



A PUBLICATION OF THE KANSAS CITY REGION SCCA

**Despite ominous skies and a brief downpour,
KCRegion Solo drivers brave the elements.**

**A great turnout on July 24 at
MCC Precision driving center
in Independence, MO**

**Solo Result
Event 7**

**Shocking
Shocks
Part 2**

**Don't forget about the KCRegion
Solo Driving School September 17
MCC Precision Driving Center**



Editor's Photo

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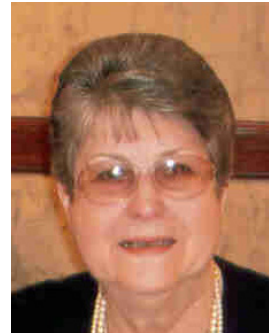
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YAKETY YAK

Dear Mom:

We just received an email from Jarold Boettcher who resides in Manhattan, KS and is a KCR member. He said he has had a disastrous spring/summer which has prevented him from racing this year. He first broke a finger then later cracked his shoulder. Jarold told his doctor recently he was thinking about going to Topeka this past weekend (to race) and the doc said, "NO WAY". We all missed seeing him and his 91 Honda CRX Si ITA race car on the track. He said he started his race career in 1977 with schools at Dallas (at an old airport) and then at Wentzville and he now thinks it is time to retire. Check out his ad in this month's Checkpoint, he has his rig and race car for sale. Jarold would like to especially thank the corner workers and the many volunteers it takes to do SCCA Amateur Racing.



Steven Bachenberg has been selected as the Kansas Engineer of the Year by the Kansas Society of Professional Engineers. Steve's state title followed his Eastern Chapter win earlier this year. His engineering career in transportation spans 41 years. He is Vice President of Public Works Service for BHC Rhodes and has worked in conjunction with cities, counties and rural communities in Kansas from infrastructure planning to underground utility design. His present engineering focus is on the Kansas City Area Transit Authority State Avenue corridor improvements.

Keith Williams and son, Chaz recently spent ten days with Boy Scout Troop 449 in Wyoming & Idaho. They traveled to Jackson Hole, WY where they experienced rafting down the river, spent several days at Camp Aspen Ridge in Preston, ID and also checked out near-by Bear Lake. Everyone had a great time but arrived home "tired".

Mike and Mary McGinley were the lucky recipients of a week long Chevrolet trip to Paris, France and the 24-hours of LeMans race last month by winning a Corvette Sales Contest. Superior Chevrolet was one of only 15 winners in the US! Mike & Mary got to ride the high speed train (180mph) from Paris to LeMans each morning. They left at 7am arriving at the track by 9-10am. The race started Saturday the 11th of July at 3pm. They got to be part of the pre-race ceremonies moving the Corvette Race cars from the garages to the front straight where they staged a mock start (drivers running across the track and getting into the cars). They got to watch the race from both the Chevrolet hospitality suite and the grandstands. Prior to the race they got to meet all 6 of the Corvette drivers and the team manager, they had question/answer sessions and also time for photos with the drivers. During the race they got to go into the garage/pit and watch from 5 feet away as both cars came in for pit stops (driver changes, 4 tires & fuel). Unfortunately during the night one of the Corvettes crashed with Jan Magnussen driving so the team was down to 1 car. Throughout the day Sunday the Corvette fought it's way up from 3rd place and ended up winning it's class. The celebration on the front straight after the race is another truly unique experience. Mike said, without a doubt it was the coolest "once in a lifetime racing experience" he's ever had. He said that the only way it could have been better was if they had asked him to drive!! You can check out dozens of pictures on the Superior Chevrolet Facebook photo page. <http://www.facebook.com/SuperiorChevroletHUMMER#!/SuperiorChevroletHUMMER?sk=photos>

Vincent Dean of Leawood, KS showed a Shelby Cobra at the Art of the Car Concours Show at the Kansas City Art Institute event this past month. The show featured more than 180 vintage and classic cars, trucks and motorcycles. Proceeds from ticket sales and sponsorships benefited the Kansas City Art Institute's scholarship fund. Vincent was 16 years old when he and his father visited Broadway Motors Ford and he saw a Shelby Cobra and wanted one. About 10 years ago his twin brother called with news that there was a 1966 Shelby Cobra on eBay. Vincent bought the bright red roadster, and now has added two more Shelby Cobras to his collection. He said he races one, uses one as a street car and the other one he shows.



