



A PUBLICATION OF THE KANSAS CITY REGION SCCA

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Look at back cover for how to win.*

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Rodney Geibel

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*Solo School
Chairing an Event*

Advice from a Newbie

What Happens at Registration and Waivers

Photography and more!



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2013 KC REGION SOLO SCHEDULE

July 28.....Event 8 Solo.....MCC - Independence
 August 11.....Event 9 Solo.....MCC - Independence
 September 15.....Event 10 Solo.....MCC - Independence
 September 29.....Event 11 Solo.....MCC - Independence
 October 27.....Event 12 Solo.....MCC - Independence

MCC - Metropolitan Community College, Blue River - Independence, MO

HPT - Heartland Park - Topeka, KS

NATIONALS FOR SOLO

September 3-6 - Lincoln, NE

RALLYCROSS

November 3 - Holsworth Property, Garnett, KS

NATIONALS FOR RALLYCROSS

October 4-6 - Tulsa, OK

CLUB RACING

August 3-4 Majors Showcase/ Gateway, St. Louis, MO
 Double National

October 19-20 Double Regional Gateway, St. Louis, MO

RUNOFFS

September 16-22 - Road America, Elkhart Lake, WI

ROAD RALLY

November 9-10 - Lawrence, KS

KCRSCCA General Meetings start at 7:30 pm on the
 first Tuesday of each month at the American Legion Post
 7500 West 75th Street, Overland Park, Kansas

For additional information contact Norma Williams
 913-262-6300 or kcmomwilliams@aol.com

kcrscca.org • mkanmotorsports.com • scca.com

Dates and locations may change, check the website for updated information

A FEW WORDS FROM JOE:

Busy month of August, with 2 Kansas City Region Solo events the first at MCC on August 11, and the second, a MiDiv Solo weekend at Lincoln featuring the courses from 2012 Nationals.

The Club Race group is busy as well, with a Major Showcase Race at Gateway and a 2nd race at Iowa Speedway. Please check the Calendar for the dates and more info on these events. Looking forward to a number of our Kansas City Region members attending the Solo Nationals in early September, and our Club Racers attending the Runoffs in late September.

Good Luck to everyone!

Joe Tasler, KCRSCCA Regional Executive



**Thanks to Mike McGinley
and Hendrick Chevrolet
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Doug Hitchcock, Event Chair of Solo School and Event #6:

Autocross, or solo racing, looks simple from the spectator's gallery. Toss your car around the orange cones as fast as you can. No big whoop. It's the kindergarten of motorsports ... But many drivers pull up to the starting line for the first time only to find themselves bamboozled by the cones. Just following the correct path from start to finish can be difficult. It gets harder as you speed up, and that's not even allowing for the "red mist" that can descend before a driver's eyes and cloud his or her judgment. Tires howl in protest, brake points are missed, turn-ins are botched up, tails wag, cars push off line and off course. The learning curve can be frustrating, especially for a rookie or a driver in a new car.



Photo by Doug Patterson,
PattersonPrints.com

Nobody likes a DNF!

At the Kansas City Region's Solo School June 8, the aim was to give drivers the inside information, driving techniques and strategies to ease the frustration and find some speed. Twenty-nine drivers took the Kansas City Region's Solo School June 8, getting pointers on course analysis and driving tips from some of the fastest drivers in our area. Jonathan Wright, driving a 1971 MGB-GT, exemplified the novice students. Wright, a long-time sports car enthusiast, had never driven in a competitive environment before. At the start of his first run, he eased the stock "_B" on course like a cop was watching him leave a stop sign. He gently guided it around the cones, not even forcing any body roll. But by day's end, he was launching harder -- albeit, with a healthy reluctance to test the car's clutch and driveline -- and exploring the car's handling dynamics. Let's just say, Wright's driving had evolved to the point where it would have been inappropriate on the streets. "This was awesome," he said, beaming from the cockpit of his venerable machine. "I've always wanted to do this."

Not all the students were rookies. A smattering of more experienced drivers also took advantage of the school to gain seattime in new cars, like KCR member Aaron Hargis, in his blue Subaru BR-Z and Howard Duncan, from SCCA national office, and his wife, Linda, in their new Mini Cooper. The car, according to the Duncans, is a big change from the red Miata they'd driven for years. "We really just need some seattime so we can learn to drive it," said Linda. Students were divided into three run groups for morning instruction. Instructors took students out for course walks, to analyze and explain strategies for attacking the 40- to 50-second course. Then each student group ran about one hour. That allowed instructors to teach one-on-one with students, rather than having to hop from car to car.

