



THE GASLINE

Brandywine Motorsport Club, Inc.

www.brandywinemotorsportclub.org

August 2014

BMC CLUB MEETING

Tuesday, August 5th – 6:00 P.M. greet & eat / 7 P.M. Meeting

The Charcoal Pit at Price's Corner

BMC AUTOCROSS V

Saturday, August 16th, Keene Elementary School, Glasgow, Dela., Flyer enclosed

NEW! - BMC Club Store

We now have an online store that members can use to purchase apparel with BMC Club Logos as well as various other car-related items. Go to the BMC web site: www.brandywinemotorsportclub.org and click on 'Club Store'.

Thanks go to Scott Clapper who suggested the idea several months ago and got us connected with the supplier; and Shawn Dewey who converted the BMC Logo into a format that the supplier could use.

All orders are between the Club members and the online company; BMC will not be involved, nor receives any proceeds from the sales.

Rally Chair - George Alderman

The June 28th BMC Rally and Picnic was well attended and enjoyed by all that entered. The rally was a rerun of the Braille Rally course except that all the check-points were "do it yourself" where the navigator had to figure out what the correct arrival time was for their car by measuring the mileage from the previous official time and mileage before the checkpoint and adding that time for a perfect score. On checkpoint #4 that distance was exactly 1 mile or 2 minutes since the average speed was 30 MPH. Because we didn't need crews to run the check points, that gave us more members to run the rally. We also had members who came to the picnic but didn't run the rally. A big "Thank You" to the Delaware Association for the Blind for letting us use their pool and picnic area.

Experienced Class	CP 1	CP 2	CP 3	CP 4	CP 5	Total
Jim and Marie Irons	4	0	2	19	17	42
Scott and Judie Clabaugh	21	10	8	1	88	128
Paul and Hanna Alderman	79	0	12	30	24	145
George Mershan and Len Courtney	The navigator became ill and they retired					

Novice Class	CP 1	CP 2	CP 3	CP 4	CP 5	Total
Liz Haines and Jim Martin	42	55	18	56	8	179
Kirk Evans and Janet Brown	36	3	65	4	114	222
Kevin Fernsler and Brian Lamb	104	250	82	29	72	537
John Kegelman and Mary Young	70	50	58	171	250	599
Lou Spinelli and Anita Steward	24	500	500	500	84	1608
Phil Worrell and No Navigator	Just drove the rally route					
Ed Trahan and Son	Just drove the rally route					

Thanks also to the members who came helped with the picnic: Dave and Peggy Mitchell, Don and Charlotte Short, Dave and Bridget Back, Dave Dabell, Heather Alderman, plus Willis Weldin and George Alderman Rallymasters.

Chair Chatter – Paul Alderman



Well, as I sit to write my monthly ramblings, I'm reminded of a conversation Dave Teter and I had about a rally.

I was around 14 years old, (yes it was a while ago) and my father, George, and I were attempting to run a Teter rally. The clues were moderately hard, but the 'course following rules' were even worse. We ended up doing a completely wrong turn based on the only misspelled "Oktoberfest" sign on the rally route. Afterward, Dave and I had a laugh, he referred to it as "the Oktoberfest slaughter" based on the number of complaints and max scores for checkpoints. Dad and I gave the checkpoint team something to talk about after we came up to the checkpoint from the wrong direction and did a slide, burnout, u-turn to get going in the right direction. While my father and I stopped running rallies together, we still laugh about that day trying to find our way around the countryside, thanks to our friend Dave Teter. We will miss you, Dave.

In other news, another autocross has been run and if you missed it shame on you. Duke keeps making challenging courses and this was no different. We used all the cones in the trailer and we still had a few places that more cones could have been used. The workers had to keep their eyes on the cars and they were even seen giving some additional on course coaching. Good job everyone. This month's autocross finds us at the Keene Elementary Bullring which will be a big change but a challenge. Come on out and get yourself ready for the final autocross of the season in Dover. Hope to see you there.

Come on out and join us for the August 5th meeting at the Charcoal Pit on Kirkwood highway. I will be heading out to machine training for the shop, but I know everyone else will be glad to see you.

Paul

Secretary's Report - Jim Martin

The 1st of July, 2014 meeting was held at the Charcoal Pit on Kirkwood Highway. The turnout was 10 members; thanks to all that showed up. Your input and support inspire us for all the work that we are putting in. I hope the low attendance is because everyone forgot? The meeting was called to order by Paul Alderman at 7:28 PM.