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SHOCKING INFORMATION FOR ALL RACING ENTHUSIASTS

Shocking Information-Shock absorbers made simple by Dave Jones

reprinted with permission given by St. Louis Region SCCA article submitted by Charlie Clark

Part 2

Shock configurations include non-adjustable, single adjustable, double adjustable, triples, four-ways, and probably more. Single adjustable shocks are typically only adjustable in rebound. Compression remains the same. Double adjustable provide both compression and rebound. Then you get into “high speed” and “low speed” adjustments with three and four way shocks. “Speed” refers to speed of the shock or suspension movement, not the car. Typically, a slow corner will have high speed shock movement, and a fast corner will have slow shock movement. Hitting a pothole - that is high speed movement. So is diving into a tight turn at a SOLO. A long sweeping turn is slow speed movement. Having these two adjustments separate gives us a lot more flexibility in tuning. Example - there is a big bump right before start / finish at Hallett. It can bottom the suspension, and actually make the rear tires spin. We add some high speed compression, and it soaks it right up, without affecting the rear bite out of the corners. Without this low and high speed flexibility, we’d have to increase the overall compression, which would most likely make the car loose on exit.

Finding the right shock valving and range is important. Most store-bought shocks are built in the “average” range, and are designed for the typical user. If you have changed springs or sway bars, make sure you find shocks that match those changes. By the way, a sway bar becomes an undampened spring if you don’t consider it in the equation. More sway bar can require more shock.

Also, there are different kinds of valving - linear, progressive, digressive - and each impacts handling. The stiffness of the shock can also be altered. The compression range might be 30 clicks from full soft to full stiff. We can move that range so full soft is now the middle, and the stiffness can be adjusted 15 more clicks, etc. As an example, on the Wolverton Solstice, we have continued to increase the rebound range every season as we make other handling tweaks. We are at least 45 clicks stiffer on rebound than GM and Penske determined was appropriate for the car back in 2006. We’re also at least 15 clicks softer in our compression. We use digressive pistons in the rear shocks so they “soak up” the sudden movement of hitting the gas on a turbo car. The car was on the pole for the 2010 Runoffs, so all these tweaks pay off.

For handling adjustments, compression can make that tire seem like it has a momentarily stiffer or softer spring. Need the car to rotate better to the left? You can add a little right rear compression and it will make the car rotate by slowing the movement of that tire, acting like a stiffer spring. The left front slips a little on turn in? Take a little compression out. Can you guess which “speed” adjustment you’d use if you have that available? If it’s on initial turn in, especially a tight corner like a SOLO, and you’re yanking the wheel, you’d reduce high speed compression. If it’s in the long sweeper, you’d use low speed. I’d probably take a couple clicks out of both on the tight corner.

Rebound is the adjustment that makes the car respond. I use rebound more than most, and once the drivers become accustomed to what it does, they always want more. Back to the bungee cord concept, rebound in the left front SLOWS the weight transfer to the other wheels in a left turn and when hitting the gas. Rebound in the right rear SLOWS weight transfer to the left front when braking into a right turn. More front rebound helps rear grip on acceleration, and more rear rebound helps front grip on turn in. Too much rebound makes the car slide all over the place! So like every adjustment, we’re looking for the perfect amount.

Shocks are just part of the package. But a car without adjustable shocks can’t go as fast as a car with them. Consider what you want to accomplish and think long term. Most racers who have bought the cheaper shocks eventually buy the better ones, or wish they had.



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Gary Hartman, Gary Hartman...