After a brief lunch break, instructors and students all took to the course in head-to-head competition. Students were able to get rides in some of the "fast guy" cars, and see from the righthand seat how autocross is done. But the students aren't the only ones learning. "I always get a lot out of instructing," Mike Hill noted in a post on mkanmotorsports.com. "It helps me as much as the students." By the end of the day, students had logged about 15 runs apiece -- roughly four autocrosses worth of seat time in one day. Whew!

Photo by Doug Patterson,
PattersonPrints.com

KCR drivers who volunteered to instruct were: Jeff Bartz, Rodney Geibel, Greg Cheney, Jake Diehl, Jerry Irvine, Chuck Wilson, Bob Buxbaum, Mike Hill and Donna Hill. Mark Hill from the Kansas Region also instructed. Timing Chief Dan Wheeler spent the day in the Timing Trailer running the electronics and doing a bit of T&S training. Other Region members were on hand to see that the school ran smoothly, volunteering to work course, run waivers and so forth.





Photo by Doug Patterson,
PattersonPrints.com

WAIVERS: THE 3 HANDED JOB Does sitting in the shade and chatting sound like a bum work assignment? Well you do some of that as a waivers worker, but when the wind is blowing and a bunch of cars arrive it is off your bum and get busy. It's a three handed job! Two hands and the ability to juggle also works.

Waiver worker main responsibilities are getting everybody entering the site to sign the Site Waiver and getting a Minor Release and Waiver form completed for every minor. Yes, even if the kid looks like a defensive tackle on the high school football team, you need to ask if he is over 17 or has a form from his mom! You give everyone entering the site an SCCA member wristband or a non-member wristband to show they have signed the waivers form and ask non-members who expect to be riders to go to the registration trailer to sign a weekend membership and suggest that they do it before registration closes. In addition you are the first to welcome the drivers, get to answer a lot of questions about what's going on here from curious people, and in general are an ambassador for KCRSCCA.



Photo by Doug Patterson,
PattersonPrints.com



Just another day at the office.

Photo by Doug Patterson,
PattersonPrints.com

During lulls between cars arriving you do sit in the shade and chat. Autocrossers are interesting people. Sure you share a common interest in cars and autocross, but by chatting (with a little subtle probing perhaps) you will discover outstanding things they've done, interesting jobs they do and unusual interests they have.

by Dick van Benschoten, Chief of Waivers



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June Solo Events Recap

Jeremy Salenius, SCCA Reporter for OpenPaddock.net

Solo Event #6



Photo by Doug Patterson, PattersonPrints.com

Solo Event #6 of the Kansas City Region SCCA was back at the Metropolitan Community College Precision Driving Center in Independence, MO. The event had 97 drivers with times, which matches Solo Event #2 for the second largest event of the season. Doug Hitchcock stepped up as Event Chair and put on a great event. There were some issues with the timing system during Heat 3, but Doug stepped up and manned the stopwatches for the last couple runs for each driver in Heat 3. It was a large issue to have to work through, but handled very well by timing and scoring personnel and Doug. Big thank you to those involved in that.

Weather could not have turned out better, mostly sunny and hot. The course proved challenging for many drivers. In a single day of Autocross, there were 251 cones hit by the competitors. Many people found the interior section of the course to be the hardest part. It had a long fast straight that ran right into an offset element similar to a Chicago box that was quite tight this time. Corner workers for that section were doing quite a bit of running.

Top PAX time of the day was posted by Jared Langenfeld in his 2008 Mike Wilson shifter kart. He also posted the fastest raw time of the day with a time of 42.081. Second place in PAX was Todd Hesskamp only 0.230 behind Langenfeld with a raw time of 42.322. Finishing out the PAX podium was Mark Hill 1.086 seconds behind Langenfeld in his 2006 Mitsubishi Evo. Hill finished with a raw time of 48.765.



Photo by Doug Patterson, PattersonPrints.com

Solo Event #6 Top Ten PAX Results

Pax Pos	Class	#	Driver	Car Model	Total	Factor	Pax Time
1	PROKM	187	Langenfeld, Jared	2008 Mike Wilson Honda	42.081	*0.0955	40.187
2	KM	55	Hesskamp, Todd	2008 Intrepid Kart Explorer	42.322	*0.955	40.417
3	PROSTU	45	Hill, Mark	2006 Mitshubishi#-voh IX	48.765	*0.846	41.255
4	STX	110	Hitchcock, Douglas	1998 BMW 328is	50.045	*0.827	41.387
5	RTFRTHS	56	Duncan, Howard	2008 Mini Cooper	52.794	*0.784	41.390
6	PROCS	66	Giebel, Rodney	2007 Mazda MX-5 MS-R	49.650	*.0834	41.408
7	PRORTHS	95	Hill, Michael	2007 Mini Cooper	52.963	*0.784	41.523
8	RTRRTCS	34	Els, Christian	1999 BMW M Coupe	51.819	*0.813	42.128
9	PRODS	193	Wilcox, Craig	Audi	51.177	*0.826	42.272
10	PROTHS	24	Eisinger, Jim	2012 Mini Cooper	53.919	*0.784	42.272

Motorsports Photography by J. Doug Patterson:

Slowing Down to Look Fast

This month in my series of motorsports photography articles, I want to address the myth that to photograph racecars, you have to have a lightning fast shutter speed. You don't. We'll take a look at a technique called panning that will allow you to capture cars in motion in a way that keeps the car in sharp focus while allowing the background to blur and give a strong sense of motion.

