



THE GASLINE

Brandywine Motorsport Club, Inc.

www.brandywinemotorsportclub.org

June 2012

BMC CLUB MEETING

**Tuesday, June 5th, 2012 @ Stewart's Brewing Company,
Rtes 7 & 40, Bear, Dela. – 6:30 P.M. greet & eat / 7 P.M. Meeting**

- **BMC's 60th Anniversary Rally & Picnic – Saturday, June 9th**
- **BMC/PCA Autocross II – Saturday, June 23rd (see flyer)**

BMC's 60th Anniversary

Mark Saturday, June 9th on your calendar to help us celebrate BMC's 60th Anniversary with a Fun Rally and Indoor Picnic.

The Indoor Picnic menu includes: Hot Dogs, Hamburgers, Barbequed Chicken, Potato Salad, Baked Beans, Tossed Salad, Iced Tea, Coffee, & Sodas. Cost is \$20/person. Also, BMC will provide Yuengling beer at no charge. Bring your own wine or other refreshments if you prefer. More info can be found on the flyer with this Gasline.

NOTE: We need a head count for the picnic ASAP, contact: galderman32@comcast.net or 302-373-2111

Chair Chatter – Paul Alderman

Is it just me or did May just fly by? Thanks to Don Butler for the nice course on the "Follow the Course Rally." The weather was nice and the ride passed through some very nice areas. It did make for a long day, but still very enjoyable.

Our next event is Saturday June 9th – our 60th Anniversary Rally and Picnic. If you have not contacted George Alderman about attending, please let him know now for a head count. We would like everyone to come out and be a part of our celebration.

Then, Autocross II will be the next weekend, June 23rd at the Glasgow site.

Mark your calendars and sign up for the events. We would like to see you. Come on out next week to Stewart's Brewing Co. for the June 5th Club meeting and be a part of the fellowship there also.

*See you soon,
PJA*

Rally Round – Don Butler

The "On Course" rally was run on May 20th with perfect weather. The roads of southern Lancaster County are beautifully different than the suburban/urban roads most people in our area drive on. Unfortunately, the Route Instructions had an error: an instruction had been repeated at a page break and was not discovered during the pre-check. My apologies. Also during the rally, some of the participants misused the Straight As Possible rule and further complicated their day. An aerial photograph with an explanatory diagram superimposed will be available at the next meeting. The rally also demonstrated how important the study of the General Instructions is. A future seminar on this topic would be useful.

The follow up rally, "On Time," will be postponed at the request of some of the participants, due to its schedule conflict with Father's Day. Unfortunately, my PDA calendar does not include that type of 'holiday' and I personally don't pay much attention to this particular one. The rescheduled date has not yet been determined, but will be communicated to the participants when available.

The next scheduled event is the 60th Anniversary Rally and Picnic. George Alderman has spent a lot of time organizing this event, so please repay his kindness by preregistering as soon as possible. I'm sure it will be a fun outing. I have passed the Stone Barn many times, but this will be my first opportunity to eat there. I've heard that it is well worth the price.

Don Butler, BMC Rally Chair

Autocross Update – Dave Dabell

See you at our second autocross of the season at Keene Elementary School on Saturday, June 23.

Dave Dabell – Autocross Chair

1st of May Meeting Highlights

The May, 2012 meeting was held at Stewart's Brewing Company and was attended by 19 members. It was chaired by Paul Alderman.

Treasurer's Report – At the end of April, we had \$6,685.93

Membership - 67 paid members.

Rally Report –

- Don Butler provided detail for our next rally. It will be broken into 2 days so more people can be introduced to Rallying. It is set for **May 20th** (Fun I – Stay on Course) and **June 17th** (Fun II – Stay on Time) Rally. You will not win a Trophy until you complete the 2nd day.

- George Alderman spoke about the BMC 60th Anniversary Rally and Picnic which is set for June 9th. All previous members of the Club are invited, so tell everyone; we want to celebrate our Anniversary.

Autocross Report – Our next Autocross is scheduled for June 23rd at our Glasgow site. We lost our Dover Site and are working on locating another site. If anyone has contacts/ideas, please let us know

Gasline Report – Articles are due May 28th. This is our Newsletter; please submit articles/pictures to Jim Irons captjiti@verizon.net.