Editor's Photo

For those of you who may ask "Where is Gary Hartman?" He was recently found at the Kansas City Art Institute event "The Art of the Car Concours". He was there with a totally refurbished toy car given to him by his parents many years ago. He even has a picture of the car with him back when Gary was a youth. Also on display were a wide variety of cars including the Concours winner from Palm Springs. A Duesenberg Model J Phaeton valued in the millions. Walking in pretty good company you are Gary.

CLUB TRIALS RESULTS BY CLASS

The Club Trials cars were classed using 2011 Solo II classes because it seemed to be give us the best way to categorize the car that we had on hand. We also invented a class for the older Corvettes called the "Vintage Vette." These results are based on the last session only.

A Street Prepared (ASP)			D Stock (DS)		
#55 Edward Zabinski	Ferrari	1:34.209**	#22 Mark Jeffries	Mini Cooper S	2:00.043
Super Stock (SS)			H Stock (HS)		
#8 Mark Macoubrie	Z06 C5 Corvette	1:54.316*	#19 Walter Day	Golf GTI	2:10.806
#4 Jeff Hunter	C6 Corvette	1:59.184	#2 Brittney Williams	Honda Civic	2:16.966
#14 William Haynes	Z06 C5 Corvette	1:59.582	Vintage Vette		
B Stock (BS)			#11 Mike Whitethorn	C3 Corvette	1:59.721
#21 Jed Escovilla	Honda S2000	1:57.100	#12 Terry L Coleman	1957 Corvette	2:16.700
#18 John Nelson	Honda S2000CR	1:57.445	#6 Kim Wickman	1960 Corvette	2:34.308
#7 Steve Osborn	C4 Corvette ZR1	2:11.063			

*Top Time - Club Trials ** Top Time - Session

Classified Ad For your Consideration

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AUGUST BIRTHDAYS

- 2 Schaden Wallace - (7) grs of
Dick & Suzanne Berger
Cole Whitney - (10) s of Jason & Tiffany
- 3 Steve Bachenberg
- 4 Brenda Tally
- 5 Mark Killen
Guy Watney
Todd Wayman
- 6 R Joe Miller
Ronald Nolan
- 7 Matthew Deardorff
- 8 Michael Kinney
- 9 Justin Ducey
Barry Heuer
- 10 Aaron Holstrom
Matthew Rivard
Cheryl Williams
- 12 Logan Whitney - (16) s of Jason & Tiffany
- 14 C J Berger - (8) s of Liz
Leila Holstrom - (5) d of Aaron & Melissa
- 15 Rick Berger
- 16 Samuel Hitchcock - (10) s of Doug & Sonja
William Sumpter
- 17 Brian Clark - (11) s of Chuck & Alex
- 18 Jennifer Bennett
Teresa Bybee
- 20 Kathy Giordano
Mathew Morgan
Jeff Sumpter
- 21 Kathleen McGrew
- 23 Andrew Johnson
- 24 Todd Hesskamp
- 25 Andrea Berger
Steven Harris
Charles Kleinhagen
- 27 Dale Leuck
- 28 Kelly Toombs
- 29 Glen Beckerdite
Moriah Dowding
Roy Freeman
Sharlene Smith
Charlie Williams
Aria Woodall - (14) grs of
Chuck & Sue Woloscsuk
- 30 Kyle Rohde
Leesa Dowding
- 31 Donna Hill

AUGUST ANNIVERSARIES

- 15 Alan & Jennifer Bennett - 24 years
- 19 Tom & Peggy Rowe
- 20 Randy & Karen Eickhoff
Brian & Bonnie Haupt - 35 years
- 23 Glen & Barbara Shepard - 48 years
- 26 Kent & Sue Edmondson - 27 years