Treasurer's Report (Willis Weldin) – At the end of June, we had \$7,467.76 in our Club account. Since making a major purchase of our timing equipment for our AutoX, this was the 3rd installment (\$1,000+) toward our payback plan. Our Club finances are now back to a normal running level. Our membership has increased to 89 members

Rally Report (George Alderman) – We had our annual Club Picnic/Rally on Saturday, June 28th. We had 10 cars registered for the Rally. Jim Irons (Driver) and Marie Irons (Navigator) came in 1st place in the experienced category. Liz Haines (Driver) and Jim Martin (Navigator) came in 1st Place in the Novice class. We had about 30 people at the picnic which was held at the Delaware Association for the Blind. Thanks to Scott Clabaugh for setting us up at the Association.

Autocross Report (Duke Wilford) – Our 3rd Autocross is now history. We had 56 cars participate, made up of 27 BMC members and 29 non-members. We are averaging about \$950 (clear) for each event and we have 3 events left for the year. We also agreed to a plan that was laid out by Duke that would allow us to break even by staging the last AutoX of the year at Dover Downs

on October 11th, with the rain date for the following week. In conjunction with that, we agreed that if anyone signs up for new membership after 10/1, their membership would be good for the full following year.

Our next AutoX is scheduled for 7/19 at the Glasgow site. On 8/16, we will return to Keene Elementary for an AutoX.

Property Report (Mark Schroy) – No news.

Other News (Dave Back) - The Delaware Sports Hall of Fame (<http://www.desports.org/>) has put George Alderman's on the nomination list for 2015. Only members (as of 12/31/2014) are eligible to vote. George has earned this and we need to help the vote over the top by all joining the Hall of Fame this year and vote for George, he would do it for you.

Also, we are exploring taking a trip to the 3 Dog Garage in Boyertown on a Saturday for a tour of Russ Myer's Car Collection (there is no charge to tour his collection).

Gasline Report (Jim Irons) – Please submit any articles to Jim Irons before 7/29 so they can be published in our next newsletter.

Our August Club Meeting (8/5/2014) will be held at the Charcoal Pit on Kirkwood Highway at 6:30 PM. Don't forget, the 1st Tuesday of each month.

The meeting was adjourned at 7:58 PM.

Autocross Chair – Duke Wilford



Even if you don't read anything else in this epic report, skip to the end for an important announcement! --Duke

Autocross IV ended our 3-event stand at Glasgow High School for the 2014 season. This event was dedicated to Dave Teter, long-time BMC member and rallyist, who passed away in July. Next month we return to our roots at Keene Elementary. It seems to have been a successful run at the new High School site, and we hope to be back for 3 or 4 events there in 2015. We also continued our streak of good weather, with no rain but enough cloud cover to keep the worst of the sun off until late in the day. At 49 cars, we dipped below 50 for the first time this season, though the date did overlap a major Philly Region SCCA event. Some cars had more than 1 driver, and some drivers had more than 1 car. We were able to get in a total of 6 competition runs.

The latest course was the longest yet, averaging about 10 seconds longer, and it used up as much of the available lot as possible. It even featured a crossover loop at the bottom right corner to stretch the distance a little further. One driver remarked that it was a "FWD course". I don't know if that was true or not, but it definitely required drivers to look well ahead and brake early. *Slow in, fast out* was the key to success.

Glasgow HS has been interesting from a course design perspective. Although the lot is large, runoff room is minimal, and it's peppered with nice, sturdy concrete light pole bases. We made over 900 passes there without an incident, but I will continue to look for ways to improve the fun and safety of each layout. We also have to take noise management into consideration, and avoid putting major acceleration or braking points too close to the neighbors.

I am extremely interested in honest feedback on the recent course layouts, so please share your thoughts by email to BMCautox@gmail.com, or via the Facebook group. Too fast? Too slow? Too complicated? Too many cones? This last item can be a sticking point – pointer cones can help, but they can also obscure the path. Avoiding 'off course' calls really requires the driver to look up and focus on the long view, rather than driving gate to gate.

At July's event, a little over half the cars fell into the Street category, including the Classic Street Car class. Starting in HS, all the way up to BS, everybody had at least one person to run against. HS showed a pair of modern Volkswagens, with diesel power helping take the win. GS was also a 2-car class, Mitsubishi GT versus Subaru grocery getter. FS was "Eighties versus Oughties," with older performance cars battling against newer sports sedans.