Myth #2 - You need fast shutter speeds to capture fast cars:

There's been a number of times when I've showed someone a photo from a race event and I've received the comment, "Wow! You must have a really fast camera!" Actually, when I'm shooting motorsports, I'm using a rather slow shutter speed. A fast shutter can be used to freeze action, but that's not always what you want. With these fast race cars or bikes, you don't want to freeze them on track, you want to show off how fast they are. If your shutter speed is too high, the car you capture will look like it's simply parked on the track, and there will be no sense of motion or speed.

Photo by Doug Patterson, PattersonPrints.com



Chris Frensey's Corvette looks like it's parked on the track because of a shutter speed that was too high. In this case, the shutter speed was at 1/1000 of a second. The sense of speed and motion are lost.

Technique #2 - Panning Shots:

To really convey a sense of motion and speed, using a slow shutter speed and moving the camera with the car can result in a car that is in sharp focus, but with a background that is strongly blurred in the direction of motion. Moving the camera during an exposure is counter to most photographic practices in which you're trying to keep the camera as still as possible. Actually, the same thing is true here, but rather than trying to keep the camera still relative to the landscape, you're trying to keep the car still relative to a moving subject.

Camera stability is extremely important here as it is in any other setting, but since your camera will be in motion, you won't be able to rely on a tripod. If you have an SLR, then keep your eye firmly on the viewfinder, and keep your elbows tucked in tight to your torso. If you have a mirrorless camera or a point-n-shoot, you'll have to suffice with keeping your elbows in tight and keeping your wrists as rigid as you can. As the car comes by, rotate at the hips and keep your upper body a single rigid unit to follow the car's motion. Moving your arms to try and follow the motion will make it far more difficult to follow the car smoothly.

The slower your subject, the slower your shutter speed needs to be. At a Solo event, I use a shutter speed of between

Photo by Doug Patterson, PattersonPrints.com



With the shutter slowed to 1/90 of a second, the blurred background helps Frensey's Corvette look like the high-speed sports car that it is.

1/90 and 1/125. While photographing an IndyCar event, especially at an oval, my speeds usually are around 1/250 to 1/320 because of the higher speeds. Shoot in a burst of three to five images as the car passes to minimize the natural vertical movement of the camera as you press and release the shutter button. As you get more comfortable with the pace of your subject, experiment with slowing down the shutter to achieve more motion blur. Practice around the neighborhood with regular street traffic or kids on bicycles to improve your technique and you'll be all set to go at the next race event.

Yakety Yak

Dear Mom:

Steve and Karin Roberts are happy to announce they are “first time” grandparents. Their son, Nick and his wife Nikki have a new baby girl, born on June 27th, 2013. Her name is Alpha Lee and she weighed in at 7 lb, 6 oz. and was 19 1/2 inches long. Proud grandpa, Steve sent Mom several pictures of the new arrival and she is a cutie with a lot of dark hair.

Steve Bachenberg is planning his retirement on August 1st, 2013. He has been in the consulting (civil) engineering business for 43 years. He has worked in Hutchinson, Dodge City, Wichita, and most recently with BHC RHODES in Overland Park. He hopes to do some traveling, golfing, catching up on many delayed projects, and racing his EP BMW. He does not have any plans to relocate from Kansas City, but he said, “who knows where things may take me...” Congratulations Steve on a fun-filled retirement and we wish you the best.

For the road racers who are thinking ahead. . . The rumor is the 2014 Runoffs will be held at Laguna Seca racetrack. It is a circuit surrounded by hills, which form a natural arena with many spectacular views of the racetrack. It is located 15 minutes from Monterey, CA which is South of San Francisco.



don't look back.....

PLEASE CALL “MOM” WITH YOUR NEWS.