Kansas City Region SCCA

Final Results, #7 - Event 07 - Sun 07-24-2011

Total Registered: 77, with Times: 77

'Super Stock' - Total Entries: 1 Trophies: 1					
1Tm	SS	11	Frenseley, Chris	2003 Chevrolet Corvette	48.283
'A Stock' - Total Entries: 2 Trophies: 1					
1Tm	AS	34	Webb, Derek	2007 Porsche Cayman S	51.344
2 m	AS	134	Glynn, Andrew	2007 Porsche Cayman S	54.607
'B Stock' - Total Entries: 7 Trophies: 3					
1Tm	BS	66	Galloway, Rygh	2008 Mitsubishi Lancer Evo X MR	47.191
2Tm	BS	1	Lawrence, Nolan	2003 Honda S2000	47.848
3Tm	BS	19	Green, Nate	2003 Honda S2000	47.868
4 m	BS	25	Webb, Pat	2006 Honda S2000	47.942
5 m	BS	166	Lawrence, Duty	2008 Mitsubishi Lancer Evo X MR	49.459
6 m	BS	33	Wilson, Tristan	2003 BMW M3	51.282
7 m	BS	5	Elks, Matthew	2001 Honda S2000	55.321
'C Stock' - Total Entries: 1 Trophies: 1					
1Tm	CS	55	Roberts, Steven	2007 Mazda MX-5	49.322
'D Stock' - Total Entries: 1 Trophies: 1					
1Tm	DS	98	Wilcox, Craig	Mini Cooper	47.344
'E Stock' - Total Entries: 6 Trophies: 2					
1Tm	ES	135	Hesskamp, Todd	1997 Mazda Miata	48.007
2Tm	ES	154	Edmondson, Kent	1993 Toyota MR 2	49.167
3 m	ES	35	Van Benschoten, Dick	1997 Mazda Miata	49.308
4 m	ES	54	Wheeler, Dan	1993 Toyota MR2	50.403
5 m	ES	198	Bauman, Bill	1997 Mazda Miata	52.531
6 m	ES	199	Bauman, Janet	1997 Mazda Miata	54.543
'F Stock' - Total Entries: 1 Trophies: 1					
1Tm	FS	99	Correll, William	1999 Ford Mustang Cobra	51.856
'G Stock' - Total Entries: 2 Trophies: 1					
1Tm	GS	23	Cheney, Greg	2011 Volkswagen GTI	49.174
2 m	GS	84	Lackey, Kyle	2007 Honda Civic Si	54.395
'H Stock' - Total Entries: 1 Trophies: 1					
1Tm	HS	23	Miller, Randy	2003 Ford Focus	52.568
'A Street Prepared' - Total Entries: 4 Trophies: 2					
1Tm	ASP	41	Macoubrie, Mark	2000 Chevrolet Corvette FRC	49.410
2Tm	ASP	101	Tasler, Joe	2009 Nissan GTR	50.277
3 m	ASP	10	Eisinger, Jim	2009 Nissan GTR	50.748
4 m	ASP	143	Brown, Jennifer	2001 Chevrolet Corvette Z06	52.359
'B Street Prepared' - Total Entries: 2 Trophies: 1					
1Tm	BSP	96	Hohl, Andy	2007 Saturn Sky Redline	44.789
2 m	BSP	96	Buxbaum, Bob	2007 Saturn Sky Redline	46.112
'C Street Prepared' - Total Entries: 3 Trophies: 1					
1Tm	CSP	191	Deane, Scott	1995 Mazda Miata	48.100
2 m	CSP	5	Bell, Ritchie	1993 Mazda Miata	48.739
3 m	CSP	51	Miller, Bill	1983 Mazda RX 7	51.217
'D Street Prepared' - Total Entries: 1 Trophies: 1					
1Tm	DSP	3	Klimt, Joseph	1999 Honda Civic Si	53.922
'E Street Prepared' - Total Entries: 3 Trophies: 1					
1Tm	ESP	88	Foley, Mark	1999 Pontiac Firebird	45.860
2 m	ESP	5	Watts, Eythan	2002 Ford Mustang	51.886
3 m	ESP	1	Peak, Sean	1994 Honda Del Sol	57.125
'X Prepared' - Total Entries: 3 Trophies: 1					
1Tm	XP	52	Bell, Michael	1966 Ford Cobra Replica	49.505
2 m	XP	28	Watts, Everett	1965 Factory Fi Cobra	50.965
3 m	XP	43	Brown, LeRoy	1987 Porsche 944 20vt	51.614
'C Prepared' - Total Entries: 2 Trophies: 1					
1Tm	CP	49	Hermans, Albert	1997 Ford Mustang Cobra	47.053
2 m	CP	6	Clark, Charlie	1966 Chevrolet Corvair	48.449
'F Prepared' - Total Entries: 1 Trophies: 1					
1Tm	FP	60	Giordano, Tony	1970 Nissan 280 Z	53.071
'Street Touring' - Total Entries: 1 Trophies: 1					
1Tm	ST	1	Mueller, Warren	2003 Acura RSX	55.022

