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December 2017

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exRE Report - Paul Anderson

The title of this column should give you a clue that there is change afoot. After three years as Regional Executive, it's time for new blood. Wayne Armbrust, as you may already know, was elected to our 2018 Board of Directors and has graciously agreed to take on the role of RE going forward. He will be a great addition to WDCR leadership and I look forward to working with him. I will be Asst. RE for 2018 and both Mike Snyder and Lin Toland will continue in their roles as Treasurer and Secretary. I'd also like to take the opportunity to thank our outgoing Directors – Chuck Edmondson, who has been a rock since I have been on the board, as well as Brian Garfield, Steve Salisbury and Eric Wallgren – all of whom chose not to run for another term. They have been great board members to work with and have put in a lot of time and effort to ensure that WDCR continues to be one of the best SCCA regions. Please thank them when you see them. I'm sure most of you know about the passing of Anne Callihan. She was involved in a lot of the region's activities, not least as a board member, and she will be missed for sure. This last year has been tough for the region financially what with weather issues and a condensed schedule at Summit Point. Hopefully this is past us and next year will be better. All of our programs are already at work on the coming year's events and we hope the weather gods will bless us in 2018. (Is this the time to throw out my usual request for you readers to give up a little of your time and effort to help out? No? OK, I'll put it toward the end as usual.) The region hosted the NorthEast Division MiniCon in November and followed the next day with a region Awards Luncheon. We would really like to hear back from you about your thoughts on the lunch as opposed to the traditional banquet so that planning can begin for next year. I'd also like to thank Shirley Thompson, who chaired the MiniCon committee and Bob Crawford and his group (including Shirley) who organized the Awards Luncheon. It was also my pleasure to hand our Regional Executive awards at the Luncheon to Mike Collins and Wayne Armbrust for their work in Tech at the last two Summit Point MARRS events; Mike Stringfellow for his years of service as Assistant Flag Marshall; and Vanessa Farret for her work, mostly behind the scenes, putting the awards affairs together over the last several years. And this is actually a great lead in to mention that there is room for you to help out too. This is the last RE's report from me (not a minute too soon, right) and I'd like to thank all of our members for helping make WDCR a great SCCA region. It has been an honor to serve as your Regional Executive. I hope I was able to be an asset to the region. I'm not going away, I have another year to serve on the board and I will definitely be on a few flag stations in 2018. Here's wishing everyone a great holiday season!



Big Wheels

Please be respectful of these volunteers and limit calls to between the hours of 9:00AM to 9:00PM

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Club Racing Report

Planning. Planning. Planning.

The off-season isn't ever really time off for any of us. The drivers are prepping cars, the volunteers are improving their specialties and the administrative team is meeting to discuss how to make 2018 the best season possible. More information will become available after the holidays, but for now the Summit Point schedule has been released and one planning meeting is under our belts. The final meeting to discuss weekend format and race groups will be in January.

Congratulations to our 2017 class champions and Club Racing award winners. If you were not able to attend the annual luncheon, please get in touch with Bruce Shelton to claim your trophy.

Finally, you should be seeing a survey in your email soon. PLEASE take a few minutes to complete it so we know how to better serve your racing needs.

Thanks for an amazing 2017 season, bring on 2018!



In Memory of Anne Callihan



It is with great sadness that we report the Region's loss of one of our most dedicated members. Anne Callihan passed away Thursday, Nov 16th after an illness. Anne has held many leadership roles within our club including Club Race Chair and most recently was a member of our Region's Board of Directors.

"We are deeply saddened to share that Anne Thayer Callihan passed away peacefully this morning, a day after her 69th birthday, from complications with cancer. She spent her final weeks at the University of Maryland Medical Center in Baltimore, where her husband, children, siblings, father, and other loved ones were by her side throughout. Anne lived a full life. She had a huge heart with room for everyone she met. Her passing will be felt by many. A celebration of life was held on Saturday, December 2nd in Harpers Ferry. Anne always loved a good party. We have created a Facebook group—Friends of Anne Thayer Callihan (link below)—and encourage her friends and loved ones to join. It will be a place to celebrate Anne's life and to continue her legacy, as well as a place where we will post pictures of her grandchildren so that her friends can continue to follow their lives, as we know she would've wanted. And finally, on behalf of those grandchildren who are too young now to fully comprehend how large Anne's life was, we would love for those who knew her to share a memory and/or photo or two or ten or a hundred with us. We hope to collect these timeless photos and memories into a book for her grandchildren to help them appreciate her life and legacy as they mature. Feel free to post those memories in the group or send to this email address: annecallihanmemories@gmail.com Thank you all for your thoughts, prayers, and support over the last few weeks of Anne's life. She was an amazing woman and we will all miss her dearly." —Anne's family

DC Region SCCA Member Anniversaries 9/1/17 to 12/31/17

40 years

Alfred Daniels
Francis Carroll
Jeffrey Norris

Jason Slahor
Gary Slahor
Bruce Marco
Vanessa Farret

35 years

James Novotny
Matthew Protos Jr.
Barbara Protos
Jay Jessup

Ted Cahall
Turk Petracca
Heidi S Weir
Andrew Huo
Steve Pence
Joelle Pence

30 years

John Todd
Eric Harris
Peter Corley
Joseph Binns
Steven Hoffman
Alton Fryer III

Nicholas Palacio
Peter Minnig
Brian Taylor
James Taylor Sr.
Frank Weichold

5 years

Linda Leaman
Chris Current

Joseph Ensor
Michael Lanier
Sanitta Lanier
Frederick Maskeroni

20 years

Robert Rothstein
David Parker
Michael Levin
Lynne Levin
Matthew Christian

Kenneth Fugate
Paul Moeller
Bridget Moeller
Shirley Gavignano
Luis Gavignano
Andres Gavignano