After some morning miscues, Phil Worrell got the hang of the course in the afternoon heat and put his blue Mk II MR-2 on the top of the podium in ES – of course,

that podium was only 1 step high, with the surprising lack of Street class Miatas at this event. DS continues to be dominated by the Mini Cooper S. Our largest class was C Street, with 7 competitors ranging from modern Z cars to Emlyne Forren's pearl white RX-8. Chris Walton and Morgan Krause shared Morgan's Scion FR-S and the top 2 spots, with Chris taking the win by about 5 tenths. In BS, Jim Irons debuted his blue Z4 roadster, replacing his ES Miata. How'd it feel, Jim? (*I miss the Miata*) Larry Waltemire's Boxster set the bar early in the day, and finished the afternoon with a solid string of low 47s for the BS win. Not bad for street rubber, Larry.

In Classic Street Car, Jim Martin brought the big Healey back for its second go, and newcomer Steve Garrett showed up in his bright yellow Lotus Europa. Frank Adkins suffered from navigational problems in the baby blue American Iron Valiant, but sure sounded good anyway. Lou Spinelli's '66 Cobra brought enough big-block thunder for the class win. It seems more at home at GHS than it did at Keene!

ST remains our second largest category, with 15 entries. This category was heavily populated by Volkswagens and Mazdas, with fewer Subarus than normal. Jase Johnston and his "RedSuns" 240SX gave us a drift show on his final run. The entire Williams family piled into the trusty silver M3, while visiting family members borrowed the Civic Si to try their hands at autocrossing. Peyton Cooke drove the Si to good effect, taking 2nd in STF in her first-ever autocross, behind Matt Collins' dark blue Rabbit. James Williams was quick and smooth all day, and was definitely a contender for FTD - he beat both parents, and Mike Katsimbris's fast black STi, for the top spot in STU.

SP had two single-car classes, with both Alex Brooke (NA Miata) and Mike DiMaio (Omni GLH-T) flinging their snappy little cars around the course. Turbo Dodge power took the day with about a quarter-second lead. SM was dominated by the Krause brothers in JB's turbocharged 240SX, with Shawn Douglas's upgraded Genesis in the middle and Walt Jones's S10 rounding out the class. Walt's already plotting to install more tire at the front end, as his conversion from dragracer to autocrosser continues...

There are a few corrections from the results as announced: Mark Richmond's 1984 300ZX is a few years too new for our Classic Street Car class, so he moves to 3rd place in F Street. This puts Jim Martin and his 1964 Healey on the 3rd podium spot in CSC. Also, I may have failed to announce that Michael Bowser earned the win in STX because his name was separated from the rest of the class on the results sheet. Mike, if we owe you some Winner's glassware, please let me know, and we'll get it to you. Finally, Phil Worrell's MR-2 was misclassified in HS rather than ES, meaning Chris Walton moves to the top shelf in HS. Chris, please bring your Runner-up glass to the next event, and we'll trade you for a Winner trophy. (*Continued on next page...*)

Autocross Chair (Cont'd.)

As a reminder, **please check your class information**, even if you have a preprinted card – especially if you bring a different car to the event! Thanks.

On this somewhat longer course, the top 11 cars all cleared the 48-second hurdle, but only 4 made it below the 47-second mark. James Williams had the competition worried, diving deep into the 47s at the start of the afternoon heat and chalking up a 46.824 on his last run. Brothers JB and Morgan Krause went hammer and tongs all day, sharing JB's turbo S14. Both made it into the 46s, but Morgan had the Midas touch, edging JB by a mere 0.036" margin with his 46.180 best. Phoo! But, in the end, the Caterham was unstoppable. Paul Alderman's Hoosier-shod Caterham Super 7 was just too quick. Standing on an FTD of 45.292 from his 4th pass, Paul opted to drive the tour bus for his remaining runs.

Thanks to Scott Clapper and Jase Johnston for teching entrants. Thanks also to registration, timing, and scoring volunteers Maryanne, Lizzy, and Allegheny Wilford, as well as new member Valerie Cook and old hands Jim Irons and Jim Martin. T&S were on the ball, with very few delays or issues throughout the day. We are always looking for volunteers to handle these more technical roles on a regular basis. If you are interested in having an assigned position, please contact me.

Thanks also to photographer Dave Back for coming out again. Like last time, we will post images up as we receive them.