'Street Touring R' - Total Entries: 5 Trophies: 2					
1Tm	STR	23	Jacob, Gus	2005 Honda S2000	49.329
2Tm	STR	63	Holsworth, Lenard	2000 Toyota MR2	50.220
3 m	STR	135	Holsworth, Josh	2000 Toyota MR2	50.245
4 m	STR	69	Keyuravong, Ned	2005 Honda S2000	50.339
5 m	STR	6	Hagen, David	2005 Honda S2000	50.520
'Street Touring X' - Total Entries: 3 Trophies: 1					
1Tm	STX	10	Hitchcock, Douglas	1989 BMW 325i	48.496
2 m	STX	33	Salenius, Jeremy	1988 BMW 325is	49.487
3 m	STX	12	Wilson, Charles	1990 BMW M3	50.906
'Street Touring U' - Total Entries: 2 Trophies: 1					
1Tm	STU	45	Hill, Mark	2006 Mitsubishi Evolution IX MR	46.370
2 m	STU	95	Herron, Tim	2011 Subaru WRX	47.536
'Street Modified' - Total Entries: 3 Trophies: 1					
1Tm	SM	43	Wing, Robert	1995 Subaru Impreza	49.899
2 m	SM	2	Page, Justin	2006 Subaru STI	49.951
3 m	SM	101	Sanford, Brian	1994 Honda Civic EX	54.604
'F125 Shifter Kart' - Total Entries: 2 Trophies: 1					
1Tm	F125	21	Farmer, Mitchell	Type 1 Kart	44.127
2 m	F125	121	Moore, Marcus	Type 1 Kart	44.614
'Street Touring X Ladies' - Total Entries: 1 Trophies: 1					
1Tm	STXL	10	Hitchcock, Sonja	1989 BMW 325i	50.533
'Street Touring U Ladies' - Total Entries: 1 Trophies: 1					
1Tm	STUL	51	Diehl, Paula	2006 Mitsubishi Evolution IX MR	48.612
'Tire (Pax)' - Total Entries: 11 Trophies: 4					
1Tm	ESP	42	Schulte, Michael	1992 Nissan 300ZX	40.256
2Tm	FS	197	Dively, Norm	2010 Ford Mustang	40.670
3Tm	ESP	7	Hargis, Aaron	2003 Subaru Impreza WRX	41.121
4Tm	DS	1	Flyntz, Josh	2011 Subaru WRX	42.142
5 m	CS	22	Beckerdite, Glenn	1976 Porsche 914	42.804
6 m	CS	7	Rompag, Henry	2002 Mazda Miata	42.883
7 m	BSP	60	Anson, Greg	2011 Subaru STI	42.898
8 m	FS	1	Hofmeister, Ryan	1996 Ford Mustang GT Conv	42.997
9 m	GS	78	Greusel, Nick	2006 Subaru Impreza 2.5i	43.952
10 m	CSP	3	Hamm, Travis	1995 Mazda Miata	49.951
11 m	CSP	8	Hamm, Jacob	1995 Mazda Miata	52.578
'Novice (pax)' - Total Entries: 7 Trophies: 3					
1Tm	STU	22	Riegle, Adam	2006 Ford Mustang	44.252
2Tm	CS	93	Finks, Frank	2009 Mazda MX-5	45.406
3Tm	CPL	49	Garrett, Barbara	Ford Cobra	46.719
4 m	SS	2	Condon, Darrell	2005 Lotus Elise	46.909
5 m	CSP	123	Mackley, Nick	1991 Honda Civic	47.313
6 m	GS	21	Allen, James	1993 Mazda Miata	48.379
7 m	ES	13	Mancinelli, Jr., Richard	1974 Alpha Romeo Spider	50.136

