

UTECKPOINT

NOVEMBER 2013

A PUBLICATION OF THE KANSAS CITY REGION SCCA

Photos on this page by Doug Patterson, PattersonPrints.com



Our Authors this issue!



Run-offs
 What is C.O.W.?
 Time for Elections!
 A Regional Executive Says Thank You!
 Being a Kart Dad



2013 KC Region Officers and Board of Directors

2013 KC Region Officers

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Other KVRG Representatives

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Rick Taylor, Secretary
Jesse Prather

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Co Race Chair - Chris Kern
Paddock Marshall - Chris Kern
Chief of T & S - Charlene Bettinger
Asst Chief of T&S - Bruce Bettinger
Registrar - Linda Henson 816-795-8520
Chief Instructor PDX - Jim Wheeler
Chief Driver's School Instructor - Chuck Clark
Chief Scrutineer - Michael Pearson
Chief Starter - Dick Hedden
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Chief of Grid - Larry Hinton
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Contact Norma Williams
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2013 KC REGION SOLO SCHEDULE

August 11 Event 8 Solo MCC - Independence
 August 11 Event 9 Solo MCC - Independence
 September 19 Event 10 Solo MCC - Independence
 September 19 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

RALLYCROSS

November 3 - Holsworth Property, Garnett, KS

NATIONALS FOR RALLYCROSS

CLUB RACING

HONOLULU

September 19-22 - Road America, Elkhart Lake, WI

ROAD RALLY

November 9-10 - Lawrence, KS

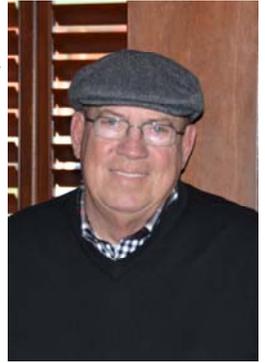
KCRSCCA General Meetings start at 7:30 pm on the first Tuesday of each month at the American Legion Post 7500 West 75th Street, Overland Park, Kansas For additional information contact Norma Williams 913-262-6300 or kcmomwilliams@aol.com

kcrscca.org • mokaanmotorsports.com • scca.com

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

A FEW WORDS FROM JOE:

Election time for our Kansas City Region. During October, our Nominating Committee will be talking with a number of our members about running for the various Officers, Board of Directors, and SAC positions that are open. The Ballot's will go out in early November, and the final results announced at the General Meeting on Dec. 3rd. Look for your Ballot in the mail soon.



Joe Tasler, KCRSCCA Regional Executive

Thanks to Mike McGinley and Hendrick Chevrolet for their support of our club!



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Lee's Summit, MO 64082
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MARY KAY

2013 National Autocross Trophy Winners:

Craig Wilcox, 3rd place, D Stock
Jared Langenfeld, 2nd place, K Mod
Jeremy Salenius, 3rd place, Road Tire Front Wheel
Donna Hill, 3rd place, Road Tire Front Wheel Ladies

2013 National Autocross Finishers:

Rodney Giebel, 14th, C Stock
Steven Roberts, 17th, C Stock
Doug Hitchcock, 44th, STX
Charles Wilson, 56th, STX
Sonja Hitchcock, 58th, STX
Frank Finks, 49th, STR
Al Hermans, 22nd, C Prepared
Dick Berger, 31st, C Prepared
Aaron Holstrom, 32nd, C Prepared
Charlie Clark, 35th, C Prepared
Darren Crozier, 17th, F Prepared
Tony Giordano, 18th F Prepared
Robert Qualkinbush, 13th, C Mod
Vernon Maxey, 18th, C Mod
Randy Eickhoff, 11th, E Mod
Karen Eickhoff, 2nd E Mod Ladies
Shawn Hill, 8th, K Mod
William Schmidt, 27th K Mod
Janet Schmidt, 4th, K Mod Ladies
Michael Hill, 8th, Road Tire Front Wheel
Mike Erpelding, 17th, Road Tire Front Wheel
Deb Erpelding, 5th, Road Tire Front Wheel Ladies
Jessica Dorn, 9th, Road Tire Front Wheel Ladies
Jeff Bartz, 17th, Road Tire Rear Wheel
James King, 18th, Road Tire All Wheel

RESULTS FROM THE RUN-OFFS

AS

Jim Wheeler 3rd

BSpec

Mike Asselta 4th

EP

Charlie Clark 15th
Brian Haupt
Chris Stevens DNS

F 500

Timothy Friest 11th
David Vincent 15 th

FF

Cliff Johnson 5th

FV

Bill Johnson 13th

GT3

Brian Haupt 15th
Chris Stevens 16th

GTL

Roy Lopshire 14 th

T4

Steven Christopher 19th

Working Hard, or Hardly Working?

