



CHECKPOINT

Kansas City Region SCCA

September Newsletter

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RE Comments



As many of the road racers focus on heading to Road America for the SCCA Runoffs next week, a lot of us have finished the 2020 race season. Many die hard racers, undeterred by Covid-19, attended multiple events in the Midwest Division and both the Mid States Majors and the MidAm Championship Series have announced their winners. Here are your Kansas City Region Champions and podium finishers!

MID-STATES MAJORS SERIES CHAMPIONS

David Vincent	F5
Bill Johnson	FC
Steven Wiles	GT1
Kelly Toombs	P2 (tie)
Jim Cote Jr.	SRF3
Charlie Peter	T2

MIDAM CHAMPIONSHIP SERIES

1st Place Champions:

Jim Cote Jr.	SRF3
Steven Wiles	GT1
Mark Kirby	GT2
Charlie Peter	T2

2nd Place:

David Vincent	F5
Carl Hayward	SRF3
Gary Cook	EP

3rd Place:

Tim Friest	F5
Ed Nicholson	GTL

*Congratulations
to you all!*

LAST CHANCE OPPORTUNITIES TO GET TO THE TRACK:

If you are loving the fall weather and need to get your fix of track events, you still have 2 more events—October 15th's Track Night in America at Heartland Motorsports Park and The Lake Garnett Grand Prix Revival October 9-11. We are currently seeking volunteers to work flagging at both events. Please contact Chris Kern, our Race Chairman, if you can work these events. His email is chriskscga@gmail.com.

Mike McGinley, RE

IN THE DRIVER'S SEAT with MARK HILL

TIRE SELECTION WINS THE CLASS AT THE DIRTFISH RALLYCROSS NATIONALS



In autocross, I tell novice drivers the biggest gain in speed is likely tire selection (that is, after they master the “look ahead” concept), but RallyCross tire selection may be even more important. Before I get into tire talk, I want to give a big shout out to our Kansas City region members who participated in the DIRTFISH RALLYCROSS National Championships last month at HMP in Topeka, Kansas. The event had 112 drivers participating from 21 states (including Alaska!) in 2 dusty,

long, and sweepy courses...of that, KCR had a strong 17 drivers. When I say participate, I mean PARTICIPATED!...hauling in 5 trophies (1 first place, 1 second place, 2 third place and 1 fourth place). Two more drivers—Ryan Redenbaugh and Joshua Mefford were just barely out of the trophies. Ryan was just 4/10ths out of the final trophy spot!

Congratulations to:

Howie Johnson—Prepared Rear—3rd place

Mike Coons—Prepared All—2nd place

Niles Davis—Modified Front—3rd place

Todd Wicker—Modified All—4th place

You can argue that in RX, only Prepared and Modified classes get to have “tire selection.” After all, they can run any “kind” of tire, any size—from RE-71R’s (which I’ve seen and he had the FTD) to huge lugged mud knobbies. But the stock class has more options than they realize even between the “go to” snow tires. Of course, all tires are course dependent...soft ‘n curvy, slalom intense, sweepy, or tight with turns. And to make it harder to decide, throw in the over-the-day-changing variable of if it’s grass, loose dirt, packed dirt, and/or clay-ish, pure clay, wet/soft, mud, or pure mud, etc. In fact, it’s so hard to choose, often I’ll bring 3-4 full sets of different tires and am not surprised to have to change tires during the day due to changing course conditions.

Although the stock class is limited to a “street tire,” most drivers choose a snow tire or sometimes an all-season tire. Actually, all-seasons are great for packed dirt/clayish or hard clay, given that they are available in many more sizes, usually they are of lower

profile, better rubber-to-ground ratio, and provide better stability almost anywhere—slaloms, sharper turns, straights—and maybe less chance of a de-bead than their soft side-wall, snow tire counterparts. However, their tread depth is usually limited to up to 10/32 and they have rounded shoulders for increased traction on dry pavement (more about this later, keep reading).

