



# THE GASLINE

**Brandywine Motorsport Club, Inc.**

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

**September 2017**

## **BMC Club Meeting**

**Skipjack Dining Restaurant, 401 Louviers Drive, Newark, DE 19711**

<http://skipjacknewark.com>

**Tuesday, September 5th – Greet & Eat @ 6:00, Meeting @ 7:00 P.M.**

## **BMC Autocross and Drift Event**

**Saturday, September 9th, Dover Speedway – See flyer**

## **BMC Georgetown Jaunt II Rally**

**Sunday, September 24th – See flyer**

### **Chair Chatter – Paul Alderman**



Well, after 3 straight autocrosses in the Caterham, it looks like I'm dominating my class. The problem is I'm one of three people that have run in DM, one shared my car. I am rethinking the engine choice we made when ordering this car, I miss the 2.0 liter engine. Maybe we can add a turbo or supercharger to the 1.6 engine. Maybe the driver needs to go faster. Maybe we need a tighter course, or new tires. Since the next event is on the 9<sup>th</sup>, I don't think I will do anything but load it on the trailer and drive down to Dover. The rain made for an interesting day because the Caterham doors do not have a snap on the bottom of the door, and the cornering forces pull the bottom of the door open. The result is a wet armpit as the water sprays off the front tires and comes right into the cockpit. I should have run in group A instead of C, I could have missed driving in the rain.

Next event is the Combined AX and Drift on Sept 9<sup>th</sup>. The next big car event will be Hagley Car Show on Sunday Sept. 17<sup>th</sup> if you haven't ever come out this is a nice event set on the Hagley Library grounds with a nice drive along the Brandywine River as you drive up to the car show parking area. I may have some tickets when I come to the meeting. I'm waiting for my packet to arrive.

I may also have a report on the 60<sup>th</sup> anniversary at Lime Rock Park Vintage Fall Festival, they are celebrating 60 years at the Road Racing Center of the East, and our own George Alderman was there when they started racing there. He raced almost every year from 1957 to 2002. Ask me about our weekend, hopefully the rain holds out, but you never know there.

See You at the meeting Sept 5<sup>th</sup> have a great Labor Day weekend!

PJA

### **Rally Report – George Alderman**



September will be the time to enjoy a rally planned by Jim Irons. His rallies are always well received by those of us that run them because of the roads he uses and the ending location which will be great again this year. So do us all a favor and let's have a big turnout for the Sunday, September 24<sup>th</sup> Rally. As you can see by the flyer in this newsletter you can just make a tour of it, or take the challenge of changing speeds while you navigate the course. No matter the class you decide to compete in, it will be a fun time.

George



## Autocross – Duke Wilford



Wildly varying weather forecasts, conditions that changed by the hour, and even full-on rain couldn't stop Autocross IV on 12 August! For days leading up to the event, numerous sources predicted rain for the Saturday event, but details of when and how much seemed to change every time I checked. Schrödinger's Raincloud, I guess.

Late-date forecasts seemed to show scattered rain moving through the region at unknown points during the day, but no steady rain, so I made the call to run the event as scheduled. I sure didn't want to miss the opportunity to use the biggest lot BMC has had access to in recent memory. With the fence still down and the drifters not running that day, autocrossers had the whole Speedway lot to themselves.

I had pre-designed a fairly comprehensive course layout to use as much of the available acreage as possible, and this was creatively adapted to the paving conditions by David Hughes and Alex Cabinian, among others. Once we finally got David to stop pre-testing the different sections, some unknown freelance course designers took it upon themselves to make some changes during their course walk. These changes would have resulted in excessive speed approaching a sharp turn, with heavy braking on the worst area of paving. Luckily David noticed this before runs began and returned that area to approximately the original configuration.

If you have comments or suggestions about the course, please bring them to the design team's attention – we're glad to listen, particularly to safety concerns. Please don't just take it upon yourself to modify the course after the layout is complete. Thank you.

The final course had a few tight or tricky parts, mixed with more open sections that allowed some speed, particularly in the second half. Drivers had numerous options for lines of attack on most elements – it was a thinker in places, with a few surprises. Finding the right compromise rewarded the thoughtful driver with dropping times.

