



THE GASLINE

Brandywine Motorsport Club, Inc.

www.brandywinemotorsportclub.org

November 2019

BMC Club Meeting

Michaels Grille & Pizza Pub, 1000 Churchman's Rd., Newark, Dela. 19713

Tuesday, November 5th - Greet & Eat @ 6-ish, Meeting @ 7-ish

BMC & BCCD Holiday Dinner Party

Friday, December 20th - University & Whist Club - Wilmington, DE

Chair Chatter – Paul Alderman



Oversteer and Detours.

The final autocross of the season was another success thanks to Duke Wilford and Family, Dave Spain and all the other workers that helped to make the event go smoothly. Since the Caterham was sold, I chose to get our Lotus Europa out of storage and ready for the event. The first item on the list was to change the battery hold- down from a bungee cord to an actual battery tray. Once that and an intermittent electrical issue was solved(?), then I was ready for the event. The course layout was fast and one portion was off camber while turning. This was a problem after working on getting under 60 seconds. I was reminded of the fact that you cannot lift and unload the suspension while turning into a corner. The result is known as trailing throttle oversteer and it was magnified by the road camber. My half spin added another 5 seconds to my run and ruined my chance to get under 60.

The Rally to Valley had a great turnout after Duke helped with a MotorsportReg.com email blast, that boosted the entry list. A detour for bridgework added a few miles detour before the rest stop. Another road closure made the lead car team of Heather and Jozef busy putting up BMC papers to detour the teams. Most everyone made the finish except for a team with a time deadline. Thanks to all that came for making the picnic a nice outing also. Congratulations to the winners (see results article in this Gasline).

The next issue involves the need for help for the coming year. We have Board members stepping back from their positions at the close of the year, and I would love some new help for the club. Let me know if you can help with being Treasurer or Membership chair.

Our Christmas/Holiday Dinner Party is scheduled for Dec 20th at the University and Whist Club combined with the British Car Club of Delaware. Come on out for the meeting next week on the 5th at Michael's on Churchman's Road. Hope to see you there.

Paul

Rally Chair – George Alderman

Paul and Hanna Alderman with help from Heather and Jozeph put together a very challenging "rally To The Valley" tour with many questions to answer. It was a good thing there was no speed to maintain or checkpoints, just finding the answers to the questions was plenty to do.



The picnic at Valley Forge was very nice with plenty to eat. Our next activity will be the Holiday Party on Friday December 20th, at the University and Whist Club - see the announcement with this Gasline. We have asked the British Car Club of Delaware to join us, since several of their members helped at the Coatesville Grand Prix, and the \$2000 we received from the GP will be used to reduce the cost of the banquet. I have been a BCCD member for about 20 years and it has been a tradition to bring a wrapped gift to exchange in a "Pollyanna" manner at the December party. So if you wish to join the fun OK, and if not also OK. Sharon Kalinowski will be at our November meeting to join BMC and tell us about the "Pollyanna" gift exchange.

George

Autocross Chair – Duke Wilford



BMC closed our 2019 autocross season on 12 October at Ripken Stadium with a makeup event replacing our heatwave-cancelled July date. Preregistration sold out at 90 cars (our second time this year!) and even with cancellations, this was our best-attended event in a successful season. 91 drivers took the start flag and got in 6 competition runs during the day. Unlike some of our previous October experiences, the weather was ideal, with mild temperatures, little wind, and mixed sun and clouds.

Starting from an offhand Facebook post by autocross regular and BMC member **Alex Brooke**, this season-ending event included a fun class called the **Daily Driver Shootout**. This class was open to nearly-stock cars like you'd normally find in G or H Street classes. Drivers were forbidden from bringing a car that is used in competition. Alex's idea gained traction in the week or two leading up to the event and wound up with 14 entries.

The DDS motto was "run what ya shouldn't have brung". Some cars had more than 200,000 miles on their odometers and all were daily drivers. Yours Truly ran the timing truck (which admittedly was my Volvo V60 wagon for that day) – I unloaded the gear, slapped on the magnetic numbers, and hit the course. **Jason Fetchko** even rented a generic 'penalty box' Kia to bring to the event, and ended up winning the class. Cars were ranked based on the PAX index of their regular class. Instigator Alex Brooke even provided special awards for the Shootout – thanks again for the great idea, Alex!

The normal classes were all in full effect for those who wanted to run their normal competition cars, or whose daily drivers were outside the spirit of the DDS rules. Many of our regulars showed up, along with a large number of first-timers. I was surprised that this late-date event ended up being our most well-attended for 2019.

The course was a long one, with a relatively busy first half leading into a more open second half. The tighter opening act challenged some of the daily driver cars and yielded times ranging from the upper 40s to the upper 60s. SSM M-coupe pilot **Jason Becker** overcame a minor first-run incident to take FTD with a 47.772, edging out Lofland winner **Alden Axford Sr's** 48.060 in his SSM Corvette. **Elias Roman** drove his D Street Focus RS to clinch the PAX win 39.398 index (49.248 raw) time.

Unfortunately, start time was delayed almost 40 minutes past our target of first car off at 10:30a. This was caused by lack of volunteers early in the morning; almost no one was on hand to help with course setup until almost 8:00am. We try to keep things informal and fun, but these events do not run themselves. We definitely need a crew of 3-4 people on hand early to get the cones set up. The sooner the course is checked and chalked, the sooner we can open it for walking. It's to your advantage as a competitor to be involved with laying out the course, so please consider pitching in during the early morning setup.

Final event results and championship points standings are posted at the Club's website at <http://www.brandywinemotorsportclub.org>. Event results can also be found at http://live.axti.me/results/EkiXi9n_P.