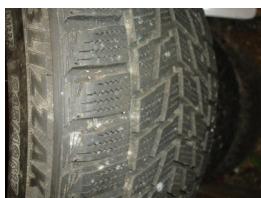
What snow tires give up on hard pack they gain in almost all other surfaces. However, almost all snow tires have 5 plies in the tread (2 steel, one polyester, one nylon) and a single polyester ply in the side wall. A tall profile and a single ply sidewall makes them feel sloppy in slaloms and offsets and can induce de-bead risks. This is an area where you have a choice:

BLIZZAK's commonly have two polyester sidewall belts and 11/32 tread depth. They have a high silica compound for softness that makes them grip snow/ice better, but on packed dirt in the summer they can chunk. They offer a run-flat snow tire, which would solve the sidewall issue.

The HANKOOK WINTER IPIKE has a high hardness bead stiffener technology added to increase side wall stiffness and a tread pattern that “mimics that of the paw print of a Siberian Husky” to enhance traction. Good shoulder edge.

Also, look to the GOODYEAR ULTRA GRIP, with more aggressive tread pattern and one of the deepest with a tread depth at 13/32.

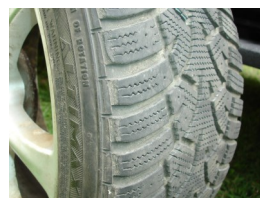
The ALTIMAX ARTIC with 12/32 tread depth, is available in quite a few sizes, and a pretty sharp shoulder makes it a good choice, though like most, it's a single-ply sidewall. These are just some examples and its best to do your own research.



Blizzak tire tread



Hankook tire tread



Altimax tire tread

Shoulder...there's that word again. Out of any snow tire, one aspect that is very important is the shoulder design. A tire's shoulder is the area where the tread meets the side wall. A “sharp” shoulder edge is common in rally tires. You won't find sharp shoulders on any AX tire...probably not many in all-season tires and even harder in snow tires. The idea of a sharp shoulder (where the rubber is at its thickest and encounters the highest lateral stress) is it will “cut-in” and bite the dirt in corners and offsets—reducing sliding, and increasing stability which results in trimming off time and,

of course, yields a faster run. Imagine if you do that 10 or 12 runs.

Case in point and why tire choice matters:

The last 3 out of 4 years it has rained at the RALLYCROSS Nationals. I'll be frank...they were mud-fests! If you were in Prepared or Modified and didn't have dedicated lugged mud tires you had NO chance. The stock folks drove around as fast as if they were still in paddock. This year it was dry. Sounds easy, right? Not so fast...at the beginning of the event almost everyone agreed that aggressive tires would be the one, but as the day(s) and the course(s) wore on, people started changing to less aggressive tires.

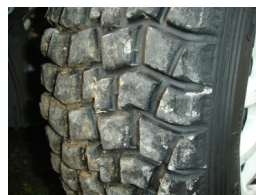
I'm in Prepared All (wheel drive) and we ran dead last of the three run groups. When it was time for us to run the course on day 2, it was dry and basically well worn. However, oddly not bare or hard packed as you would expect and is as usual after 108 cars. The entire course was covered with at least a half inch of loose dirt, with perhaps, 8 to 12 inch piles of "fluff" on the outside of every corner. I had mounted on my car INDYSPORT SG rally tires—a relatively knobby, dedicated rally tire that excels in loose conditions. The SG's are 205mm wide—kind of wide, but not too wide—and I thought they should dig through loose dirt and bite. If I get into the fluff...well they will dig me out for sure. BUT, you guessed it, they have round(ed) shoulders.

No time to fret, time to go. My first of four runs felt fine. The tires gripped, felt stable, and I stayed out of the fluff, everything was o.k. 'till I saw all my competitors pretty much matched my time. Between runs, I switched to INDYSPORT F81 gravel tires. They're lower profile and very wide for a RX tire at 225mm and I feared the risk of "skating" on the half inch loose dirt...not to mention wallowing in the fluff. BUT, they have sharp shoulders. My next three runs were each 3 seconds faster than the first and I could feel the tires biting in the corners and offsets. They got me a win, which supports my point that tire choice (for anyone) clearly matters...and sharp shoulders.