Website Report – Nothing reported.

Property – Nothing reported.

New Business – British Car Club of Delaware (BCCD) is having a Car Show in Lewes, DE on May 5th.

Next Meeting, June 5th at the Stewart's Brewery. Please attend, we missed you.

The meeting was adjourned at 7:58 PM.

Secretary Jim Martin

The Checkpoint Line - Dave Teter



This whole story evolves from the results of Dick, my rally partner, converting his 1936 Ford Vintage Car Rally vehicle (e.g., Great American Race) from mechanical brakes to a 'juice' hydraulic system.

Dick picked me up at the St. Louis airport after his 2-1/2 hr drive from Peoria while towing his '36 Ford. We made good time and actually drove on to Rogers, AK from there.

Next morn got us out on the course for an afternoon run of the speedo check to learn some data for 80⁺ temps but also found that the car had a brake system problem and we cannot finish the return run. Brakes are dragging, etc etc. Managed to get the car back the last 5 miles. Thurs night before the Fri run, partner Dick gets some help from friends to do the opined fix - an adjustment of the throw of the master cylinder. We enjoy a 'managers open bar' at our Embassy Suites hotel that evening.

Off we go next morn for 1st day's run...speedo check is a bit off from what is expected and we adjust for only a portion. Later analysis of scores seems to point that we should have adjusted for all of it. We begin the run through 4 controls before the lunch break and get through a 5th control after lunch and note 'disaster' - the brakes. We have to wait for the sweep hauler who winches us onto its deck and hauls us in.

Obviously our brake problem is not a matter of the throw of the master cylinder, and many opinions begin to flow in - the big opinion being that the master cylinder is too close to the exhaust manifold and is heating and boiling the brake fluid. The opinion-ers say "insulate the master cylinder!" So how to do that? Yours truly might have done that 15 years ago, and Dick is a dentist who probably has hands insured for a million \$. The solution is a phone call to Derek, Dick's mechanic in Peoria. Derek launches in his car for an 8 hour drive to Rogers AK arriving about 11 pm; and by 3 am its all done!! - Yee-haw!!

Next morn we are off and get thru the speedometer check to find the brakes beginning to lock (again!!) More opinions and it is noted that the lock problem might be on the left front wheel. All bets are off, and partner Dick decides to disassociate from the fabricator/installer of the braking system and move the project to another venue. We can't continue to compete - the competition is finished zip, nada, zilch for us.

After sitting for about an hour the cooling seems to unlock the brakes and we cripple the car back to the hotel, load it on the trailer and hit the road for the 5+ hours back to St. Louis. Long story shorter, partner Dick with iPad, cell phone and hot spot arranges for a driver from Peoria to meet him next day east of St. Louis to take over the tow and go on to Chattanooga to a facility for a brake system fix. Meanwhile, I kill Sunday at the Marriott awaiting my flight home on Monday morn.

The fix prognosis as received from Derek our mechanic: "Hello Dave, Greg in Tennessee claims that the installed mono-reservoir master cylinder was either internally failed or that the linkage wasn't permitting the piston to retract entirely, causing the pressure to build and increase as the brakes were used. They have now installed a dual-chamber master cylinder system which will independently actuate the front and rear brakes. I told them to inspect the wheel assemblies also to verify that the shoes and wheel cylinders are functioning properly and not seizing. As far as I know, their test drives have gone great with no issues. They also fabricated another heat shield to eliminate the possibility of heat causing problems at the master cylinder but we both suspect that is not a primary issue. I'll let you know if any other modifications are performed or suspected issues found. Thanks! Derek D"



The Hard Drive Garage – By Mark Schroy

Okay gang, no cars this month. This article is about the man, the myth, the legend Carroll Shelby. He recently passed away at the young age of 89.

Shelby was born in January of 1923 in Leesburg, Texas. His father was a rural mail carrier, and his mother was a housewife. Shelby had a number of health issues while growing up, the major one being heart valve leakage about age 7. He spent most of his childhood in bed, but by the age of 14 he had supposedly “outgrown” the valve leakage. Modern medicine at it’s finest!

He married his first wife, Jeanne Fields late in 1943, and had three children. They divorced in 1960. Because of his health, he took nitroglycerine pills during his racing career, and had a heart transplant and a kidney transplant in the 90s.