In the end, rain did affect the event, but didn't prevent 66 drivers from taking the flag and having a blast, despite varying surface conditions. The morning

heat opened with very damp and gravelly conditions; traction was scarce, particularly at the final box turn before the exit. Groups A and B did a decent job sweeping the course for Run Group C, and the sun had started to warm up the pavement by their turn. So Group C got the best of the morning heat conditions, and the morning heat times reflected that.

Good weather and surface condition carried into the beginning of the afternoon heat, but some of those scattered showers appeared during Group B's second set of runs, and Group C was dodging puddles. By the time the event wrapped up we had seen a little of everything, but no one group had dominant conditions throughout the day.

Full-on rain broke out during cleanup, but a number of hardy folks stayed to lend a hand and crowded under the tent for an abbreviated Trophy Talk. The serious precipitation was short-lived, though, and mainly over by the time the last cars left the site. Luckily there was no lightning or high winds.

Times ranged from just over a minute to the 70-second range, even without any repeater loops. Most times were in the mid-60s, with the Top 10 falling between 63 and 64 seconds. Only two drivers – Alex Cabinian and Andrew Chow – pulled off 62-second raw times, but unfortunately both were assessed cone penalties. Fastest clean time of the day went to Jason Fetchko with a 63.024 in his E Street Toyota MR-S. This also put Jason on top of the PAX index, too, with a notable margin.

Final AxIV results and current season championship points should be posted on the BMC club website at [www.brandywinemotorsportclub.org](http://www.brandywinemotorsportclub.org) by the time you read this.

Our next autocross, AxV, is 09 September, the Saturday after Labor Day. We are sharing the venue with BMC Drift once more. Autocross will be on the front lot, with Drift in the middle area. We hope to see everybody out there!

If you have any comments, questions, or suggestions, you can always contact me at **BMCautox@gmail.com**. Thanks!

-Duke "Sears Poncho" Wilford

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## *Club Meeting Report*

The 1<sup>st</sup> of August, 2017 meeting was held at Skipjack's in Newark, DE. The turnout was 30 members and guests; the Executive Committee had a quorum. The meeting was called to order by Club Secretary, Jim Martin at 7:08 PM.

**Insurance/Safety Update** (Jim Martin) – List of Insurance Underwriters by type of insurance handed out to AutoX, Drift & Rally Chairs. Safety on Course as identified by Dover Safety Officials:

- Too many cars on the course at the same time.
- Spectators too close to the hot course.

Inadequate pre-inspection of vehicles have lead to noise complaints. Need to get insurance sign-off on running in the rain. Also need insurance sign off on encouraging and charging for spectators. All Club members are responsible for maintaining a safe Event. If you see something wrong put a stop to it.

George Alderman (Rally Chair) spoke to K&K Underwriter about reducing the cost of our Rally Insurance. That is not going to happen, our Rallies cost us \$177/event. As a result a vote was taken to begin charging for our Rallies. It was passed that we will start charging \$15/Rally (\$10 for members).

We need help in finding another site for our Autocross and Drifting Events, like the GM Boxwood site.

**Financial Report** (Richard Wortmann) – Last year was a good year for the Club financially (+\$7,000) but with the loss of Glasgow this year, we are barely breaking even. This will limit future expenses.

**Membership Report** (Anita Steward) – We currently have 179 members. We need to start thinking about a site for our Annual Christmas Party. How can we promote the Club: Business Cards, Flyers, Brochures, BMC Stickers, news articles about our events? Getting advertisers. Someone to volunteer to make it happen? Dave Mitchell proposed that we continue meeting at Skipjack's and everyone agreed, Anita will let 6 Paupers know.

**Rally Report** (George Alderman) – Our "Back To The 60's" Rally only generated 6 Cars, disappointing.

Jim Irons is laying out our next Rally for Sunday, 9/24/17. You will have a choice on how you want to run the Rally; TSD or SOP (seat of the pants). It will be starting in Glasgow and running to the Chesapeake (about 40 miles). More information will be forthcoming.

**AutoX Report** (Duke Wilford) – We are averaging 60+ cars/AutoX. We had 2 events in July and the results have been posted online. Our next Event is set for 8/12/17 and is AutoX only. Pre-pay is working out well for us, we had few walk ups in July. Due to safety issues, we now have to get pre-approval for our course layout from the Dover Safety Committee. We need to do a better job of locating parking of vehicles because they are causing traffic problems during the event; we need a volunteer safety patrol to direct spectators.