YOU CAN REACH HER BY PHONE

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or by Fax 913-262-6719

or by email kcmomwilliams@aol.com

AUGUST BIRTHDAYS

- | | | |
|---|---|---|
| 2 Schaden Wallace - (9)
grs of Dick & Suzanne Berger | | |
| Cole Whitney - (12)
s of Jason & Tiffany | | |
| 3 Steve Bachenberg
Zackary Darpinian
Justin Walker | 18 Jennifer Bennett
William Alton Hammac | 25 Noah Lucero - s of James & Tracy
Steven Harris
Charles Kleinhagen |
| 4 Ben Peterson | 20 Ashley Ferguson
Kathy Giordano
Elizabeth Mallinen
William Mills
Jeff Sumpter | 26 Aaron Collins |
| 5 Christian Els
Mark Killen
Guy Watney | 23 Andrew Johnson | 28 Kelly Toombs |
| 6 Ali Eldadah
James Garten | 24 Todd Hesskamp | 29 Glen Beckerdite
Sharlene Smith
Charlie Williams
Aria Woodall - (16)
grs of Chuck & Sue Woloscsuk |
| 8 Michael Kinney | 25 Andrea Berger
Ellouise Suzanne Coryell - (4)
grd of Dick & Suzanne Berger | 30 Kyle Rohde |
| 9 Barry Heuer | | 31 Donna Hill |
| 10 Aaron Holstrom
Cheryl Williams | | |
| 11 Alicia Cost | | |
| 12 Tim Edmondson
Logan Whitney -
s of Jason & Tiffany | | |
| 14 C J Berger - (10) s of Liz
Leila Holstrom - (7)
d of Aaron & Melissa | | |
| 15 Rick Berger | | |
| 16 Samuel Hitchcock - (12)
s of Doug & Sonja | | |
| 17 Brian Clark - (13) s of Chuck & Alex | | |

AUGUST ANNIVERSARIES

- | | |
|----|---|
| 15 | Alan & Jennifer Bennett - 26 years |
| 20 | Randy & Karen Eickhoff
Brian & Bonnie Haupt - 37 years |
| 23 | Glen & Barbara Shepard - 50 years |
| 26 | Kent & Sue Edmondson - 29 years |

Diary of an Event Chair – Expect the Unexpected

A day-in-the-life account of Event Chair activities by Rodney Giebel

It was mid-June, a couple of weeks before Event 7 of the Kansas City SCCA Region's 2013 Solo Series on June 30th. Registration had been open for a while, but no one had volunteered to be the Event Chair. I had already registered. I usually try to Chair one event each year, and based on my schedule, June 30th and the days leading up to the event looked like I had time available to be the “master of ceremonies” and “coordinator of chaos”. So I turned the thought of “someone really should volunteer to be event chair” into “hey, I can do that - so I should take a turn now”.



Photo by Doug Patterson, PattersonPrints.com

Before the Event

The KC Region is blessed with many volunteers who are experienced and very good at their specialties, so I had confidence that this wouldn't be overly time consuming outside the day of the event. The Chief of Registration, Jenn Brown, was training Brad Smith to take her place, and registration was running smoothly. The Chief of Equipment, Bob Buxbaum, was rock-solid reliable in delivering the equipment to the site in ready-to-go condition. The Chief of Timing and Scoring, Dan Wheeler, had been “hitting home runs” all year by posting results very quickly after keeping timing crew organized and focused during the events. The Chief of Waivers, Dick VanBenSchoten, was already registered for the event and has a great track record with the waivers process looking like it's on auto-pilot. Chief of Workers Jeff Bartz was registered, and had proactively messaged me offering to do a novice course walk – which I gladly accepted. KC Region has an excellent pool of Safety Stewards and Youth Safety Stewards, so any safety questions or issues would be handled quickly. Based on the Event Officials thread on the www.mokanmotorsports.com forum, there were several eager volunteers to co-chair, so I knew I'd have help. For me, designing courses just isn't one of my favorite things to do. Perhaps I could delegate the course design to the co-chair or some other volunteers. So I posted a forum message that I'd be willing to Chair and I'd look for the co-chair or a volunteer to design the course. Soon, I had a co-chair, Adam Shames, and several course proposals from our Regional Executive Joe Tasler. We're off to a good start!

TIP: Delegate! Event chair doesn't mean “do everything”, just make sure everything gets done.

I also started an Event 7 thread on the Moka forums for the chiefs to check in – which they did. I did call Bob Buxbaum about the timing equipment, since there had been a snafu/delay during event 6. Bob said the cause had been identified where the power strip the chargers were plugged into had failed. The timing system had survived a 10 hour sun-soaked “driveway test” at Bob's house.

Joe, Adam, and I exchanged a few emails regarding course design options, settled on one course in particular “filled in the blanks” on the back stretch slalom and offsets. Adam and I met at a restaurant on the Thursday night before the event to go over things and talk about the final part of the course design. Afterward, we emailed the course design to the event Safety Steward and Al Hermans. At that point, they didn't have any concerns. I was also very pleased to see that the forecast was for very pleasant weather on Sunday.