See you out there!

Mark Hise

4-time SCCA Champion, 500+ AX wins.



Indysport SG tire tread



Indysport F81 tire tread

How much faster would you take the next AX/RX element, if you knew you could not fail??

Call for 2021 Region Officer Candidates

We are currently seeking candidates for our KC Region Officers. Nominations for 2021 candidates for the Board of Directors, Solo Advisory Committee, and RallyCross Advisory Committee will come to a close soon.

We are still seeking candidates for the Board, Solo Advisory Committee, and RallyCross Advisory Committee. You must be a KCRSCCA member for at least one year and be in good standing to serve in any of the following elected officer positions.

Board Positions:

- Region Executive—1 year term
- Assistant Region Executive—1 year term
- Secretary—1 year term
- Treasurer—1 year term
- Board Director (3 positions open)—2 year term

The Board establishes the policies of the Region and oversees the implementation of such policies and the administration of the affairs of the Region. This includes all Road Racing, Autocross, RallyCross, Time Trial, Road Rally, and social functions. The Board usually meets face-to-face two times per month:

- The first Tuesday of each month at 7:30pm for our General Membership meeting
- The last Tuesday of each month at 7:00pm for our Board meeting.

*****Currently due to Covid-19 concerns we are meeting via video conference for our Board meeting and not hosting General Membership meetings*****

RallyCross Advisory Committee:

- Advisor (3 positions open)—2 year term

The RAC is the driving force behind the RallyCross program. They also report to the Board. They meet to develop the RallyCross schedule and coordinate contracts with the various sites. They have successfully bid for the National Tour in the past and coordinated with National to host the event.



Solo Advisory Committee:
Advisor (3 positions open)—2 year term

The SAC focuses on the Solo Autocross program and schools. They report to the Board. They meet once per month on the first Tuesday of the month at 6:00pm. They handle all of the planning of the Solo events. They coordinate with MCC and the Kansas Region SCCA to schedule races at those sites, look into new sites, and make sure the Solo program is running smoothly.

Do you share our passion for “Fun with Cars?” Do you want to share your knowledge and skills to keep our Club moving forward? We would love to have you on our team. If you’d like to volunteer or learn more, contact Greg Cheney, Nominating Committee Chair, at wahooautocross@gmail.com.



REMINDER:

We have decided to cancel in person meetings until further notice. Our concern for the safety and health of our members is at the forefront of this decision.

Please check out our Meeting Minutes from the Board Meeting on September 29, 2020 to stay up-to-date. Our secretary is working hard to get these minutes finalized and posted [online](#). If they are not on the website, please check back.

THANK YOU & STAY SAFE!

Kansas City Region Classifieds

Road Racing Opportunity

KCR Member and former Board member, David Vincent, is looking for someone in the KC area who wants to go wheel-to-wheel road racing in 2022, in a two-car team. He is looking to retire (after the 2021 Runoffs) and sell of his racecar, RV, and his half of the shared trailer, spares, and special tools. Trades will be considered.

Sharing travel costs and spares helps lower the cost of racing while adding to the fun by ensuring you have someone to race.

Road racing is a big commitment with a learning curve; therefore he'd like to start working with his successor early to help them be successful in road racing.



Check out the Kansas City Region—Sports Car Club of America Facebook group for more information and to PM him if interested. Original post was on August 6.

Vintage Parts for Sale

Eric Farmer is retiring and moving to Florida. He is looking to sell vintage parts for FV, S-2, and FA. Assortments of spherical bearings, rod ends, gaskets, O-rings, d-zus body connectors, TIGA S-2 suspension arms, Hewland transaxle housing and more. Call with questions or to arrange to see the items.

\$4,000 buys everything.