This pretty well sums up being the Chief of Workers. When things are running smoothly, it seems like the easiest job out there, but when things start getting crazy, you have to be able to make adjustments on the fly to keep things moving.

So what exactly does the job entail? The main goal is to make sure all of the important jobs are filled with qualified people and that the workers are doing their jobs correctly. Several positions require either training or certification to do them such as the safety stewards and the timing and scoring. If you are interested in learning how to do these positions, let me or one of the other chiefs know and we'll get you set up with what you need. With a good turnout of people, it is easier to fill all of the required positions. When attendance is low, that's usually when you will hear a call over the loud speaker for volunteers. While every effort is made to assign positions to everyone prior to the event, there are circumstances that require some assignments to be made on the fly.

I am very fortunate to be the Chief of Workers for this region because we have such a great group of people who are always willing to help out when needed. This makes finding someone to fill a position that needs to be covered relatively easy. As a side benefit, I also get to meet everyone that comes to race. While I'm still more likely to remember what car you drive, I am slowly remembering more and more names to go along with them.



Photos by Doug Patterson, PattersonPrints.com

Jeff Bartz, Chief of Workers (COW)



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Being a Dad as “Crew Chief” and Coach for a Junior Kart

I have to say I am very grateful that my son shares my passion for motorsports and the excitement he expresses when we come to a race week is just awesome. Years of being a “gearhead” and enjoying those things that are mechanical or create horsepower are just amplified when you hear your kid say “Dad I am so glad you are a car guy”. I must tell you; at that point, the smile on my face lasted for days!

I have to say, I do feel like the pressure has increased, as I now am responsible for not only developing and preparing my vehicle and gear for the day of an event, but also the vehicle for this new gearhead in the family. Mom is very supportive and sacrifices a bunch so we can share in the motorsports dream. This year I have realized I am no longer just a consumer of these events, but now the enabler of someone else’s passion and enjoyment. I did not really understand or expect this development when I started down this path of preparing an FJ (Formula Junior) kart for our son Alexander, but now accept this role. Over the last couple of years it has become apparent how much of an impact I can have on the day’s experience at “the races” by my level of preparation and ability to adapt on the fly to things that “develop” at the races.



Photo by Doug Patterson, PattersonPrints.com

The running of a junior kart means having all the appropriate safety equipment starting with a helmet, gloves, neck collar, abrasion resistant suit or clothing and chest/rib protectors. Sometimes just making sure all of the support gear makes it to and from an event can be enough of a challenge. There are some basic tools that are necessary and specific to karting, so they aren’t just your standard tools you pick up at Sears or Harbor Freight, but they will be needed to keep a kart in top shape. Occasionally partnering up with other karters means you can share the cost of these tools across multiple families. Another option is borrowing, most motorsports folks are pretty friendly and if you treat their stuff with respect they are happy to lend you something if they have it. However, that being said, that doesn’t insure that the person with the tool will be around when you need a

particular type of wrench or other item.

Photo by Joe Tasler, KCR SCCA

A driver/parent combo can choose from many different engine and chassis combos, and there are allowances for 4 stroke Briggs and Stratton type motors as well as 2 stroke air cooled engines. A number of the



challenges we have experienced might be due to the choice to run a 2 stroke motor like the KT100 and the tinkering that is required for tuning of carburation, mixing of fuel, and external starters etc. However, when we started it seemed the easiest way to enter the sport to try it out affordably because we found a used KT100 motor. Important to note here is that the rules for the types of engines supported in the SCCA rulebook, are still different from the rules for other forms of karting at other venues like sprint



tracks. So keep in mind that not every package you can find on craigslist or ebay will be legal for autocrossing and for those of you who may be interested in dipping your toes into the formula junior “waters” you will need to understand the rules and do some research beforehand.

