



# THE GASLINE

*Brandywine Motorsport Club, Inc.*

[www.brandywinemotorsportclub.org](http://www.brandywinemotorsportclub.org)

*August 2017*

***August BMC Club Meeting - New Location!***  
***Skipjack Dining Restaurant, 401 Louviers Drive, Newark, DE 19711***  
***[skipjacknewark@gmail.com](mailto:skipjacknewark@gmail.com)***  
***Tuesday, August 1st – Greet & Eat @ 6:00, Meeting @ 7:00 P.M.***  
***BMC Autocross IV - TBD***

## *Chair Chatter – Paul Alderman*



Well, we have just finished 3 events in 3 weekends. We had Autocross 2 that was moved from May, and I have a car capable of running for FTD again. Congrats to all who won and to David Hughes for FTD. A quick breakdown of the event with the Caterham.

Run 1: When the car is new and the brake pads are not bedded-in, the pedal height will change. This makes the brake pedal travel below the throttle and results in a braking and throttle combination going into a sharp right turn box. The car then proceeds to mow over the wall of cones on the outside of the box. (Only 1 cone but felt like more)

Run 2: If you move the seat, make sure it is latched. If not, you will accelerate and the seat will ratchet back about 6 notches. The result is driving with your finger tips and toes. 42.197

Run 3: Finally get adjusted to the brake pedal and make sure the seat is latched. 40.659, 1.5 off FTD.

Run 4: Ok you can go faster, Focus and Drive Smooth. 39.838 only 0.7 off FTD. Stop and talk to David after the run and find out he lowered FTD to 38.428. DANG! still 1.4 seconds off.

Run 5: Really focused and driving smooth 38.634 just 0.2 off FTD

Run 6: Go get it. Drive harder. Result, beat up the tires and went even slower 40.464. Don't drive angry.

Weekend 2: Ran the Back to the 60's Rally with a longtime friend Steve, driving my Mustang. Got my odometer, Stopwatch and Curta calculator. Followed the clues and mileage and had a blast. The roads were ones that I've been driving for years, so we both knew some of the clues and turns ahead of time. The only problem was that you need to check your watch with the official time to make sure you arrive at the checkpoint at the proper time.

I forgot to start the watch at 12:00 and at 1:00 before the start of the rally, but I checked the clock in the car and it was very close. I then adjusted my watch on course while we were running. I thought it was a minute off, and guess what, it was only 5 seconds off. We drove through the checkpoints and thought we were within 10 seconds of the correct time, but I was really a minute early. George was looking at the time and scratching his head. Why is he so early? I repeated it for the next manned checkpoint but finished off the rally with some decent DIY (Do It Yourself Checkpoint Times). We had a nice meal and great conversation with the second-place finishers, and Steve put it best. "What a great time, driving around with a friend in a classic Mustang."

Weekend 3 Autocross 3: Boy is it Hot! Thanks to Shawn Dewey for bringing the trailer and his 10 x 20 canopy. It was better in the shade than roasting in the Caterham in line. Shawn drove the first group and I drove in the final spot in the final group. A few small issues of missed gates but we adjusted the brake pedal and there were no exciting stops or unintended seat movements. The field of drivers was tight and I worked my way up into a 6<sup>th</sup> place finish. I need to apologize to the workers who had to setup for the last couple reruns. After hitting the first cone on my last run, I got a little out of shape and took out 4 cones. I figured I would throw the car around a bit for some excitement because I had ruined my chance at a faster time. I came back and realized the workers had to reset the cones for some reruns. Oops sorry. Nice course, the top 10 were within a second. Congrats Alex Meramo for being the only one in the 35 second bracket, I wanted to be there with you.

Thanks for reading this far. Hope to see you at the next meeting at Skipjack on the 1<sup>st</sup>.