We will have a season championship recap and award presentation at the BMC annual holiday party on 20 December. Details and preregistration information are available elsewhere in this newsletter and at <http://msreg.com/BMCBuffet2019>. This is always a good time, and the more the merrier, so please come out if you can make it.

As a final reminder, you can join BMC now and your membership is good through the end of 2020. Membership is available online at <http://msreg.com/BMCMembership2020> or you can download the information sheet at the Club's website above if you prefer to mail a check.

Thanks for everyone's support, participation, and feedback in 2019. This was a rebuilding year for our autocross program, and positive response far exceeded expectations. Turnout per event made this our most successful year ever despite the change in venue. We look forward to seeing everybody in 2020!

*-Duke "That's A Wrap" Wilford
Autocross Chair*



Coatesville Vintage GP Report

BMC Takes On CIVGP - by Dave Back

A year ago when the Coatesville event almost fell apart because of a divide in the race coordinator leadership and the lack of a flagging crew, Merlin Miller came through with less than a month to go with a group of flaggers from the Blue Mountain SCCA.

Along with the divide in leadership came a tremendous confusion as to the running of the event on race day. With less than two weeks before race day, a meeting was held to finalize race day details.

I am very fortunate to have been trained by one of the SCCA flaggers, and Washington DC SCCA racing steward Roger Bacon. Roger trained flaggers in many disciplines, SCCA, AMA, WERA, AMACCS, and my other venues. He even came to the Simeone Museum twice to train my students to flag for the NJMP Rolex event.

Recognizing a lack of adequate flagging for the motorcycle races at Summit Point, Roger, along with a group of volunteers, with the support of then track owner Bill Scott, created MARRC where formal flagger training took place. During its infancy, MARRC did pre-season training with the SCCA at Summit Point. Through this training we learned how a race is run and we created a new standard in flagging never seen before in motorcycle road racing.

The task that BMC took on, providing the infrastructure for flagging the CIVGP, was no easy feat as we later discovered. Realistically, BMC should be proud of what was accomplished. At the end of the day the event finished safely and on time.

Recruiting flaggers is an ongoing challenge, whether SCCA or any other venue. Standing all day on a corner with a radio and a set of flags in all types of weather conditions makes for a long day; and for the city organizers of the CIVGP, this became a huge reality check. In the four years this event has been run, not a single flagging crew has returned.

BMC's participation in the CIVGP is a result of Jim Martin's enthusiasm that we do it. Jim played a key role in assisting me in the previous year and was most helpful working as the Pit Steward. A former student of mine, Shawn Anderson was the head of race control, where we were hampered by the inability to communicate with the flaggers due to excessive background noise. Sound familiar?

Moving forward, if BMC accepts the role of being in charge of the infrastructure of the event, the issues at hand can be resolved if we apply the basic structure of race control.

October Meeting Highlights

The October 1, 2019 meeting was held at Michael's Restaurant Newark, DE. The turnout was 23 members and guests. The meeting was called to order 7:07pm by the Club Chair, Paul Alderman. Jim Martin began the meeting by reviewing the good, the bad, and what can be improved aspects of the Coatesville Grand Prix event while sharing a collection of photos from the event via projector.

Membership Report (Anita Spinelli)

We have a few new members. Welcome. Membership open for 2020.

Treasurers Report (Richard Wortmann)

Nothing to report.

Rally Report (George Alderman)

Rally to Valley Forge Park October 19th. Sign up to drive or simply socialize at the park.

AutoX Report (Duke Wilford)

Ripken's venue is happy with BMC with good turnouts and good results. Within three events non-members rank 2:1 over members, let's turn that around.

Drift Report (Jimmy Brown & Justin Sieminski)

December 21st event at Dover Speedway. Three car tandems, two layouts, food trucks, and skid pad.

Property Report (Dave Mitchell)

Nothing to report.

New Business

Brandywine Motorsport Club / British Car Club of Delaware combined Holiday Dinner Party: Friday December 20th. Event held at the University & Whist Club, Wilm. DE.

Meeting adjourned 8:30pm.

Michael Trzonkowski



Rally to Valley Report

The Rally to Valley was a nice drive down scenic roads with only a few little detours. We had 16 entries with 9 Novice and 7 Experts. The rally started in Greenville and wound through the back roads to the break in Exton and on to the Valley Forge National Park. We finished with a picnic in the park with a view of the Arch. Everyone brought some food to share and fun was had by all. Everyone had a list of 40 questions to answer, but because of a detour near the end question 38 was dropped. We had many BMC members, as well as, some friends of club members. Members from the Porsche Club and some new folks that saw us on MotorsportReg.com and signed up. For those that counted there were 45 mailboxes, 2 teams had the correct answer.

Novice Class (under 12 rallies)

1. Vince Crognale and Angela Crognale	35 T
2. Ed Massagli and Mary Ann Puckett	34.5 T
3. Chris Ellis and Phil Kunz	32.5 T
4. Michele Guerin and Rick Eichmann	32
5. Wayne Thompson and Treba Thompson	31.5
6. Jake Bowers and John Colatriano	27
7. Dave Spain and Lauren Spain	25
8. Humbolt Jimenez	Solo
9. Fernando Gomez and Leslie Gomez	--

Expert Class (12 + Rallies)

1. George Alderman and Renee O'Leary	38 T
2. Willis Weldin and Martha Weldin	35 T
3. Duke Wilford and Maryanne Wilford	33 T
4. Phil Worrell and Kathe Worrell	30.5
5. Jim Irons and Marie Irons	29
6. Lizzy Wilford and Navigator	—
7. Jim Martin	Solo

I hope everyone enjoyed the event as much as we did. Thanks again to those new attendees, and all the BMCers that help make it a great event.

Paul and Hanna Alderman Rallymasters

