



THE GASLINE

Brandywine Motorsport Club, Inc.

www.brandywinemotorsportclub.org

December 2011



BMC HOLIDAY PARTY & CLUB MEETING

**Tuesday, December 6th, 2011 @ Stewart's Brewing Co. ,
Rtes 7 & 40, Bear, Dela. 6:30 P.M.**



Chair Chatter – Paul Alderman

Thanks. As we close another year, I am reminded to be thankful.

I am thankful for my family and my friends. Thanks for all of my friends in the club who organized, worked, and supported the events of the year. Thank you to all our friends from Dela. PCA and BCCD for their help and support for our combined events.

I look forward to a nice Christmas Party at Stewart's Brewing Co. on Dec 6th. I am also looking forward to an exciting 60th Anniversary year in 2012. More to come...

*Blessed,
Paul*

Autocross Notes – Dave Dabell

The planned autocross dates for 2012 are:

Saturday, April 14 - TBD

Saturday, June 23 - Glasgow

Saturday, August 11 - Glasgow

Sunday, October 13 - TBD

These are the same weekends as in 2011, with the exception of the April date which was moved to a Saturday to avoid a conflict with the Braille Rally.

Unfortunately, we no longer are able to use the Dover site. Alternate sites for the April and October events are being investigated.

*Happy Holidays!
Dave Dabell*

Rally Notes – Dave Teter

This month I can wear on you with a few words about the Pine Barrens Express (PBX) held on Nov 19th with HQ in Hammonton, NJ. As some may recall, I have promoted this event at the last couple of meetings. The PBX is held in the Wharton State Forest on narrow one lane roads of firm-to-soft sand and, depending on the previous days' weather, there may be puddles of 2-5" depth up to 8-10" --- difficult to tell until you blast through them.

The roads are not posted but with a forest speed limit of 25 mph; most speeds for the rally are assigned as such.

A typical rally driving situation is 'twaddling along' on time and then you encounter a twisty section, slowing you to 15-20 mph, and perhaps a turn onto an intersecting road. Now you are 8-10 seconds late. The next step (terrain permitting) is a sprint to get back on time as a checkpoint is likely to be near. The sprint may take you through a few 'wiggles' in the road and you're likely have your 'tail out' a few times.

I worked two controls. The first was in daylight as my partner took pictures of most cars. See:

<http://s1219.photobucket.com/albums/dd430/rally2xs/PineBarrensExpress2011/>

I did the timing alone (not too difficult in daylight). The second control was in the dark, but we arrived in daylight hours. We observed some animal tracks in the sandy soil. There were obvious deer tracks, but then we noticed tracks with '4 toes' - hmmm!!

THEY WERE BEAR TRACKS!

The winning score in the Equipped class (computers) was 37 for the 20 controls; the Limited class (any odometer but no computer) was 88. Class S (stock odo with calculator) was 141 and the top novice score was 637.

1 November Meeting Highlights

The November BMC General Meeting, at Matilda's Restaurant, was attended by 18 members.

Treasury: Paul Alderman reported for Martha Weldin that the treasury balance was \$7,632.95.

Membership: Paul reported for Martha Weldin that the club membership remains at 73.

Rally: Dave Teter noted that Wayne Elvin has worked on the 20112 March Lamb rally. Dave also described the SJR Pine Barrens Express rally on Nov. 19.

Autocross: Dave Dabell wishes to thank all the volunteers who helped all season. We have lost the use of the Dover site due to access complaints from a nearby dance class group.

Gasline: Jim Irons mentioned members' car photos are needed for the Gasline.

Property: Paul A. announced that BMC patches, stickers and pins are available at the meeting.

Social: The annual Christmas party and meeting will be held at Stewart's Brewing Co.

New Business: Jim Martin mentioned that 2012 is BMC's 60th anniversary. He also made numerous suggestions for the club.

Highlights summarized By Editor Jim Irons based on Meeting Minutes provided by BMC Secretary Kathe Worrell, and Jim's own fuzzy recollections.

The Day of the Birth of Our Club

BMC's history began at a coffee shop; the following article describes the event. I believe this article may have been in the Wilmington News Journal on June 19th 1952.

Sport Car Devotees Organize New Club

June 18, 1952

A Brandywine Motorsport Club was organized at a meeting in the Coffee Shoppe last night.

Members of the Wilmington Sub Centre, MG Car Club voted to disassociate themselves from the Eastern Center, MG Car Club and its parent organization in England.

The new club will be devoted to the furtherance of all phases of motoring activity and is to be governed solely by an executive committee of seven elected members. Those named are Bruce F. Green and E. A. Gridley III, both of Wilmington; Daniel O. Hastings III, Centreville; Alexis I DuPont, Montchanin; Harold Dexter, Newark; Harry Beck, Collins Park and Charles Devaney, Berwyn, PA.

