



CHECKPOINT

Kansas City Region SCCA

October Newsletter

RE Comments

Runoffs 2020 at Road America

KCR RX Drivers Compete at National Tour in Billing, OK

In the Driver's Seat with Mark Hill

Call for 2021 Region Officer Candidates

Driven by Volunteers: Talent Search

Upcoming Events

2020 Kansas City Region Contacts

RE Comments



OUR LAST EVENTS FOR 2020, 2021 ELECTIONS, 2020 AWARDS BANQUET, AND 2021 MIDIV CONVENTION UPDATE

Our last 2 events for 2020 will be RallyCross events on November 8th and December 6th. I'd like to thank the entire RAC, Dan Colburn, Ryan Redenbaugh, Mark Macoubrie, Reuben Samuels, Andrew Fails, and Andy Sheehan for all of their hard work resulting in an excellent season and a lot of opportunities to race. The new location recently negotiated in Riverside seems to be a great location for future events in addition to our other sites.

Our Region elections are coming up quickly and candidate nominations end Nov. 3rd. Since we will not be having a face to face meeting in December due to Covid-19 concerns we ask ALL KC Region members to vote online by Dec. 2nd. You can vote by simply visiting our website, www.kcrscca.org and clicking on the election link. Here is our current list of candidates:

RE	Mike McGinley	SAC	Christian Els
Asst. RE	Bill Johnson		Paula Diehl
Treasurer	Jessica Dorn		Al Hermans
Secretary	Ed Nicholson		Phil Merideth
Board Directors	Lisa Kern	RAC	Clarissa Votipka
	Chris Kern		Erik Votipka
	Donna Cross		Nile Davis

On our most recent BOD conference call the Board has elected to cancel our 2020 Awards Banquet due to the ongoing Covid-19 concerns and uncertainty for early 2021. Those of you that are award winners for the 2020 season will be recognized at upcoming 2021 race, autocross, and RallyCross events. We are currently finalizing plans for distribution of many of our other awards...details to follow, you won't be disappointed.

The 2021 Midwest Division Convention was originally scheduled for February 12-14, 2021. Due to ongoing health concerns that face to face convention has been transitioned to an online only Midwest Executive Committee meeting on February 13th. More details to follow. To keep up with all of the information in the KC Region please read our monthly Board of Directors meeting minutes on our website. We meet the last Tuesday of each month and the minutes are posted by the end of the week.

I'd like to thank all of the KC Region members for your support of the club during 2020. I look forward with great optimism to 2021 and look forward to seeing you at and event soon when this health crisis is over and we don't have to wear masks.

Mike McGinley, RE

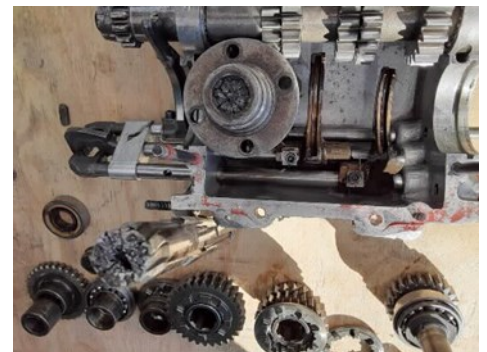
Runoffs 2020 at Road America

by Ed Nicholson

Getting ready to go to Road America (RA) was much different than Virginia International Raceway last year. Not only getting the car ready to go, but thinking of the amount of food to take for the week as this year there would not be the gatherings during the week as usual due to the Covid-19 epidemic. We decided to be as self-contained as we could make ourselves and took a good supply of face masks and hand sanitizer. This would always be the backdrop during the week, though everyone we talked to were trying to be as normal as possible while social distancing and taking precautions. We were helped by great weather through the week for the event as the rain stayed away and the temps were in the upper 60's to low 70's.

The drive up to RA was marked by some cold and rain on Saturday but was turning nicer when we arrived and setup our paddock on Sunday. Monday morning was cool and the 8 AM first test session came very early. I was out on track and was taking the first couple of laps easy to get the car warmed up and become familiar with the track. Though I had been to the June Sprints the year before, I only got to drive from pit out to pit in due to an overheating issue which caused me to retire from the weekend. I was looking forward to the 4 sessions Monday and the 3 qualifying days to cut my chops at RA. On the third lap of my first session, I picked up the pace and had a great run down the main straight. Then, there was a loud noise followed by knocking going into turn 1. I came to a rest along the tire wall drivers right after the turn, and the test session was over in dramatic fashion.