Registration closes the Wednesday before the event, and the Registrar fills key work assignments and does any driver balancing across the heats and publishes the preliminary run/work order to the entrants, usually sometime on Friday. On Saturday morning, we hadn't seen the list (there was even a MoKan forum posting about it), and so I called Jenn Brown to follow up. She and Brad had been working together and were sending it out about the time I called.

On the Saturday night before the event, I had my tire trailer hooked up and ready to drive out of the garage on Sunday morning. (All I had to do on Sunday morning was finish loading my ice chest with enough water, Gatorade and fruit for the long day.) I wanted to be at the site when the gates opened at 7 am. I planned to leave my house at 6 am for the 45 minute trip plus the stop at the drive-thru for breakfast.



Photo by Doug Patterson, PattersonPrints.com

Tip: Be prepared. (Maybe the Boy Scouts are on to something?)

The Day of the Event

I was up early and out the door to get to MCC just before 7am when the gates should be opening. I got there at 6:50 am and the gates were already open! A couple of cars were in

the paddock. My first priority was to insure the various chiefs and setup crew were arriving in a timely manner. I also needed to change my tires and get my car through tech, as I was running Heat 1. Since I run PRO class and Heat 1 was our designated heat this day, I didn't really have any options – I wouldn't recommend running Heat 1 when fulfilling the event Chair duties. Adam arrived and soon, and once the equipment truck and registration trailer arrived, we were setting things out. I got part of the set up crew started on setting up grid (delegate!) and then Adam and I started out to set up the course with some of the heat 0 setup workers. We quickly dumped some cones and setup workers at the “familiar” spots on course with instructions for “make the finish here” or “line this sweeper corner with cones”, and then threw out cones along the other sections of the course. We knew we wanted a long optional-entry slalom, a Chicago box, and some offsets in the back stretch, but we hadn't drawn the details out to the last foot, so some extra time was spent there. In hindsight, the Chicago box was too tight. Adam, Joe, and I had a discussion about whether or not to have an offset element at the “yump” at the middle of the course. I made the final call that we would “keep it simple” there, as the car would also be light/unloaded and then there was immediately a heavy braking zone. I was also keeping an eye on the setup of grid and the timing equipment, mentally checking off the Chief's arrivals, registration traffic, and progress on setting up grid and paddock.

8:00, we were finished with course, and I had the Safety Chief in my car with me for a look over the course at moderate speed. All seemed to be in order after a few minor adjustments. So then we had the setup crew chalking the cones.

8:30 I was starting PA announcements about the day's event. As usual, the junior karts will run first, the timing of the driver's meeting, when the course is open for walking, etc. I delegated to Adam and the setup workers to put out worker stations and coolers full of water. I hurriedly changed tires, applied the magnetic numbers and decals, and got my car quickly through tech and into grid.

9:00 I was on the PA again, reviewing the day's schedule, encouraging course walks, calling interested novices to the starting line for the novice course walk.

9:20, I was summoned on to the course. The Youth and Event Safety Stewards had discussed the course in more detail and they had a concern. The road section nearest the pond was being used as the starting line and acceleration zone to the first left corner. It bordered on the minimum safe distance for cars, but it was too close for Junior Karts, as their distance requirements to obstructions is 25 feet more. They wanted to change the course ten minutes before the driver's meeting!



Photo by Doug Patterson, PattersonPrints.com

Tip: Remain calm, take a deep breath, and ask “What are my options?”

Could we have the junior karts start on the next section over, further from pond? We nixed that idea as we are all Pax'ed together (junior karts and cars), and that would have been a huge precedence-setter – the junior karts always run the same course. After a few minutes of discussion, we used a vectoring start away from the pond and eliminated the first left hand corner. I wanted to keep the event running “on time”, and I was practically due back at the microphone to start the driver's meeting. The safety steward and co-chair and another volunteer reset and chalked the cones, and I went back to the grid area to host the driver's meeting. I agreed to also cover the safety briefing while the Safety Steward was helping on course. The course had changed, and no one had walked it. I could talk and point, but that isn't really a good way for the drivers to visualize it. So since we have a parade lap, and the course hadn't changed much, the parade lap would be the chance for the drivers to see the revised course. PRO class drivers would go out on the parade lap because of this change (normally they wouldn't take a parade lap – just like at National events).

Another key decision to announce at the drivers meeting is the number of runs. Most of us were guessing this would be a mid-40 second course. If things ran smoothly for the three heats and 95 registered drivers, this was comfortably in the 4 or 5 runs window to still be completed and packed and off the site by 5pm. I chose 5 runs. There was a cheer and was someone asking for six runs.

Hint: you can't please all the people all the time. No matter how many runs are at an event, most autocrossers will want more!

