

For more information about the Performance Driving Experiences at Heartland Park Topeka, go to www.kvrg.org or www.midiv.org, or call me at 913-492-6151. The two events this season will be on Mar 31st/Apr 1st, and July 7th and 8th.



Yellow Corvette participates in a Perorming Driving Experience

Red Machro Car at a past PDX

Additional information can be obtained from the KCR website, www.kcrscca.org and clicking "get started with SCCA" These photos were contributed by Jim Wheeler.



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CLASSIFIED ADS

MGB Midget and Sprite parts for sale. Also 1978 MGB w/lots of new parts. Cal 816-405-1185 cell or 816-229-0767 home, ask for Robert. 3/07

- (1) Snap-On Toolbox. Black Knight special edition, Black w/blue trim and a flip up top. Dimensions 54" width, 68" height and 29" depth; 11 drawers in the top box and 11 in the bottom section, great condition, used by Lexus Technician so it didn't see a lot of abuse
(2) 280Z Datsun/Nissan fuel injected engine, with injection system, low miles
(3) Lexus wheels from various models that also fit Toyotas. I have a set of Lexus IS300 wheels on our MR2 Turbo. They also fit some Nissan products. Steve Roberts, Lexusteck@aol.com 3/07

44 foot gooseneck, combo Toy Hauler/Race Trlr, 3 axle elec.brakes, drop down rear door w/extender 13/24 ft living area w/shower & head, 6 ft forward queen bed, 11 ft middle bdrm w/qn bed, 2 inverters, 1 converter, 50 amp and 12 V service, roof air, life time warranty on roof. Much more. \$19,500 contact dick@speakeasy.net or 913-287-3800x13 2/07


1986 Mazda RX7 Roller, no running gear except for wheels and diff-Big brakes, five lug car, No sunroof, Aluminum hood, Windshield is gone, several rear hatches, Hole in trunk for fuel cell, Hood pins, Brake bias adjuster, Hub for quick releases welded to steering column, Bottom stripped and repainted, Engine bay repainted, New delrin bushings & rear steer eliminators. Front bushings installed, Extra rear cradle and diff asking \$550; will deliver in KS, western MO, Southern NE for a little bit of gas\$\$ Mike Dickerson 1-800-770-2055 ext 358 2/07

2002 Newmar Dutch Star 38' 2 slide outs, 8.3 Cummins Turbo Diesel, Allison 6 speed trans. Oak cabinets, corean counters, cold weather package, 27,000 miles, 100,000 mile warranty, call Ron Lentz, 913-631-2450 1/07

Open Trailer—This is a custom built tubular frame trailer with dual axles and electric brakes. 12 ft. bed length, 7 ft. loading ramps, 15 ft OAL. It's equipped with a 2500 lb. electric winch including it's own power supply Tires were replaced at the beginning of the 2006 season. A spare tire comes with the trailer. \$1000.00 Chuck Davis E-mail me for pictures at waretec@hotmail.com 1/07

March Anniversaries

19—Tim and Kiersten Koch
21—David and Angela Ducey




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YAKETY YAK.

Dear Mom:

Oh Dear!! Oh Deer!! Charlie and Sharlene Smith AND an 8 point buck deer had a meeting the other night on the streets of Raymore, MO. Sharlene's red Chevy Impala suffered a dented passenger door and the outside rear view mirror flew off. The deer momentarily laid on the street then got up and ran off but he suffered the lost of his antlers. Charlie now has the antlers.

Christian Herron, son of Tim and Laurie competed in his cub scout Pinewood Derby on January 20th. Christian who is 8 years old finished 2nd and received his first race car trophy.

Rodney and Tammy Giebel attended a band concert at Northwest Missouri State University in Maryville, MO on Saturday night, January 20th. Their daughter, Amy played her flute in the concert with 140 to 150 other high school students from a 4 state area. The students were from Missouri, Kansas, Iowa and Nebraska. Amy is a senior at Park Hill High School.

Al Essig is the proud owner of a 1993 Shannon S2 race car. Al traveled to the St Louis area to pick up the car.

January 26th was the cub scout Pinewood Derby competition for Chaz Williams, son of Keith and Cheryl. Chaz, who is 10 years old finished 2nd overall and will compete now at the District event. Grandpa and Grandma Williams, Charlie and Sharlene Smith, his mother, father and Henry all attended the event and cheered Chaz on.

Tim Herron will be attending the solo events this year in a new car. It is a 1991 Honda CRX which runs in the STS2 class. This is a provisional class this year per National.

Chuck Davis who drove to Dallas, TX recently to deliver a race trailer he had sold and also to watch his grandson, Ryan compete in a Pinewood Derby, was injured in an auto accident while there. Sunday morning Chuck and his son, Pete were headed to the race track and it was raining and cold. When going over a rise in the road Chuck hit a patch of black ice, then hit the median and rolled 5 times. The roof of the Jeep collapsed on Chuck's head and he was knocked unconscious for 10 to 15 minutes. Pete was uninjured but dazed. On Monday Chuck was in surgery for a broken neck. They fused his neck with 2 plates in front and 2 plates in back and he was in ICU for 3 days. We have not heard a progress report since the accident but will keep you updated on Chuck's recovery as soon as we hear. Pete is one of the twins and is a Doctor in Dallas.