Roll back to my paddock and the discovery that the output shaft of the transmission broke taking out the tail shaft housing with it. Checking around the only other car using the Schwetters transmission belonged to Peter Shadowen. Peter checked his spares for me but had not brought a spare shaft. Roy Lopshire was helping check around the paddock and Peter Zekert was assisting from long distance in my search as he was still in St. Louis. Peter suggested I talk to Steve Schwetters of Advanced Racing Systems, the transmission manufacturer. A quick call to Steve who indicated he did have the parts I needed. So Tuesday was to be spent driving to Rockford, Illinois to visit Steve in his shop.





Race car parts are never right off the shelf and so some time was spent talking to Steve as he made the machining differences for my transmission. After only a couple of hours prepping the shaft, tail shaft housing, and new drive shaft yoke, I was back on my way to RA with my new parts in hand. Thank you, Steve, for dropping what you were doing and helping me out.

Wednesday back at Road America and cleaning up the pieces for reassembly. I was in luck that none of the internals of the transmission were harmed other than the output shaft and work could be completed in the rough conditions. It did take me all day Wednesday to get the car back in one piece and ready for the last day of qualifying Thursday. A quick hard ship lap before the last session Wednesday proved that the car was ready to go.



Going to grid during qualifying on a beautiful warm fall afternoon, the sun was shining and the temperature was in the low 70's. I was able to get in 7 laps—there was a yellow flag in Canada corner the last 4 laps—but it was a much needed time for me in the cockpit. The transmission was fixed and the car was back on song. For the next couple of days, I had little to do but go over the car and prepare for the race Sunday afternoon at 3 PM.

The down time was used not only for getting the car ready but walking the paddock talking to fellow competitors and of course a race enthusiast's second favorite pastime of watching racing. In F500, congratulations go out to David Vincent and Tim Friest for their finishes in 9th and 11th respectively. In EP, Jessie Prather went wire to wire to win a National Championship making up for his error at VIR last year. In HP, I saw two of my old friends IT friends who have moved up finishing their race—congrats to Ralf Lindow and Angus Chrome. Ralf finished a more than respectable 4th. Roy Lopshire in the GTL group with me was third a lot of the race and second for a couple of laps before a loose bolt in the shift linkage caused him to leave the race on lap 11, a great drive spoiled. SpecMiata was as always very entertaining leaving "The Kink" in a cloud of dust on most laps. If you have never been to the Runoffs, the racing is great and there are 26 races over 3 days to keep you interested.

After two-and-a-half days of watching, my turn was coming up soon. This year, I was determined to see checker as the year before a separated exhaust, which was filling the cockpit with exhaust fumes, caused me to quit after 5 laps. Finishing was a good goal for this given my lack of experience at this track and at this level of competition. The race start was fair, and I settled on seeing if I could hang on for as long as possible but a couple of driving errors and a missed shift saw me losing contact. I set my goals on lowering lap times and was accomplishing that after lap 3 at about one second to one-and-a-half seconds for the next several laps. Coming into "Canada Corner" during my 7th lap, the car shut off and I had no power forcing me to pull off next to the tire wall on the inside of corner exit. A tow back to the paddock, and I had to load up for the tow back to KC.

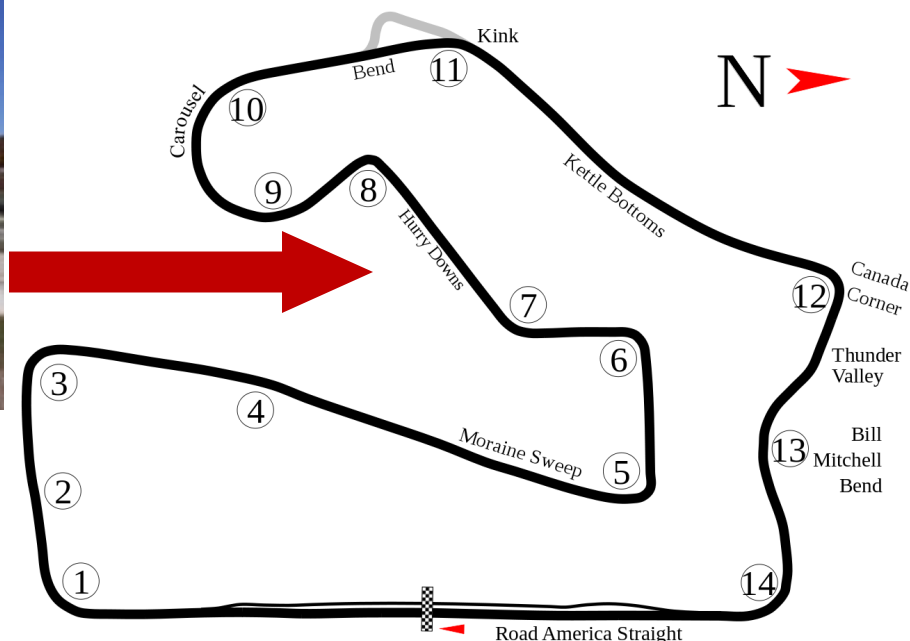
Upon unloading the car at the shop on Tuesday morning, we made an inspection to see how bad the car was broken. During the review, the distributor was found to be loose and turning in the block. Seems the 6mm bolt which sets the distributor in place had sheared off and was the cause of my retirement. Another small issue had cost me a finish at the runoffs again!