At the drivers meeting, we recognized Jenn Brown for her volunteer service as Chief of Registration. Most events, she just worked Registration, and I don't remember her driving at many of the last events. Jenn got and deserved the biggest cheer of the day. We also gave a cheer to Dan Wheeler and the Timing and Scoring folks. The event proceeded to the junior karts running without issue. Whew.

Time for me to drive in heat 1! And I realized I had never walked the course. I'd driven the Safety Steward around most of it, and had done the parade lap, but never walked, visualized, and thought about it from the driver's perspective. Hmm.

Tip: As event Chair, still try to find time to enjoy the event as a driver. (Remember the “delegate” tip and the co-chair?)

I go out on my first run and promptly DNF at a crossover section. PRO class only gets the first 3 runs counted, and I've just thrown my first one away. Dang! Wow that Chicago box is tight. Dang! My next two runs are better. OK, got some decent runs in the book for this old set of tires I'm using. Then my fourth run is .2 faster but not scored, and then my fifth run was not so great.



The first heat runs uneventfully ... until the last car. No time recorded. We've got the walkers queued up for a course walk, and I'm standing in the middle of them waiting to release them. I say wait – the announcer says wait. With a timer malfunction, the driver should get a rerun. Then the guys in the trailer say hey – this driver is Mark Hill in PRO class. He's going to be DNF'ed anyway as only the first three runs count. They decide not to hold up the event for the wait time and the rerun. The announcer comes on the PA and says – OK, the course is open for walking. My first reaction is “Wait a minute – that doesn't seem right.” Some walkers have started, so I decide not to try to call them back in. I decide to walk over to Mark's grid spot and gauge his reaction.

The walk helps me think through the options. I'm a PRO class driver. What if this had happened to me? I'd want a timed fifth run – our sport is measured down to the thousandth of a second! And sometimes a run feels fast – but the timers don't lie. I'm leaning towards a timed fifth run for Mark. In talking to Mark he's definitely not irate about the lack of a time, but I can tell he's disappointed. I decided he should run as the first car in the second heat after we've done the transition between heats 1 and 2. He'll go before the parade lap. So he does – and no time again! The timing lights are down (for the second event in a row). Dan Wheeler and others work quickly to diagnose the issue and swap out a T-Link network receiver in the timing trailer. Mark Hill goes out for another run (yep, number seven for those of you keeping score). He cones! All this for a coned run!

Tip: Murphy's law (if it can go wrong, it will) holds.

So from then on, there wasn't much drama in heat 2. We “as usual” had to get a couple of volunteers for work assignments in heat 3. Heat 3 started with several DNF calls. Hmmm, there weren't that many DNFs in the earlier heats. After a bit of investigation, DNFs were being called on the optional slalom for drivers going right. So there was a bit of discussion over the radio and the calls stopped. Then I spent some time with the T&S recorder going over the DNFs and removing them. Then I went out to grid to tell them what had happened. We did get all three heats and packing by around 3:30 pm. All in all, a good day.

Epilogue

After the event, I attended the next Solo Advisory Committee (SAC) meeting, held on the first Tuesday evening of the month. We discussed the major issues that came up regarding course design, and I soon hope the MCC maps will have the road near the pond marked “off limits”. Can use them as connector roads when not at speed, and as launching points, but I'll leave that official communication to the Safety Stewards. There was also discussion on the Moka forums about course design – but like all internet chats, consider the sources and look for announcements marked as official or from officials. At the SAC meeting, we also talked about decision makers and the “chain of command”. Does T&S or the Event Chair have the “final authority” on reruns? Per the SAC discussion, in the case of the PRO driver with a missing timed run, it falls to the event chair.

I hope this lengthy write up helps aspiring event chairs generate the courage to volunteer to chair an event. If I'm there, I'll help you out – if you ask me. Many others are also quick to volunteer and assist.

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OPINION FROM A NEWBIE (less than 13 events)

So, if you've ever wondered what it's like to work as a co-chair on a standard Sunday solo event, this is what you need to know. Firstly, it's not as hard as you'd think. I will say, depending on your event chair, your work load may differ, but know that most chairs, and experienced members, will do what they can to help you out. Know that, like anything else, set-up and chairing are group efforts.

Secondly, before you step directly into it, like I did, it's probably in your favor to get a little experience in early morning setup. It's a fairly easy job, but I'm sure that more experience in that department would've benefited me and the others I worked with. My suggestion is arrive at a few events before 8 o' clock, and I'm sure that the event chair, and setup crew, will be able to find a job for you. Setting up course can also give you a different perspective on why certain elements are used, and may give you a bit of an advantage with racing line.

Finally, have a course design in mind if you wish to chair or co-chair, and share it with some of the experienced members, as well as other event crew, for input. This was the department that I was majorly lacking in. Luckily, Joe Tasler stepped up and helped out quite a bit, as well as Rodney Giebel, the event chair. Although I did have input, if it weren't for those guys, the course never would've come together as well as it did on Sunday.