Melissa Giebel, daughter of Rodney and Tammy is a sophomore at Northwest Missouri State University in Maryville, Mo and a music education major. In May of 2007 Melissa will be performing with the university national wind ensemble at Carnegie Hall in New York. She plays the French horn.

Ken and Gini Ragan are home after a 10 day trip to Arizona to see Gini's sister Tootie in Tucson. While there Jean St John from Phoenix came down to visit for several days and Ken went to Phoenix to visit a few days with Jean's husband, Bob. Gini said there was snow in the mountain areas but it was just rainy in town. Tootie is now home and showing much improvement with her broken ankle and is walking several steps without her walker.

Jim Johnston will be moving around the first of April. He is moving to Denver, CO to be near his mother. He plans to move into a condo in the same complex where his mother lives. Maybe Jim will join the bridge club??

DON'T LOOK BACK

Please call "Mom" with your news. You can reach here by phone,
913-262-6300 or by mail, 2701 West 47th Street, Shawnee Mission KS 66204 or by fax,
913-626-6719 or email, 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 \$20	\$80
Spouse	\$20	Spouse \$10	\$110
Family membership	\$95	Family membership \$25	\$120

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 - \$80 _____Regular member and spouse - \$110 _____Family - \$120

Applicants signature _____ Date _____.

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

_____Visa _____ Exp _____.

_____MasterCard _____ Exp _____.

2007 Midwest Division Schedule

Mar 3	CFR	DMVR	Des Moines
Mar 10/11	RNI	Mid-South Region	MMP
Mar 10	Meet in the Middle Road Rally-MRRS	Kansas Region	
Mar 24 &25	Test & Tybe/Solo#1	KCR	TSC
Mar 23/24/25	SSR	St. Louis Region	GIR
Mar 24	Road Dog Rally -MRRS	Wichita Region	
Mar 31/Apr 1	SRC	KVRG	HPT
April 14/15	RNI	AVRG	HMRC
April 22	Solo#2	KCR	TSC
April 28/29	RNI	St. Louis Region	GIR
May 5	Nat'l Rally	NEOK	
May 19/20	RNI	MVRG	MAM
May 26/27	RNI	Mid-South Region	MMP
May 27	Solo#3	KCR	TSC
June 3	PDX only	St.Louis	GIR
June 16/17	National	KVRG	HPT
June 17	Solo#4	KCR	TSC
June 23/24	Div Solo	KCR	TSC
June 30/July 1	RNI	AVRG	HMRC
July 7/8	RRC	KVRG	HPT
July 15	Solo #5	KCR	TSC
July 28/29	RNI	MVRG	MAM
Aug 11/12	RNI	St. Louis Region	GIR
Aug 17,18,19	Evolution School/Solo#6	KCR	TSC
Aug 18/19	National	KVRG	HPT
Aug 26	PDX only	St. Louis Region	GIR
Sept 1/2	SRE	MVRG	MAM
Sept 1/2	RR	MS-AT	NSS
Sept 8/9	KC Championship	KCR	TSC
Sept 15/16	RR	NE-CO	MPH
Sept 22/23	ProSolo Finals	National	HPT
Sept 25/28	Solo Nationals	National	HPT
Oct 1/7	Test Days	Heartland Park	HPT
Oct 7	Solo #7	KCR	TSC
Oct 6	Witches Ride Rally MRRS	Wichita Region	
Oct 8/14	National Runoffs	National	HPT
Oct 27/28	R*r	St Louis Region	GIR
Oct 28	Solo #8	KCR	TSC
Nov 3/4	MiDiv Convention	St Louis Region	
Nov 10/11	ARRC?	Atlanta Region	Road Atlanta

S=Drivers School N=National C=Performance Driving Experience (PDX)
R=Regional (MidAm) I=IT Tour HC=Hill Climb
R*=Bonus Regional (MidAm) E=Enduro CT=Club Trials
R=Regional (non-points) ProV=ProVee TT=Track Trials
MRRS=MIDIV Road Rally Series

Tracks:
GIR—Gateway International Raceway—St Louis MO
HPT—Heartland Park Topeka—Topeka KS
HMRC—Hallett Motor Racing Circuit—Hallett OK
NSS—Nashville Super Speedway—Nashville TN

19

MAM-Mid-America Motorplex—Glenwood IA
MMPH-Memphis Motor Sports Park—Memphis TN
MPH-Motorsports Park Hastings-Hastings NE
TSC-Truman Sports Complex

UPCOMING EVENTS ON THE
KC REGION CALENDAR

March 3		CFR School, Des Moines
March 3 or 4		Rally School, Grant Township Cmnty Cntr
March 6		Solo Group prior to General Meeting
March 6	8:00	General Meeting 9916 Holmes Rd, KCMO
March 10		Meet in the Middle Road Rally
March 20	8:00	Race Group
March 24		Test & Tune—Truman Sports Complex
March 25		Solo—Truman Sports Complex
March 27	7:30	Board Meeting
March 31/April 1		SRC—Heartland Park
April 3		Solo Group and General Meeting

www.kcrscca.org

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

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