Well, as they say, there is always next time. I am now turning my attention to working on 2021 and Indianapolis. I hope for a better racing season for all of us.

Cheers,
Ed



Pictured above is "Hurry Downs" at RA.



KCR RX Drivers Compete at National Tour in Billing, OK

by Jessica Dorn

Three KCR members competed in the DIRT FISH SCCA RX National Tour in Billing, Oklahoma (about 30 miles South of the KS/OK border off I-35) October 23-25. All three of the drivers are past National Champions so it was no surprise that some of them brought back some hardware.

Mark Macoubrie won 1st in Stock Rear, running unopposed. Greg Cheney got 3rd in Prepared Front, just one place out of the trophies. Mark Hill won 1st in Prepared All.

The site at Billing, OK was on a nice 25 acre site without any trees. The brome fields gave way to flat, long National style courses out in the middle of nowhere. The courses Saturday were in the 60-second range and on Sunday in the 40-second range for most. The morning temperatures were a cool 38 degrees warming to a balmy 50 degrees throughout the day. The weather was dry and dust was flying—dust was everywhere! Our KCR competitors advised the hospitality of the NEOKLA Region is second-to-none and that it was one of the best RX times they have had this year.

Mark Hill also secured the SCCA RX TripleCross award for 2020 with this win at the National Tour. TripleCross honors go to select competitors, who, in a single season, manage to claim a Regional RX win, a DirtFish SCCA RX National Tour victory, and a DirtFish SCCA RX National Championship—all in the same class. In case that wasn't impressive enough, Mark Hill was achieved the SCCA RX TripleCross award for 2019 as well! It is clearly more than just luck, as his expertise and skillful driving have put him at the top of his class year after year.

Check out the [article](#) on the National SCCA website for more information.



The 3 KCR competitors driving in Billing, OK. Left: Mark Macoubrie, Middle: Mark Hill. Right: Greg Cheney.
Pictures courtesy of Jim Rowland.

IN THE DRIVER'S SEAT with MARK HILL

IN THE QUEST OF SEAT-TIME



In the darkness of COVID-19 chaos and now, to quote Ned Stark, “winter is coming” it has been a heck of a year for seat-time for all of us. I’ve tried really hard to follow my own methodologies with some success, in this game of cones we call AX.

Normally, during the AX season the KC Region has one or even two “solo schools” for novice and not-so-novice drivers, looking to get better. It’s a great school that offers one-on-on, in-car driving instructors in the student’s own car. Students also get lunch that day and free entry to the next day’s AX event--to try their new-found skills. I always volunteer to instruct...hoping my student(s) will get a leg up on AX and have more fun...something I didn’t have when I started.

The way I instruct is different than the other instructors...to be clear, the others are perfectly fine and we appreciate and need all they do! It’s just... different, based on my own ideologies.

After a mind-numbing, info-packed course walk with them, I start by taking their car out myself on the first run, instead of the reverse. Driving slowly, showing them “the line” (though, I don’t call it that) where I want them to drive...explaining not just how, when, but why AND why not. I give each a pre-printed list I’ve made of important objectives that we will practice and tell them to refer to it from now on...explaining that even I forget my own suggestions years later, adding they work for anyone no matter their experience. Due to space limitations...I could write pages on each subject, but very, briefly here is the was the list I was going to use for this year. Keep in mind I’m being very, very brief in my descriptions-

LOOK AHEAD-Better yet, memorize the course, walk it 2-3 times. When you’re better, and want to be competitive, walk alone--not chit-chatting with others except for a second opinions etc.

BE SMOOTH-Not just steering inputs, either. The brakes, the gas...later, use muscle memory as a tool.

CAR PLACEMENT-Similar to what many call “the line”, but this is more technical and specific, allowing you to get faster times.

BRAKE LATE (in a straight line) & **GET ON THE GAS EARLY**-More experienced drivers get advice on how, when and where nose-tucking, power-on exit-oversteer and trail-braking is needed.

SURPRESS YOUR FEAR(s)-Like fear of failure and others. It will slow you down in AX & RX! This is more important than you imagine and even if you think you are doing it, its improbable that you're fully succeeding. It's hard. Some fears are good...they help you focus. It's complex.