**Drift** (Matt Burris) – Next Event, September 9<sup>th</sup>. We had 26 Drivers at 7/8 Event and 32 at our 7/22 Event. We had 2 accidents at our last event, 1 Driver ran into a Jersey Barrier and broke it, and someone ran into the Gateway Arch. We need more time between events in the future, these were too close together.

**Property Report** (Dave Mitchell) - Nothing to report.

**Editor** (Jim Irons) – Remind everyone that all articles for the next newsletter need to be forwarded to Jim no later than the last Tuesday of each month.

**Coatesville Grand Prix** (Bill O'Connell) It is scheduled for Saturday, September 23<sup>rd</sup>. See web site for details, [www.coatesvillegrandprix.com](http://www.coatesvillegrandprix.com) They moved the registration date to the end of August. Again it will open to the public at no charge. They are looking for experienced Flaggers for the Event, let Jim Martin know if you are interested. The course is 2.2 miles on local Coatesville streets. The money will go to Coatesville Parks. Also, the Radnor Concours Rally is scheduled for 9/9/17.

Track Nights, if someone would forward this information to Jim Martin, ([jjpmartymar@wol.com](mailto:jjpmartymar@wol.com)) he will post it online.

*Jim Martin*

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# Brandywine Motorsport Club *Georgetown Jaunt II Road Rally*

*Sunday, September 24th, 2017*

*This is a fun road rally of about 40 miles from Glasgow, Dela. area to Georgetown, Md. Smooth paved roads are used, and the instructions are easy to follow with no tricks or traps. The rally will end at the Granary Restaurant <http://granary.biz>, where we can dine, rehash the day's fun, and enjoy a nice view of the Sassafras River.*

***Classic TSD Class:*** *For those who enjoy calculating time-speed-distance. Any type calculating equipment is allowed. Awards will be given for best TSD scores.*

***SOP (Seat-of-Pants) Class:*** *No calculating, just drive the rally route while averaging the various assigned speeds. Awards will be given for best average speed scores.*

***Tour:*** *Don't want to compete? Drive the rally route at your leisure and enjoy the the back roads of Cecil County, Md.*

***Start Location:*** *Conservation District Building, 2430 Old County Rd. Newark DE 19702, at the corner of Glasgow Ave. (Orig. Rte #896) and Old County Rd.*

***Registration:*** *Opens at 12 Noon*

***Rally Review and Q&A:*** *12:30*

***Rally Start:*** *1:00 PM plus car number*

***Finish:*** *The Granary Restaurant, George St., Georgetown, MD*

***Cost: BMC Members - \$10/car***

***Non-BMC Members - \$15/car***

***Pre-register at: <http://msreg.com/BMCRallyIV2017>***

***Or contact Rallymaster,***

***Jim Irons: [jimbos3lt@gmail.com](mailto:jimbos3lt@gmail.com)***



# AUTOCROSS V

**Saturday, September 9th, 2017**  
**Dover Speedway South Parking Area**  
**Leipsic Road, Dover Delaware**



From Route 13, turn east onto Leipsic Road (Rt 88) just south of the Speedway. Follow Leipsic Rd. approximately 1 mile to Finish Line Rd. Turn left onto the Speedway property near the Monster Mile statue and follow on-site directions to the paddock.



**Setup 8:00 AM**  
**Registration 9:00 to 10:00 AM**  
**Entry Fee: \$45\***  
**(BMC Club Members: \$40\*)**



***NOTE: We Accept All Major Credit and Debit Cards***

**Trophies awarded by Class**

- **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.*

**Minimum age of 18 years for Drivers.**

Parent/guardian signatures required for those in attendance under 18.

- **All cars are welcome to compete.** Common Autocross Rules and Classifications will generally be followed. We reserve the right to modify/interpret these rules to suit the spirit of the competition.
- **Classic Street Car Class for generally stock pre-1978 cars.**

***\*Walkup registrations on the day of the event are subject to a \$5 late registration fee.***

**Preregister online and reserve your car number at:**

**[www.motorsportreg.com](http://www.motorsportreg.com)**

Look at MSR's online calendar or search their site for "BMC" to find our events.

If you have comments or questions, please contact:

**Duke Wilford at [BMCAutox@gmail.com](mailto:BMCAutox@gmail.com) or 302-528-0612**