Overall, I had a fantastic time co-chairing, and I would suggest it to anyone that is even semi-serious about autocrossing. Keep in mind that every event is made possible by the contributions of all of us. If we have no volunteers, we have no events, so get involved any way that you can. Ask around to any of the main folks at events, and they'll be able to direct you where there is help needed, and you bet that I will be co-chairing, and chairing, future events soon enough.

By Adam Shames, Event #7 Co-Chair

CHAMPIONSHIP STANDINGS



Standings are heating up in a few different classes as we start the second half of the season. PAX Championship is still being led by Mark Hill with 683.84 points. He has pulled out a little bit of a lead over the last couple events and now leads Jeremy Salenius by 5.83 points. Salenius's 678.01 points is just 1.64 points ahead of Doug Hitchcock's third place points of 676.37.

In the Pro class, Mark Hill's 560 points is leading Craig Wilcox who has 430 points. Last time we gave a rundown of the championship points we featured the road tire classes. This time we're going to talk about the street touring classes. OpenPaddock's own Doug Patterson is leading STF with 540 points. Adam Morris is leading STC with 400 points in what's could become a

heated battle with David Avarad as the season winds down. Frank Finks is leading STR over co-driver and wife Georgia Finks with 560 points. In the tightest race within the ST classes Doug Hitchcock leads STX with 580 points over Bob Buxbaum with 510 points. Rounding out the ST classes is STU and there Tristan Wilson leads with 400 points.

CORNER WORKERS by Chris Kern

This is the short term for a race worker the specialty flagging and communications. They are responsible for providing informational flags to the drivers, Or corner workers may work control and provide the communications link between the stations and the operating steward.

Corner workers are generally assigned to corner stations in teams of two or greater. Each corner station is responsible for a fixed and finite section of the track. Corner workers do not sit while cars are on track, they are always standing if for no other reason than to evade an out-of-control race car. On track corner workers dress in all-white clothing for visibility, If you are watching a road race and see people in white alongside the track, they are corner workers.

As a corner worker, you will enjoy an unparalleled view of the race. I've also ran on track during a race to deal with an emergency. It gets the adrenalin going. During an emergency the corner workers are in charge of coordinating all rescue activity on track.

Many worker specialties require or encourage a background in and communications. All are former, or current corner workers. Race control workers in the course specialty are strongly encouraged to have a flagging background. This is because course workers are charged with keeping the course clear, and often have to go out on a hot track in order to retrieve a broken or stuck car.

My experience is that even if you know no one, if you get into racing, you will quickly make friends.



June Solo Events Recap Cont'd

Jeremy Salenius, SCCA Reporter for OpenPaddock.net



Photo by Doug Patterson, PattersonPrints.com

Solo Event #7

Kansas City Region SCCA event #7 was once again back at the Metropolitan Community College Precision Driving Center. An amusement park full of rides was put

together for what turned out to be another eventful, fun filled day of autocross. The course featured a carousel, a long roller coaster slalom on the back strait, a few high speed chutes and a tilt-a-whirl section into the finish.

You could say that event chair Rodney Giebel and course designers Adam Shames and Joe Tasler had a little bit of fun dreaming up this course! With weather cooperating and 94 competitors coming out to the park there was a lot of fun to be had by everyone.

As the day came to a close top PAX was grabbed by Jared Langenfeld for the second event in a row. Posting a PAX time of 40.631 and also fastest raw time of the day with a 42.546. Second place PAX was Craig Wilcox in his 2008 Audi TT which donned a new set of shiny red wheels with a raw time of 49.387. And rounding out the top 3 in PAX was Jake Diehl in his Evo with a raw time of 48.468.



Photo by Doug Patterson, PattersonPrints.com

Solo Event #7 Pax Results

Pax Pos.	Class	#	Driver	Car Model	Total	Factor	Pax Time
1	PROKM	187	Langenfeld, Jared	2008 Mike Wilson Honda	42.546	*0.955	40.631
2	PRODS	93	Wilcox, Craig	2008 Audi TT	49.387	*0.826	40.793
3	PROSTU	42	Diehl, Jake	Mitsubishi Evo	48.468	*0.846	41.003
4	PROSTU	45	Hill, Mark	2006 Mitsubishi E-voh IX	48.482	*0.846	41.015
5	RTFRTGS	1	Williams, Ron	2000 Toyota Celica GT	51.820	*0.796	41.248
6	GS	95	Silva, Joe	2003 Mazda MSP	51.029	*0.816	41.639
7	RTFRTDS	99	Salenius, Jeremy	2008 Mini Cooper S	51.746	*0.805	41.655
8	STX	110	Hitchcock, Doug	1998 BMW 328is	50.490	*0.827	41.755
9	RTRRTGS	182	Green, Nate	2011 Hyundai Genesis Coupe	52.473	*0.796	41.768
10	RTRRTAS	66	Galloway, Rygh	2008 Porsch Cayman S	50.589	*0.826	41.786