SEAT-TIME- O.K., yes, going to more events and try to win or beat the other guy is good, but that's not the kind of seat-time I'm talking about. It's such a singular methodology and time consuming to explain...forgive me. Essentially, go to events to practice your skills, not to win.

BE AGGRESSIVE-Drive like you're mad. Starting with your first run. Being in-shape will also help you with this by your 5th or 6th run or the second day. This is, again, for the more experienced.

LEARN TO LEFT-FOOT BRAKE-Its almost required for boosted cars, and yes, I know there are many Natl' champions who don't left foot-brake. I say... always stack the deck in your favor.

BELIEVE IN YOURSELF-I don't put this on, maybe I should. It's emotion-based like a few of the above. I do talk about it to the student. It's not just telling yourself "I can do this" either. It's important because at a certain point in your AX or RX life, this very well could be the ONE deciding factor if you win or lose...

There is more, of course. It's easy for people to simplify AX as just "driving around in a parking-lot", but there is SO much to it...and not just at its highest level. You might be asking yourself which one of the above is the most important? Imagine, for example, someone who looks ahead & has memorized the course, but jerks the wheel-breaking the car loose in every element. For me, I have most of them down so I'm went for seat-time this crazy year. So far this year I got in 17 AX events, a Divisional, 2 PRO-SOLO's, 6 RX, the RX Natl's and the recent RX Natl' Tour (the last two don't really count as my kind of "seat-time")...barely 1/3 of a season. I know what you are thinking...it's a lot. This is one way I can be competitive at the highest level, but I'm telling you—my kind of seat-time will work for you, no matter your talent level. If I can do, you can too!

Speaking of getting seat-time, although their AX season is over now, I really like going to the Saint Louis Region events. Recently, I went to event #6 September 20th. Three hours from K.C., but on this side of Saint Louis, proper. They run, arguably, the tightest

events around. It's \$45 for 6 runs. Registration ends at a sharp 8:15 am. The short, to-the-point driver's meeting is at 9:00, FCO at 9:30 (that day it was 9:20am) On non-bumpy asphalt, it was a long but fast course...45 seconds for cars like mine, 50 to 60 seconds for most...after 122 drivers, we were done by 3:30pm.

WAIT! There is more AX and RX events left this year. Come out to a RX event and I'll buy you lunch! Here is what I found-

November 1st—KS Region RX in a new site in Lecompton, KS. 45 minutes from K.C. just off I-70 between Lawrence and Topeka. Figure 10 to 12+ runs. \$35. Free lunch. It's a charity event.

November 1st—Wichita Region AX at the Hutchison Naval Air Base. 3 hrs from K.C., the concrete is the same age and texture as Lincoln, so one of my favorites for practice. It's a runway like Salina Region but wider. 5 to 6 runs for only \$25

November 8th—KC Region RX at The Thunder Valley Sand Drags in Grain Valley. Figure 8 to 10 runs. \$45.

November 8th—Salina Region AX, at the East Crawford Recreational Area, 3 hrs away. The most grippy concrete around. Old tires turn good again! It's a runway. Figure 5 runs for only \$25.

November 8th—In North-East O.K. is a NEOKLA Region AX, in the Tulsa Fairgrounds. I love it. It's a big site (sometimes it's at a big area at a airbase near-by which is concrete) with long runs. Asphalt with some bumps. It the best deal around--you always get 8 runs for \$35!

November 22nd—KS Region RX, site TBA. MSR says Carbondale which is 1.5 hrs from K.C. Same as usual...lots of runs, free lunch- \$35.

December 13th—KS Region RX, site TBA. MSR says Carbondale again. More fun, more food. \$35

See you out there!



4-time SCCA Champion, 500+ AX wins.

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

Call for 2021 Region Officer Candidates: Nominations Due by November 3

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. 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 general membership 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 October 27, 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 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

~~November 3~~

~~Solo Advisory Council Meeting 6:00 pm~~ ~~TBD~~

~~Membership Meeting 7:30 pm~~



RallyCross Event #6

November 8

Sponsored by Wavespec Rotors

Thunder Valley Sand Drags
Grain Valley, MO

~~Race Group Meeting~~ ~~November 17~~ ~~TBD~~



Board Meeting

November 24
7:00 pm

Virtual Meeting

~~December 1~~

~~Solo Advisory Council Meeting 6:00 pm~~ ~~TBD~~

~~ANNUAL Membership Meeting 7:30 pm~~



RallyCross Event (Rain Days)

December 5 or 6

TBD

Sponsored by Wavespec Rotors

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