Eric Farmer/Beacon Racing
(816)-776-9079

Kansas City Region SCCA

Driven by Volunteers since 1952

Kansas City Region SCCA is proud to be a volunteer-run organization. We already know you are talented in at least one of these categories:

- racing cars
- working corners at race tracks
- breaking cars (on and off the track)
- fixing the same car over and over again
- cheering on racers
- enjoying a cold beverage with other people who like cars

But what are your other talents? We are currently looking for assistance in the following areas:



Content Creator for website and social media

You will not need to know anything about websites. You will simply need to prepare content for the website and check to see if any updates need to be made to our calendar. You will be the Region's point of contact in case issues are found with links on the website. You do not need to know how fix it, simply be the person who contacts our website maintenance provider. You will also need to know how to post and create events on Facebook. Contact Mike McGinley if you have additional questions or would like to help!







Pavement Photographers

We need your assistance to get current photos and videos of Solo and Road Race events for our website and social media accounts. Contact Reuben Samuels if you have additional questions or would like to help!



UPCOMING EVENTS

MiDiv Solo / KCR Points Event	October 3	Heartland Motorsports Park Topeka, KS
MiDiv Solo / KCR Points Event	October 4	Heartland Motorsports Park Topeka, KS
	October 6	
Solo Advisory Council Meeting	6:00 pm	TBD
Membership Meeting	7:30 pm	
		
KS / KCR Solo	October 10	Heartland Motorsports Park Topeka, KS
KS / KCR Solo	October 11	Heartland Motorsports Park Topeka, KS
Track Night in America	October 15 2:30 pm - 6:30 pm	Heartland Motorsports Park Topeka, KS
Race Group Meeting	October 20	TBD
		
RallyCross Event #6	October 24	Thunder Valley Sand Drags Grain Valley, MO
Sponsored by Wavespec Rotors		
		
Board Meeting	September 29 7:00 pm	Virtual Meeting
	November 3	
Solo Advisory Council Meeting	6:00 pm	TBD
Membership Meeting	7:30 pm	
		
RallyCross Event #7	November 8	I-35 Speedway Winston, MO
Sponsored by Wavespec Rotors		



The 48th Annual Tire Rack Solo National Championships returns to Road America. This will be a very special Solo Nationals event with special activities and social activities planned—including the traditional parade. Event details will be discussed in a webinar August 5. The event can still be cancelled if the COVID-19 situation gets worse. Check out more details [here](#).



The 57th running of the SCCA National Championship Runoffs returns to Road America located midway between Milwaukee and Green Bay, Wisconsin. It will be held October 5—11, 2020. Check out more details [here](#).



The Lake Garnett Grand Prix Revival will be October 9—11 at North Lake Park in Garnett, KS. For more information, check out their [website](#).

Chris Kern is also looking for volunteers for this event. Please contact him if interested.

2020 Kansas City Region Board of Directors

Regional Executive (RE)	Mike McGinley	(913) 915-1504
Assistant RE	Tara Young	(913) 250-6050
Past RE	Paula Diehl	(816) 225-5100
Treasurer	Jessica Dorn	(308) 830-2257
Secretary	Ed Nicholson	(816) 560-4461
Director	Al Hermans	(816) 564-6176
Director	Bill Johnson	(816) 805-3571
Director	Jeremy Salenius	(913) 608-1648
Director	Greg Cheney	(913) 522-4940
Director	Tim Friest	(913) 250-6050
Director	Reuben Samuels	(535) 307-1473

2020 Kansas City Region Contacts

Membership	Paula Diehl	(816) 225-5100
Race Chair	Chris Kern	(913) 515-3878
Solo Chair	Al Hermans	(816) 564-6176
RallyCross Chair	Dan Colburn	(315) 717-9282
Rally Chair	David Williams	
Checkpoint Editor	Jessica Dorn	(308) 830-2257
Webmaster	Mike McGinley	(913) 915-1504
KVRG Board	Mike McGinley	(913) 915-1504
KVRG Board	Charlie Clark	(816) 257-7305
KVRG Board	Chris Kern	(913) 558-1265