I think it is important to mention that karts are different than your standard car and what is required to keep one running for an autocross takes a larger investment in time and study. With a car as a novice driver

you can show up with your ride, make sure you have air pressure in your tires, you pass tech, own the correct helmet (or borrow it) and you are good to go. I don't mean to minimize the level of preparation that can be done for some serious classes/drivers to be competitive at an autocross, it certainly can be extensive! However, trying to keep karts prepared and ready for good competition is a commitment in time and resources. Karts do not have the level of sophistication with fuel injection systems and electronic control of engine parameters and other systems that modern cars do, this



means the mechanic or crew chief needs to do that. This “simplicity” means that preparation for changes in weather conditions, temperature, course design and other things falls on the “crew chief” sometimes referred to as Dad. Now don’t take me wrong, I like tinkering with mechanical things and diagnosing problems and resolving them, but now I feel my personal ability to do so accurately and quickly can impact my kid’s enjoyment of an event. I guess I now understand some of the pressure that is felt by the crew chief for motorsports teams in almost any form of racing.



Photos by Doug Patterson, PattersonPrints.com

I must admit, the first time I had a mechanical issue with Alexander’s kart that left him unable to compete, I was devastated and felt I had let him down. The details of that particular event don’t really matter, however what is



Photo by Joe Tasler, KCR

important is that I learned that my ability to handle those stressful situations may be a much more important coaching moment for both my kids and others than anything I could share about the driving line or carrying speed in a corner. Dealing with situations such as these are probably a lot like what the baseball or soccer dad goes through after the team loses a game, but how we teach and demonstrate to our kids how to handle that disappointment will make a lasting impression. I sometimes long for the simplicity of just driving at a

Solo event; I have however transitioned to a different role and really enjoy living vicariously through the eyes of a Formula Junior Driver! I should also mention I am very appreciative of the support and enthusiasm for the kids we get from the rest of the KC solo community at our events; it really makes the whole experience quite exciting for those learning to be the future of our sport.

If anybody would like to discuss supporting your kids at SCCA events or what it takes to run, please feel free to ask me, I am Todd Hesskamp and I usually wear an orange shirt and you will see me over with the Formula Junior Crowd nearly every event. Alexander is the youth that drives the #31 Red and Blue Junior Kart.

Come join the fun in the Junior Kart experience!

Todd Hesskamp

From Sharlene's Historical Files!

REMEMBER, THE ONLY DIFFERENCE BETWEEN A SPIN AND A CRASH IS THE NOISE AT THE END

Harry C. Reynolds, Chief Instructor, Skip Barber Racing

TALES FROM THE LEFT SIDE

If you can't read the article, I have re-typed it for you.

I saw a marquee for the movie MY LEFT FOOT and said that it could be the story of a driving-school instructor. Most people don't know how to use their left foot when they drive.

Henry Watts addresses the left foot in his book "Secrets of Solo Racing." According to Watts, "Your hands and feet are both important to driving effectively. You touch the car through your hands, your feet and your entire seating position. . . If you can find a solid resting place for your left foot and press down firmly, you will notice that this tends to force your butt solidly into the seat. Doing this while driving will help you remain stable in your seat. It will also help you avoid grabbing the steering wheel tightly, which some people do to maintain their position in the seat when cornering aggressively. You want to have "light hands" as much as possible. Try to drive with some pressure on the left foot (unless you have to use it for the clutch or for left-foot breaking). It takes practice to keep some tension in that left leg without letting your whole body get tense, but it can be done". Some cars have foot rests designed to balance the driving position (they put your left foot about the same angle as your right foot on the gas pedal - a surprisingly comfortable position on long hauls). The whole point of this seems to be to ease your death grip on the steering wheel.

Anonymous

Article from 1990

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Anonymous

2014 Board Nominations Still Open

Nominations are still being accepted for the 2014 Board of Directors of the KC Region. The Board of Directors establishes the policies of the Region and oversees & directs the implementation of those policies.

Regional Executive. The RE is the principal executive officer, supervising all of the business and affairs of the Region. The RE presides at all board and general membership meetings.

Assistant Regional Executive. In the absence of the RE, the Assistant RE steps in with the same authority as the RE.

Secretary. The Secretary keeps the minutes of the board and general membership meetings. In addition, the Secretary also sees that all notices are given as prescribed in the by-laws; is custodian of corporate records; keeps a register of each member's address; and, in general, perform all duties incident to the office of Secretary and assigned by the Regional Executive or by the Board.

Treasurer. The Treasurer, subject to conditions, fiscal policies and restrictions determined by the Board, has custody of all monies, debts, and obligations belonging to the Region and makes all payments of the Region's debts upon approval of the Board. The Treasurer is responsible for filing the Federal Tax Return in accordance with the bylaws.

Directors. The Directors assure that the business affairs of the Region are conducted in accordance with these bylaws. The Directors also perform such duties as may be assigned by the RE.