Shelby started getting his racing skills in order driving a Willys during his high school years, graduating in 1940. He enrolled in the Georgia School of Technology to attend the aeronautical program, but WWII broke out before he could start school. He enlisted in the United States Army Air Corps as a flight instructor and test pilot. He graduated with the rank of Staff Sergeant Pilot. I wonder if he needed the nitro pills then?!?



Carroll Shelby took part in his very first drag race in 1952. Later that year, his first road racing win was driving a MG-TC. He gathered enough wins to be Sports Illustrated’s “Driver of the Year” in 1956 and 1957. He became a driver for Cad-Allard, Aston Martin, and Maserati during the 1950s. He also set 16 U.S. and International speed records in a streamlined and supercharged modified Austin-Healey 100S, driving for Donald Healey.



In 1959, he entered the 24 Hours of Lemans, co-driving with British driver Roy Salvadori in an Aston Martin DBR1. They pulled out a first place finish, with the other Aston Martin team finishing in second, ahead of 4 Ferrari 250 GTs.

Carroll Shelby also competed in Formula 1 from 1958 to 1959, entering 8 races, but no podium finishes. Honestly, I’m surprised by that...

After retiring from racing in October of 1959, he started working and building his own cars. Obviously, everyone knows the Shelby Cobras. Once he signed up with Ford, the racing program started fielding Daytona Coupes, GT40s, along with

GT350s and GT500 Mustangs getting Shelby treatments for consumer purchase. He also worked on performance cars for Dodge and Oldsmobile, with the most successful one being the Dodge Viper.



Shelby’s Aston Martin DBR1

Ford provided financial support for Shelby’s Cobras for a short stint from 1962 to ’65, plus support for the GTs from 1963 to ’67

Now here’s a good example of the wily old snake pulling a fast one. In the 1960s, the FIA required all entrants to produce at least 100 vehicles for homologated classes of racing. From what I have discovered, Shelby built an insufficient number of cars, but skipped a large block of VINs to meet the FIA requirements. Now, I’M SURE everyone else did the same thing, but I never heard of anyone getting caught. In the 1990s, Shelby announced he had found the “left over” frames and started selling the “completed” cars.

Carroll Shelby was inducted into two halls of fame, the International Motorsports Hall of Fame and the Motorsports Hall of Fame of America in the early 1990s.

Shelby started building cars from the ground up in 1999, called the Series 1 roadster, utilizing the 4.0L L47 Aurora V8 engine from Oldsmobile. GM really didn’t give Shelby much support, and with the federal government safety standards, any Series 1 built after 1999 were completed as “component cars”, delivered with no transmission or engine. Now, a Series 1 roadster falls into supercar territory with a 0 to 60 in 3.2 seconds.

Shelby got a new contract with Ford in 2003, and started working on making new products with Ford backing. A number of new concept cars, plus new versions of GT500s came across. He even made 500 special edition Mustang GTs for the Hertz rental car corporation, available from Hertz locations at major airports across the U.S., called the GT-H. A consumer version was built, the Shelby GT, with a limited run of 6000 for the first year. Makes me wish I traveled more to rent one!

Shelby brought several lawsuits against kit car makers for a number of reasons, too many to put into this article. Let’s just say his lawyers were busy!

There were a number of other projects, some non-automotive related that Shelby was involved in. The one that I think stands out the most is his name associated with a popular chili fixings kit. Shelby was even a founder of the Terlingua International Chili Championship, in Terlingua, Texas. I need to try some of that chili!

All in all, there are more stories that I can’t get into or the editor will start grouching at me for taking up too much space. If you are interested in reading more, the internet has plenty more from where this came from!

Enjoy, and raise a glass for Carroll Shelby!

Mark

2012 Events - Updated 05.15.12

BMC Secretary Jim Martin has compiled this list of BMC and other car club's events for 2012. This list will be updated as events are added or changed.