*See you there,  
PJA*

## Rally Report – George Alderman

✓ The "Back to the 60's" Rally was not well attended for some reason, maybe July is a bad month or maybe no one wanted to try an old style rally. Those of us that checked it out thought it was OK and was somewhat like some of the older rallies we remembered with not a lot of road names and some hard to see After clues and some long "follow the main road" instructions that kept you wondering if you were going the correct way. This is the first rally in quite some time where not everyone made it to the finish for something to eat and drink. I guess we should go back to the 21st century where the rallies are more like tours with easy to follow directions.

Jim Irons is working on a rally for September 24th that will end in Georgetown MD like the one he did last year.

George

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### Back to the 60's Rally Results

Driver	Navigator	CP1	CP2	CP3	CP4	CP5	Total	
Steve Cummings	Paul Alderman	7	5	88	127	64	291	
Jose Gomez	Anthony Michlik	92	88	500	172	20	872	
Greg Kulp	Lori Wright	Finished but max score					2500	
Connor Knight	Chris Knight	Did not finish						
John Allen	Kelly Fortune	Did not finish						
Todd Metzger	Abby Metzger	Did not finish						

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## A Rallymaster's Comments

On Saturday, July 15<sup>th</sup>, BMC hosted a rally. The rally was a traditional Time-Speed-Distance event designed to help entrants learn how to run TSD rallies. The rally was well publicized in advance, both in the club newsletter and to other motorsports clubs.

Saturday was a beautiful day, sunny with the temperature in the mid 80s. An ideal day to run a rally, especially if you had a convertible. Unfortunately only five club members showed up to run the event. The comment by one club member at the finish was that the rally was a fun, interesting event.

Why are club members not supporting our club events? It certainly isn't because we have too many events; the club only has three or four rallies a year. Is it because club members are no longer interested in driving their cars and following a scenic course through the countryside? The theme of this rally was Back to the 60s. Back then the club would get 40 or 50 entries for a Saturday or Sunday afternoon event. We used to get 20 plus entries for weeknight evening rallies. I know a lot of our members joined the club because of our Autocross program. I have a suggestion for these members, try a rally, you may like it.

Willis Weldin

## Autocross – Duke Wilford



After a long hiatus in May and June, BMC Autocross was back with not one but two events in July. Autocross II was postponed for weather, and with little things like NASCAR and Firefly also competing for the same venue, we wound up with almost back-to-back events.

Nonetheless, both events were well attended, though we did have to put out a call for preregistrations in order to make our minimum registration for Autocross III on the heels of the previous event. In the end, AxII had 68 drivers while AxIII hosted 60.

Surprisingly enough, course times for both events were similar despite being held on different lots. AxII's long course on the front lot featured a loop back with some technical bits, but was otherwise fairly fast and open. AxIII was held on the middle lot, snaking its way through the better parts of the paving surface with some tricky decreasing-radius turns and narrow chutes. Generally, times for the long course were in the mid-40s, about 5 seconds longer than the short course.

Summer made itself known at both events, with typical July temperatures in the low 90s. Thanks to more cars and longer launch intervals, AxII was a long day in the sun. AxIII suffered even hotter temperatures and the unwelcome addition of high humidity. Due to the days' brutal conditions, we shortened the event to a single heat (see what I did there) with 5 runs rather than our traditional 2x3x3 format.

Member Scott Enright celebrated his birthday on 22 July by bringing cookies for everybody at the event. They were *very* soft, but still delicious. Thanks, and happy birthday, Scott!

I do apologize for the changes in our 2017 schedule, but we're coordinating with the Speedway's availability, financial requirements, our Drift program, and this year's extremely variable weather. I appreciate everybody's cooperation and understanding.

If you're taking advantage of our online membership signup at <http://msreg.com/BMCMembership2017>, please allow enough time for us to process your membership before trying to preregister for an event at our member rates. Usually we are able to do so within 24-48 hours.

I'm a bit behind with posting videos to YouTube. If you have any BMC event videos, please send me links so I can get them up on our Club channel. You can always contact me at [BMCautox@gmail.com](mailto:BMCautox@gmail.com). Thanks!

-Duke "Heat Miser" Wilford  
Autocross Chair

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