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MARY KAY

WHAT HAPPENS AT REGISTRATION

Photos in this article by Doug Patterson, PattersonPrints.com

Registration is basically where you check in at the back of the trailer with the Chief of Registration's crew. There are three lines, prepaid, preregistered and walk up. Prepaid is the simplest. Tell your name, have a valid driver's license, get your tech/ registration card from the crew member handling this line and be checked in on the worker sheet and registration sheet. Membership card is not needed as that was already taken care of when you registered online. If you pay for your entry after online registration closes, it's doubtful the registration workers will have a record of your payment or as reports are pulled right after online registration closes. If you pay late, bring a printed receipt from MSR or be able to pull it up on your smart phone, etc.



Let's see Brad Smith, Everett, ???



He's got sunglasses and a dark hat and we can't see his face! Who Is He!?

The middle line is for those that preregistered but not prepaid. This worker will take your name, check your valid driver's license, find your registration label and place it on your tech/registration card, they also verify the amount due, take your cash or check (only) and give you change if needed. They also check you in on the worker sheet and registration sheet.

The last line is for walk-ups or those that did not register online. They check for your valid driver's license and membership card. They provide you with the tech/registration card to fill out, and if you are not a member, give you a Weekend membership form to fill out. They help you to find a run heat and a work heat/position that is still available. They enter you into the T&S system with your class and number. They then take your money and give you a copy of your tech/registration card and weekend membership (if it was required).

During the first heat the onsite registration goes down to one worker who handles all three of the registration lines. Passenger weekend memberships are also handled at registration. One of the biggest reasons to preregister is you have a bigger chance to get a preferred work position as well as the preregistered lines move faster as there is no paperwork involved. Walkups need to be as early as possible, as close to 8:00 a.m. as you can so that you have time to get registered, your car thru tech, and in grid before your heat.



There's Brad taking care of the Walk-Up Registration line. Who's the guy on the other end?

By Bill Correll, Many time Chief of Registration



Nebraska Region SCCA Presents the
R&S Racing/Solo Performance Specialties
Midwest Divisional Solo Championship
Friday Evening, August 16th to Sunday, August 18th, 2013
Lincoln Airpark, Lincoln Nebraska

Using the 2012 Solo National Championship Courses
Check it out on Motorsportsreg.com to see the Event Timeline
Registration Closes August 15, 2013 11:59 PM CDT

2013 TIRE RACK SCCA SOLO NATIONAL CHAMPIONSHIPS

Tuesday, September 3—Friday, September 6, 2013
Lincoln AirPark - Lincoln, Nebraska

Are you going to Nationals this year? Early registration (almost 1/2 price) ends 08.09.2013—11:59 pm CDT
Online entry is NOT available after August 23, 2013.
After August 24, 2013, all entries must be scanned or faxed to Drowland@scca.com

Dear Prospective SCCA member:

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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If you have questions, please call (913) 262 6300.



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Name	Date of Birth	
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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?

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Membership in the Sports Car Club of America is dual - National and Regional. Dues are for one (1) year from the date of payment. Make one check/money order for the total amount payable to SCCA, Inc.

Annual National Dues		Annual KC Region Dues		Total
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:

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Name	DOB
Name	DOB
Name	DOB

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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 _____	\$ _____
Weekend Membership #2 _____	-\$15.00
Referred by SCCA Member _____	-\$15.00
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First/Last Name & Member Number REQUIRED

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Who is the man on p.14 that seems to be
incognito! Look at captions to find the
question. Email our editor,
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composer@marykay.com
with the answer to be entered
in contest!

UPCOMING EVENTS ON THE KC REGION CALENDAR

Aug 3-4	Club Racing	Majors Showcase/Double National	Gateway, St. Louis, MO
Aug 6	6 pm	Solo Advisory Committee Meeting, ALP Auxiliary Room	
Aug 6	7:30 pm	General Meeting, ALP	
Aug 11	Solo Event #9	MCC Blue River Precision Driving Center	
Aug 17-18	MiDiv Solo Event	Lincoln Airpark, Lincoln, NE	
Aug 17-18	PDX	Iowa Speedway (Standalone) August 15	
Aug 20	7:30 pm	Race Group Meeting, ALP Auxiliary Room	
Aug 27	7:00 pm	KCR Board of Directors meeting, ALP Auxiliary Room	
Sep 3-6	2013 Tire Rack SCCA Solo National Championships	Lincoln Airpark,	
	Lincoln, NE		

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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