Skimmers, this is the part you should be sure to read:

BREAKING NEWS – BMC AUTOX RETURNS TO DOVER SPEEDWAY FOR 2014 FINALE

Dover, Delaware – Brandywine Motorsport Club is excited to return to the Monster Mile for our season finale on 11 October. Despite some hurdles with both promotion and execution, we had a successful event last year. With the decision made earlier this season, we have more time to spread the word far and wide to attract a big field for this big venue. Details and preregistration are available at BMC's usual locations, and at www.motorsportreg.com. Sign up early, and don't forget to spread the news! There are a lot of downstate and out-of-state folks we'd like to meet or see again, so tell a friend.

*-Duke "Out Of Excuses" Wilford
Autocross Chair*

2014 Car Events Schedule – Rev. 06/24/2014

- Aug.** 6-9 Healey Encounter, Bethlehem, PA – AHS&T
16 **BMC Autocross V – Keene Elementary School, Glasgow, DE**
23 Chesapeake City Car Show -
- Sept.** 5-7 **US Vintage Grand Prix, Watkins Glen, NY**
www.theglen.com/Tickets-Events/Events/2014/US-Vintage-Grand-Prix.aspx
13 AHS&T Road Trip to St. Michaels, MD
14 Hagley Car Show – Greenville, DE – www.hagley.org/hagley-car-show-2014
20 Delaware City Car Show, Delaware City, DE – BCCD
27 Classic & Exotic Car Show, Greenville, DE – PCA
27 MG on The Rocks www.mgsofbaltimore.com/
- Oct.** 11 **BMC Autocross VI – Dover Speedway**

Cars & Coffee – Every Saturday morning at the Dilworthtown, PA Starbucks - PCA

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 Club of America

BMC AUTOCROSS IV RESULTS
Glasgow School Site – July 19, 2014

<u>Class #</u>	<u>Name</u>	<u>Car</u>	<u>Time</u>	<u>Class #</u>	<u>Name</u>	<u>Car</u>	<u>Time</u>
AS 13	Scott Clapper	'07 Corvette	48.403	STC 27	Alexander Cabinian	'86 VW Scirocco	48.325
BS 81	Larry Waltemire	'05 Porsche Boxster	47.126	STC 92	Jason Johnston	'95 Nissan 240SX	49.288
BS 23	Jim Irons	'06 BMW Z4 3.0i	52.914	STC 301	Jackson Carr	'97 Honda Civic	57.896
CS 728	Chris Walton	'13 Scion FR-S	47.394	STC 30	Jim Carr	'97 Honda Civic	--.
CS 128	Morgan Krause	'13 Scion FR-S	47.897	STF 187	Matt Collins	'08 VW Rabbit 2.5	48.575
CS 39	Geoff Germono	'07 Nissan 350Z	48.571	STF 183	Peyton Cooke	'09 Honda Civic	53.733
CS 111	Mike Carl	'95 BMW M3	50.614	STF 83	Mark Williamson	'09 Honda Civic	58.230
CS 215	Justin Tuppeny	'07 Mazda Miata	51.924	STU 17	James Williams	'02 BMW M3	46.824
CS 37	Emlyne Forren	'05 Mazda RX8	54.865	STU 4	Michael Katsimbris	'05 Impreza WRX STi	47.763
CS 5	Gaurav Banerjee	'06 Nissan 350Z	55.455	STU 74	John Williams	'02 BMW M3	48.417
DS 71	Tom Cothron	'06 Mini Cooper S JCW	47.982	STU 70	Marti Williams	'02 BMW M3	49.590
DS 53	John Allard	'08 Mini Cooper S	52.944	STX 75	Michael Bowser	'13 VW GTI	49.822
ES 33	Phil Worrell	'95 Toyota MR-2	50.618	STX 19	Mike Yoder	'08 Mazdaspeed 3	49.901
FS 65	Duke Wilford	'03 BMW 325i	49.060	STX 115	Matthew daCosta	'13 VW GLI	53.070
FS 110	Mike Nantais	'06 Lexus IS350	51.905	STX 181	Jake Waltemire	'86 BMW 325es	53.121
FS 21	Mark Richmond	'84 300ZX Turbo	54.950	STX 191	Ron Kerchner	'08 Mazdaspeed 3	75.529
FS 9	Zach Krogstad	'92 Camaro RS	55.392	CSP 916	Alexander Brooke	'91 Mazda Miata	49.726
GS 119	Tyler Stevens	'98 Mitsubishi 3000gt	51.737	DSP 85	Mike DiMaio	'85 Dodge Omni GLH-T	49.470
GS 16	Elizabeth Wilford	'02 Subaru 2.5TS	54.052	SM 54	Morgan Krause	'95 Nissan 240SX	46.180
HS 38	Chris Walton	'13 VW Jetta TDI	51.530	SM 514	J.B. Krause	'95 Nissan 240SX	46.216
HS 49	Kris Garrett	'13 VW Golf	62.028	SM 47	Shawn Douglas	'13 Hyundai Genesis	50.965
CSC 66	Lou Spinelli	'66 AC Cobra	52.963	SM 20	Walt Jones	'94 GMC Sonoma	53.612
CSC 7	Steve Garrett	'73 Lotus Europa	53.429	DM 68	Paul Alderman	'09 Caterham Super 7 SV	*45.292
CSC 64	Jim Martin	'64 Austin Healey 3000	71.443	DM 32	George Alderman	'09 Caterham Super 7 SV	50.893
CSC 44	Frank Adkins	'65 Plymouth Valiant	--.				