If you are interested in tossing your name in the hat for any of these roles, please contact me, **Donna Hill** immediately at [816-377-5774](tel:816-377-5774) or dhill2@trane.com

Regional Executive, what is it?

The Sports Car Club of America is divided into Divisions and within those boundaries are Areas consisting of Regions. In a nutshell, members belong to a particular Region; that region is within a particular Area within a Division.

Areas and Divisions were created to break down the administration of SCCA into smaller areas. An Area is governed by a Director and Divisions handle the administration of competition programs including Club Racing, Time Trials, Solo, RoadRally, and RallyCross although each Region sanctions individual events.

Over all, there are some 113 Regions in the Continental US, Alaska, Hawaii, and Guam.

I am the Regional Executive for the Kansas City Region, and have held this position for the last two years. Prior to being elected to RE, I was on the Board of Directors for 3 years. And this December, we will have an election to select a new RE for the Kansas City Region, and I will assume the position as Past RE.

As Regional Executive, you have a lot of meetings to attend.

Officers and Board of Directors: On the 4th Tuesday of each month, the Officers and the Board of Directors meet at the American Legion in Overland Park. During our meeting, we are using "Roberts Rules of Order", to

Photos by Doug Patterson, PattersonPrints.com



discuss and vote on the approval of the Minutes, the Treasurers Report, and the approval of our Region funds for various expenses. Some of these expenses are monthly operating expenses, and others are new expenses.

Also at the BOD meeting, the Chairman of the various race venues give their reports about Club Races, Solo, RallyCross, and Rally events that have just occurred and ones planned for the future.

Club Race Meeting: On the 3rd Tuesday of each month, the Club Race Group has their meeting at the American Legion in Overland Park. The Club Race Chairman is in charge of this meeting, and as RE, I attend to learn about what is happening with our Road Racing.

Solo Advisory Committee (SAC): This committee meets the 1st Tuesday of each month at the American Legion at 6:00 pm, and I attend these to learn about what is happening with our Solo Programs.

Region General Meeting: This meeting is also on the 1st Tuesday of each month, and follows the SAC meeting. Generally we have 30 to 40 people that attend the General Meeting, and we follow Roberts Rules of Order. I have been trying to have a Guest Speaker at our General Meetings, and hope that the new RE will continue this practice. In addition to the Treasurers Report, I ask for all of the Race Chairman to give a report on their race venue activities.

Along with the Regional Meetings above, there are Midwest Division meetings and the National Convention during February in Las Vegas.

As Regional Executive, you are overseeing the Regional activities for all of the Race Venues. Although our Club Racing is handled by the Kaw Valley Race Group, both the Kansas City Region and the Kansas Region each has 3 members on the KVRG board. And they are responsible for the contracting, set-up, funding and actual races that occur within our two Regions.

With regard to the Solo Activities, Al Hermans is our Solo Chairman and he is responsible for the Solo events we have in our Region. This past year, there were 11, and we are averaging just short of 100 people per event. We are on budget and will show a profit for 2013.

Jerry Irvine is the Chairman of our RallyCross, and we have had 3 events during 2013. This is only the second year that our Kansas City Region has had RallyCross events, and we feel that the program is on track and we look forward to more of these in 2014.

Rich Bireta is the Chairman of our Rally events, and has headed up the 2 day Rally for the past number of years. Always a good turnout and he hopes to have 25 rally cars in the November event.

I have really enjoyed the position of Regional Executive of the Kansas City Region. And believe that we have made some steps forward during these last two years. First, the overall economy has improved, which has increased people's disposable income. This, along with some marketing and advertising, has resulted in an increase in the overall membership of our Region. At this writing, we have 525 members. We have a very good Solo Program and have seen an increase in the number of drivers that are registering for our Solo Events. Also, we are seeing more drivers in our Club Racing events. We added a new event during the past two years—RallyCross and have held 3 of these events in 2013. And last, our Rally Master has another Road Rally scheduled for Nov 9-10, and we expect to have a good turnout of 25 cars.

As I move on to my new position in 2014, as Past Regional Executive, I look forward to working with the New RE, Officers and Board of Directors.

Thanks so much for everyone's assistance during my 2 year position as RE of the Kansas City Region.

Photos by Doug Patterson, PattersonPrints.com





My 2013 season was wonderful. By far the best season since I started racing in 1975 with Charlie Clark, Bob Henson, Tom Holstom and the others who were around back then. This year's Runoffs, the 50th Anniversary, was my 253rd SCCA race, not counting my Pro Rally starts.