Top Times Of Day	Time	Class	#	Driver
Raw time	44.127	F125	21	Farmer, Mitch
Pax	38.473	BSP	196	Hohl, Andy
Stock	47.191	BS	66	Galloway, Rygh
Street Prepared	44.789	BSP	196	Hohl, Andy
Prepared	47.053	CP	49	Hermans, Albert
Touring	46.370	STU	45	Hill, Mark
Street Modified	49.899	SM	43	Wing, Robert
Kart	44.127	F125	21	Farmer, Mitch
Touring Ladies	48.612	STUL	51	Diehl, Paula
Street Tire	40.256	TESP	42	Schulte, Michael
Novice	44.252	NSTU	22	Riegle, Adam

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To apply for membership in the **Sports Car Club of America**, the world's largest member participation automotive organization, please print and complete the form in full and return, with payment, to:
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Business address	Telephone	
City	State	Zip
Occupation	<input type="checkbox"/> Single <input type="checkbox"/> Married: Spouse's 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 Telephone: ☐ Home ☐ Work ☐ Both

What areas of SCCA activities are you most interested in?

- | | | | | |
|--|--|----------------------------------|-------------------------------------|--------------------------------------|
| <input type="checkbox"/> Pro Racing | <input type="checkbox"/> Club Racing | <input type="checkbox"/> Vintage | <input type="checkbox"/> Road Rally | <input type="checkbox"/> Pro Rally |
| <input type="checkbox"/> Worker/Official | <input type="checkbox"/> Time Trials/PDX | <input type="checkbox"/> Solo | <input type="checkbox"/> RallyCross | <input type="checkbox"/> Other _____ |

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Regular member	\$65	Regular member	\$20	\$85
Family membership**	\$85	Family membership**	\$25	\$110
First Gear membership	\$45	Age 24 and under		\$45

**If applying for family membership (Husband, wife and/or children), indicate names and dates of birth of children under 21:

Name	DOB
Name	DOB
Name	DOB
Name	DOB

Office Use Only

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 and I agree to conduct myself according to the highest standards of behavior and sportsmanship in a manner that shall not be prejudicial to the reputation of the Club or fellow members. I require the following type of membership:

- ☐ Regular membership - \$85 ☐ Family membership - \$110 ☐ First Gear - Age 24 and under - \$45

Membership Amount

Weekend Membership #1 _____ \$ _____
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valuable restaurant
coupons. For your
chance to win find the
hidden number and
contact the editor
before August 15th.
Good luck!

UPCOMING EVENTS ON THE KC REGION CALENDAR

August 2	6:30pm	Solo Advisory Committee Meeting, Westport Flea Market
	8:00pm	General Membership Meeting, Westport Flea Market
August 5,6-7	9:00 am	Midwest Division Solo MidDiv MCC Precision Driving Cnt
August 16	7:30 pm	Race Group Meeting, Westport Flea Market
August 20-21	8:00am	Double National Race at Hastings, Nebraska
August 21	9:00am	Solo Event #8, MCC Precision Driving Cnt
August 30	7:30pm	Board Meeting, Westport Flea Market
September 6	6:30pm	Solo Advisory Committee Meeting, Westport Flea Market
	8:00pm	General Membership Meeting, Westport Flea Market



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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