**FTD (Fastest Time of the Day)*

The Top Ten

DM 68	Paul Alderman	'05 Caterham Super 7	45.292
SM 54	Morgan Krause	'95 Nissan 240SX	46.180
SM 514	J.B. Krause	'95 Nissan 240SX	46.216
STU 17	James Williams	'02 BMW M3	46.824
BS 81	Larry Waltemire	'05 Porsche Boxster	47.126
CS 728	Chris Walton	'13 Scion FR-S	47.394
STU 4	Michael Katsimbris	'05 Impreza WRX STi	47.763
CS 128	Morgan Krause	'13 Scion FR-S	47.897
DS 71	Tom Cothron	'06 Mini Cooper S JCW	47.982
STC 27	Alexander Cabinian	'86 VW Scirocco	48.325

The Hard Drive Garage

or... Holy MGB Batman!

Hello miscreants! This month's offering of motoring insanity comes courtesy of an eagle-eyed member, who shall remain nameless. Needless to say, you all know him, and have probably spent some of your hard earned weekends with him. He always sends me frightening finds, usually with the subject disclaimer of: KILL IT WITH FIRE. That's when I know that opening his email could in fact be lethal to my computer...

This monster currently resides in Palo Alto, CA, and somehow gathered 2 bidders and eventually SOLD for \$3500. I will let the pictures yell for themselves:



For some reason, it reminds me of an aborted Batmobile. Under the bizarre front end and basic black paint job used to be a 1970 MGB Roadster. From the small amount of info on the auction page, I can guess the current seller BOUGHT IT THIS WAY with a California SALVAGE TITLE. The seller states with the title that "I don't know how that happened". My best guess is that the DMV laughed at the previous owner when he wanted to register the car looking like that. I still can't imagine how much it cost for the custom front end-but wait till we get to the rear. I'm not sure what the point of the hood scoop is, since the engine has no major upgrades that would make use of it:

The dual carbs and K&N filters are a nice add, but that's about it. It's a rather boring 1.8L engine that is probably embarrassed at the surrounding sheet metal...



Now, the rear :



Yes, a pretty standard MGB rear with TAIL FINS. Seriously, WTF?!? This isn't your daddy's Cadillac. I honestly don't know who would think that fins on an MGB can work-at all. Now, there has been some updating to the car, with a new top, fresh brakes on all the corners, a new T choke cable, plus new tires and inner tubes. Inner tubes?

Whatever. I don't mind the blacked out wire wheels, but the add-on body has got to go. The interior is a little strange too:



Black dash, door panel, but a reddish(?) passenger seat? Matched up with a Tan Top? I can't even guess who thought that was a good combination. The missing speaker in the door is a bit curious too.

In the vehicle description section, the Mileage is listed as: 0. Huh? The other interior picture has the odometer at 2152, but the first number is obscured by the speedo needle. My guess is a 6, maybe an 8. The number of cylinders is correct at 4, but I can't figure out what the seller means by Body Type: U/K. Under Options, he has listed Convertible. Shouldn't that be body type? Under Drive Type, again it's listed as: U/K. Nope. No clue.

This is the car that never should be. I know I have said that before, but this would frighten Frankenstein. I would rather pull together a British mob to scare it away with torches, but the TSA frowns on that type of thing in carry on luggage nowadays...

So, all in all, this is a poor little LBC that had WAY too much TLC with a extra helping of OMGWTF, which ended up as a MGB that makes me ROFLMFAO.

Till next time-enjoy! M