During the season, I ran all the Majors in the Conference, with the exception of the COTA event, plus the double at Heartland Park. For the first time in years, I had multiple cars against which to race every event. Participation numbers in National races were up about 18% overall and American Sedan had grown from 18th overall, in 2010, to 5th in 2013. ASedan was 4th in total starters for the Runoffs, with 36. Of those, there were 6 current, or former, National champions. In this field I was hoping for a top ten.

I started the week on Sunday evening, coaching a group of novices in a one-hour drive around. I taught them the way that Chris Bovis taught me in 2009, showing them braking points, and aiming references – aim for the scoreboard past turn 5. The big question, at Road America, is always about the Kink. This corner has been a problem for me and I always find myself slowing too much. Describing to them what to do should you go off the outside, came back to help me during the race. I didn't slow enough and missed the apex to boot. I went four-off the outside and splashed through the wet grass and a major puddle at about 120 mph. I managed to not even lose a position, as I came back on under full throttle. I was laughing when I got to Canada and almost didn't make that corner due to my muddy wet tires.

For the first Qualification session, on Tuesday, we lined up based on National Championship points. Since I had won that Championship in A Sedan, I was on point. On the out lap I waved multi-time Runoffs Champion, Andy McDermid, by so I could try and stay with him for a decent lap. Unfortunately, he was having shifter problems and he braked very early for turn 5. I flat spotted both rear tires in an effort to not drill him. So, Q1 – lap 1, I'm running on flat spots. The third lap of that session turned out to be my fastest lap of the week and my fastest lap at R.A. ever, by almost a second. It was good for 11th place on the grid, which was where I started the race.

Through practice and three qualifying sessions, I never touched the car, except to change tires and add a couple quarts of oil and the required fuel. I never pulled a plug, bled the brakes, or touched anything on the car.

This was good, since the CRB had plenty to do during the week, with the daily "tent" meetings for all classes and a number of meetings with the Court of Appeals dealing with compliance protests and appeals.

In addition, there were many face-to-face meetings with racers who wanted the CRB to address individual concerns. Since the Runoffs is our only chance to talk to the racers, it was good to spend time talking about what

was going on in various classes.

The race, itself, was pretty uneventful, aside from my big off at the Kink. I made some passes and was passed once. I never touched another car and was very pleased with my day. At the end of the race, I was pulled aside in the hot pits behind Jeff Werth and Andy McDermid. I thought it was the Steward's line for some infraction, but it was the impound line for top 6 trophy winners. I went to impound and parked the car outside, while the top three went inside to begin the teardown process. This was at 4:00 on Friday. By 7 that night, when they closed the shed, the top two cars had been found non-compliant (1st place car for a modified carburetor, 2nd place car for to high in compression ratio) and Andy and Jeff had their cars inside and my Firebird was outside all by its lonesome. We pushed it inside before they locked the building and came back on Saturday morning. By about 10:00 the 5th place car was ruled non-compliant (modified carburetor) and I started to work on the Firebird. Danny Richardson, and his mom Pam, delayed their trip home to help me. Tech ran a bore scope throughout the engine, I pulled the plugs, carb and valve rockers. They checked displacement, valve lift and compression ratio and took the Holley into the tech trailer for a full inspection. Danny pulled the exhaust system and the transmission so that they could weigh the flywheel. All my stuff was compliant and we put the car back together. Tom Sloe, the preliminary winner, appealed his DQ to the Court of Appeals and then to the second court. Both courts, with inspections and testimony from CRB member, Tony Ave, denied his appeals and they awarded the top three places to John Heinrichy, Andy McDermid and Jim Wheeler.

I drove the partially assembled race car up to my trailer at about 7:00 p.m. on Saturday night, about 27 hours after the finish of my race. Martini time.

Wheel



**This is the Stew
party in honor of
Tom Holstrom**

Yakety Yak

Dear Mom:

This morning (October 15th) Mom watched TV channel 4 news when they interviewed former KCR member, Mary Merola. Mary told all about canning foods and what supplies are needed, and of course, she informed everyone where to buy those supplies - Function Junction in Crown Center.



Charlie and Sharlene Smith attended a birthday luncheon in Nevada, Mo on Saturday. They celebrated the 93rd birthday of Charlie's mother, Gerry Smith. Many relatives and friends were in attendance.