A day later, the Certificate of Incorporation was filed with the Secretary of State for the State of Delaware. June 2012 will mark our 60th year, making us quite possibly the oldest Motorsport Club in Delaware.

I wonder if any of our Founding Fathers will help us celebrate our anniversary?

Submitted by Jim Martin

2011 BMC Executive Committee

- Club Chair – Paul Alderman
- Secretary – Kathe Worrell
- Treasurer – Martha Weldin
- Autocross Chair– Dave Dabell
- Rally Chair – Dave Teter
- Gasline Editor – Jim Irons
- Property Custodian(s) – Mark & Michelle Schroy
- Member-At-Large – George Alderman



Members' Wheels – Now



BMC member Richard Schnabel (second from right above with wife Laura) had a very successful weekend at VIR (Virginia International Raceway) during the recent Gold Cup Vintage races. Driving his classic Volvo P1800, Richard placed 1st in VDP class and also received the VIR Founders Cup Trophy for the Best Finishing Group DP car.

Where's Your Pics?

We'd like *Members' Wheels* to be a regular feature in the Gasline. Send me a photo of your car with some brief details and I'll use it in a future issue. I can clean up photos and resize them as necessary. Just email it to captjti@verizon.net

Jim Irons - Gasline Editor

Members' Wheels – Then



*The Gasline Editor needed a space filler.
Jim in his new '57 Chevy racing a '57 Mercury at the Lancaster, Pa. airport drags. The Chevy won.*

The Hard Drive Garage – By Mark Schroy

Okay fellow gearheads, this month brings to us another eBay auction, but one that didn't meet its reserve. Honestly, I am amazed this car didn't get sold, considering its pedigree!



The car I am talking about is the awesome Group B Rally Ford RS200. This version is one of 24 produced, the 600 hp uprated Evolution. These cars were built by Ford Motorsports in England for Group B Rally competition, a group that was unfortunately short lived. FIA rules required 200 cars be built for the street, and this car falls into the smaller Evolution street version.

A street-legal car weighing 2300 lbs with 600 hp? This car would scoot to 60mph in around 3 seconds, faster than a Ferrari Enzo, and is much older (25 years old). The car that Ford ran in Group B before that was the Ford Escort MkII RS2000:



That previous Ford did very well in rallying with a smaller engine and less hp. When Ford decided to build a new car for Group B, they started developing the Escort RS 1700T.

When the 1700T project failed miserably, Ford decided to start from scratch and develop their own 4WD system to compete with Audi and Peugeot. The brand new design consisted of a plastic/fiberglass composite body designed by Ghia, a mid mounted engine, and 4WD. To help with the weight balance, the mid-mounted engine sent the power to the front mounted transmission to the front wheels first, then back to the rear wheels. Yikes - talk about complicated! A double wishbone suspension helped keep all four wheels on the ground. A number of the other parts were taken from the parts bin, like the Sierra windshield and door glass!

Anyways, when these cars finally got to racing, they only ended up racing for a full year. By 1986, the car became obsolete after the FIA, which controlled the WRC, abolished the Group B class.

Ford had planned on introducing the Evolution RS200 for 1987, which also had upgraded brakes and suspension components. The power output from the engine varies depending on who you talk to, but anywhere from 550 to 815 hp. Somehow the eBay seller pins his at 600 hp.

The car for sale on eBay gathered 7 bids before the auction ended. The reserve was never met and the last bid was for \$118,100. HOW it didn't meet its reserve by then, only the seller knows. This RS200 only has 192 miles on the odometer. How can you have a car like this and not drive the heck out of it? I understand it's an ultra rare car, but come on!

There have been some kit car versions produced to copy these cars, but they end up usually being front-engined cars based on the MG Maestro. Um, no thanks. I would rather have the real thing.

Here's the eBay link if you're interested:

http://cgi.ebay.com/ebaymotors/ws/eBayISAPI.dll?ViewItem&item=290629944975+&viewitem#ht_189&wt_1171

Enjoy!!!

Mark



BMC's Holiday Party (and Short Meeting)

Tuesday, December 6, 2011, 6:30 P.M.



stewartsbrewingcompany.com

Stewart's Brewing Company
Governors Square Shopping Center
Rtes. 7 & 40
Bear Dela.

Italian Buffet Includes:
Fresh Mozzarella & Tomato Salad w/Basil
Baked Manicotti
Tortellini Broccoli Alfredo
Chicken Parmesan w/Fettucini
Garlic Bread Sticks
Assorted Soft Drinks - Coffee & Tea
Cash Bar

Cost: \$5.00 per BMC Member, Payable at the Party
Guests: \$20.00

Please R.S.V.P. by November 27th to
George Alderman at GAlderman32@comcast.net
Jim Irons at captjti@verizon.net