June, 2012

- 2nd - Cars of England – Westtown, Pa – Jaguar and Triumph Clubs
- 9th - BMC 60th Anniversary Rally & Picnic @ Stone Barn – BMC/BCCD/AHS&T
- 16th – Greenville Auto Show – Methodist Country House, Greenville, DE**
- 23rd – Autocross – Glasgow, DE – BMC/PCA

July, 2012

- 14th – Fun Rally to A Pub – TBA- AHS&T
- 15th – British Invade Gettysburg – Gettysburg, PA**

August, 2012

- 11th – Autocross – Glasgow, DE – BMC/PCA

September, 2012

- 8th – Eastern Shore Crab Feast Tour - MD – AHS&T
- 15th – Delaware City Car Show – Delaware City, DE - BCCD
- 16th – Hagley Car Show – Greenville, DE – Hagley
- 22nd – DE Custom Car Expo – Chase Center – Wilmington, DE
- 29th – Greenville Car Show – Greenville, DE - PCA

October, 2012

- 7th – Classics at Brantwyn – 600 Rockland Road, Wilmington, DE**
- 7th – AHS&T Club Picnic – Elkton, MD – AHS&T
- 14th – Autocross – TBD – BMC/PCA

Bold = Change

- AHS&T – Austin Healey Sports & Touring Club
- BMC – Brandywine Motorsport Club
- BCCD – British Car Club of Delaware
- NJR/SCCA – New Jersey Region/Sports Car Club of America
- PCA – Delaware Porsche Car Club of America



AUTOCROSS II



Delaware Region PCA & Brandywine Motorsport Club



SATURDAY JUNE 23, 2012



**Keene Elementary School
2001 LaGrange Ave
Glasgow, DE 19702**

One traffic light east of Rte 896 off Rte 40 – Behind YMCA

Setup 8:30 AM

Registration 9:30 AM to 10:30 AM

Entry Fee: \$25

(PCA & BMC Members: \$20)

Trophies awarded by Class

RULES

- NO OPEN EXHAUST – Effective muffler required.
- Approved helmet, seatbelts, and valid drivers license required. Loaner helmets will be available.
- Vehicles must pass safety and technical inspection.
- *All contestants, workers, and guests must sign a release and waiver of liability. Parent/guardian signatures required for those under 18.*
- **All cars are welcome to compete.** SCCA Solo 2 Rules and Classifications will generally be followed. We reserve the right to modify/interpret these rules to suit the spirit of the competition.

To Pre-register and Reserve your Car Number, or Info contact:

Dave Dabell autocross@delawarepca.org – 302-834-9706

or

George Alderman galderman32@comcast.net – 302-373-2111

Provide your name, contact info, preferred car number, make, model, and year of car.
We will confirm by email or phone.

More info is available on our websites:

www.delawarepca.org

www.brandywinemotorsportclub.org



Brandywine Motorsport Club

in conjunction with

The British Car Club of Delaware



Invites you to help us celebrate
BMC's 60th Year at the

BMC 60th Anniversary Rally and Picnic

The rally route will be fun and easy to follow. It includes mileages at most turns and safe average speeds to keep you moving along the less traveled roads until you reach the finish at The Stone Barn restaurant where our **Indoor Picnic** will be held.

When: Saturday, June 9, 2012
Registration opens at 12 noon
1st car off at 1:01PM

Start Location: Brandywine Springs Park
Faulkland Rd (Rt 34) and Newport Gap Pike (Rt 41)

Finish & Picnic: The Stone Barn (www.thestonebarn.com)
550 Upland Rd (for GPS use 100 Stone Barn Dr)
Kennett Square PA 19348
610-3472414



Entry Fee: \$15/car for Rally plus \$20/person for Picnic (tax and tip included)

Note:

If you choose to not run the rally, please join us at the Stone Barn about 4:30 P.M. for the Picnic (only \$20/ person). The Stone Barn is a 'BYOB' restaurant, only non-alcoholic refreshments served. Beer available courtesy of BMC. Please Park by the tennis courts, come up stone steps in back door – look for the BMC sign

To Register:

We will need a head count by Wednesday June 6, 2012.

Questions? Contact George Alderman at galderman32@comcast.net or 302-373-2111.

Please send check made payable to BMC to George Alderman, 805 Ramsey Rd, Hockessin, DE 19707-9351

General instructions for the rally will be provided by email.

Driver _____

Navigator _____

Email _____

Email _____

Club Affil: BMC BCCD AHS&T None

Club Affil: BMC BCCD AHS&T None

Car (year, make, model, color) _____

___ I/we will Rally and Picnic

___ I/we will ONLY picnic

Check Amount \$ _____