Mom received a phone call from Sue Woloscsuk this week. Sue and Chuck reside in Timberon, New Mexico and are doing fine. Sue said they don't travel much anymore because Chuck's mother (who is 95 years old) has been living with them for the past 5 years.

Our condolence to the Mike and Mary McGinley family on the death of Mike's father. James Robert McGinley passed away on September 26, 2013 at the age of 88 years old. He enjoyed entertaining, grilling on the patio and socializing with friends and family, where he was the "Official Photographer".

NOVEMBER BIRTHDAYS

- | | |
|-----------------------------------|----------------------------|
| 1 Dottie Johnson | 14 Erico Fernandes |
| 2 James Allen | 15 Barbara Garrett |
| William Frede | Ana Julie Neves (7) d of |
| 3 Janice Allen | Mauricio & Dalila |
| Dick Berger | 16 Mark Hill |
| Jack Schneider (17) s of | Cathy Watts |
| Chuck & Alex Clark | 18 Jerry Irvine |
| 4 Audrey Hermans | 19 Matthew Harmer (6) s of |
| Bruce McNamara | Brian & Kaleena |
| 5 Henry Allen (12) s of Timothy & | Lucas P Hill (5) s of |
| Janice | Erica |
| Darrell Condon | Michael Maluk Jr |
| 6 Alicia Moylan | Joseph Parsons |
| 7 Charles Wilson | 20 Charles Austin |
| 8 Jacob Diehl | Armelinda Schulte |
| Alexander Hesskamp (10) s of | Levi Sedlock |
| Todd & Christine | 22 Bruce Cavitt |
| Aaron Holsworth | 23 Scott Petersen |
| 9 Gus Jacob | Margaret Stanton |
| 10 Don Buffon | Dan Wheeler |
| Buzz Fisher | 25 Jim Cote Jr. |
| Michael Pearson | 28 James Wessinger |
| Henry Rompage | 30 Peter Beren |
| 11 Steve Schmidt | Daniel Kubisch |
| 12 Michael Asselta | Peter Wilke |
| Melissa Bennett | |
| Ethan Disher (12) grs of Chuck | |
| & Sue Woloscsuk | |
| 13 Mike Erpelding | |
| Malli Halter | |
| Erik Harken | |
| Brian Harmer | |

don't look back.....

PLEASE CALL "MOM" WITH YOUR NEWS.
YOU CAN REACH HER BY PHONE
913-262-6300 or by mail
2701 West 47th Street,
Shawnee Mission, KS 66205
or by Fax 913-262-6719
or by email kcmomwilliams@aol.com

NOVEMBER ANNIVERSARIES

- 5 Cliff & Tammy Johnson
- 11 Nathan & Katie Keith
- Bill & Dodie Rinke - 60 years
- 16 Chuck & Alex Clark—15 years



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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:
Norma Williams, 2701 W47th 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	<input type="checkbox"/> Single <input type="checkbox"/> Married: Spouse's name	
Email Address		

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?

- Pro Racing Club Racing Vintage Road Rally Pro Rally
 Worker/Official Time Trials/PDX Solo RallyCross Other _____

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:

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 _____	-\$15.00
Weekend Membership #2 _____	-\$15.00
Referred by SCCA Member _____ # _____	-\$15.00

First/Last Name & Member Number REQUIRED

Total Due \$ _____

Applicant's signature _____ Date _____

- Enclosed is my check or money order for \$ _____
 Visa _____ Exp _____
 Mastercard _____ Exp _____



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In his article on pages 11 & 12 of this issue, how many members does Joe Tasler say that the Kansas City Region has.

Send the answer to composer@marykay.com to be entered in the October cover photo contest

UPCOMING EVENTS ON THE KC REGION CALENDAR

Oct 29	7 pm	KC Board of Directors Meeting, ALP Auxiliary Room
Nov 3	All Day	RallyCross - Holsworth Property, Garnett, KS
Nov 5	6 pm	Solo Advisory Committee Meeting, ALP Auxiliary Room
Nov 5	7:30 pm	General Meeting, ALP
Nov 9-10	All Day	Road Rally, Lawrence, KS
Nov 26	7 pm	KC Board of Directors Meeting, ALP Auxiliary Room
Dec 3	6 pm	Solo Advisory Committee Meeting, ALP Auxiliary Room
Dec 3	7:30 pm	General Meeting and the Annual Meeting, ALP

**www.kcrscca.org
Kansas City Region's on-line resource for information,
Online event registrations, updates, results and other fun stuff!**