15 years

David Ade
Tracy Hyatt
Taylor Hyatt
Dominick Hyatt
James Noe
Michael Dougherty
Eddy Yager
Paul Arey
Rick MacInnes
Patsy MacInnes

Hector Garrido
Tom Schwietz Jr.
Donald Manning
Kevin Leigh
Avra Leigh
Tom Goodhart

10 years

Lee Piccione
Learic Cramer
Brian Price
John Cherry

Thank
you for
making
our region
awesome!

Club Trials Finale Crowns Champions; Call for 2018 Season Joshua Rubenstein

The final Performance Driving Experience (PDX) of 2017 hosted the last two rounds of the 2017 WDCR SCCA Club Trial Championship, awarding both overall and class champions after eleven rounds of competition. Mark Liller, driving the #68 Dodge Neon, claimed his fourth in a row overall championship. Joshua Rubenstein, in the #359 Mazda Miata, trailed him by twenty-two points, narrowly edging out the #7 Mazda MX-5 of Scott Merker by just two points to take second place.

The story of the final rounds was one of mechanical attrition, the punishing Jefferson circuit at Summit Point Raceway doing its best to shake up the overall standings. Liller's Neon suffered a broken exhaust flex pipe and a ruptured oil line, ending his race after the first timed session on Sunday. Rubenstein's Miata also lost an exhaust, as well as its alternator adjuster bracket, but both drivers were able to lay down quick laps each day and preserve their championship standings. First-time competitor Albert Siciliano bent a rim in his #019 Audi TT, ending his day early on Sunday. Newcomer Sam Strano, driving his 2017 Solo Nationals-winning SSR #141 Chevrolet Corvette, took the overall win on both Saturday and Sunday while fellow newcomer Matthew Huffman, #512 Mazda RX-8, placed second on Saturday. Mark Liller rounded out the Saturday podium and moved up to second place on Sunday, with Scott Merker slotting into third.

Liller, coming off a third place finish in STU at the 2017 SCCA Run-Offs, had a commanding 2017 season with four overall wins in Club Trial competition with his CT4 class Neon. Spencer Bailey, #3 Mini Cooper S, and Joseph Mik-



2017 WDCR Club Trial Overall Champion Mark Liller (center), with second and third place finishers Joshua Rubenstein (left) and Scott Merker (right).

los, #09 BMW 325i, both scored two overall wins while Rubenstein took one. The top-five in championship points were covered by only thirty-four points, one of the closest finishes in Club Trials history. Class championships for the 2017 season were also hotly contested, with three classes qualifying for champions. Donald Reed, #0 Porsche Cayman R, pipped Keith Vaughn in the #1 Ford Mustang by two points to take the CT2 class win. CT3, the most widely populated class, had a three-way fight for the title as Rubenstein edged Bailey and Merker for the top honors. Miklos dominated the CT4 class, with a margin of over 120 points on Liller. Club Trials as a whole had twenty-nine competitors across five classes take the field in 2017. The complete 2017 championship results can be viewed here.

2017 WDCR SCCA Club Trial Championship Points

- 1 - Mark Liller - 228 points
- 2 - Joshua Rubenstein - 206 points
- 3 - Scott Merker - 204 points
- 4 - Spencer Bailey - 196 points
- 5 - Joseph Miklos - 194 points
- 6 - Donald Reed - 138 points
- 7 - Keith Vaughn - 129 points
- 8 - Jack Raymond - 76 points
- 9 - Jeff Duncan - 62 points
- 10 - Sam Strano - 60 points



2018 Club Trials Season - Join in on the Fun!

The WDCR SCCA Club Trials Championship will be continuing in 2018. Hosted alongside every PDX event, Club Trials offers the next competitive step for our PDX drivers. Sharing the same safety requirements and driver qualifications as the Advanced group in PDX, Club Trials offers a low-preparation option for driver's looking to add a competitive edge to the track day experience. For more information, join the Club Trials Driver's Group on Facebook or visit the Time Trials page on the WDCR website.



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DC Rallycross 2017 Season Finale and Recap - by Josh Hickey



Washington DC SCCA RallyCross completed another highly successful season in November with the seventh and final event determining several hard-fought season points races. This was our first full season at the Rally Farm in Catlett, Va and included the 2017 SCCA East Coast National RallyCross Challenge.

After a postponement due to heavy rains, November 19th came with sunny and pleasant weather and a relatively dry course (with a few very slick and muddy areas just to keep things interesting).

The day's first run group was made up of Stock all-wheel drive and the three rear-wheel drive classes. With SA season points standings already determined, all three points leaders switched over to Modified RWD for the final event, testing out their prospective new rallycross cars for the 2018 season.

Modified RWD throughout the season was the largest and most competitive class, with five different drivers winning over seven events, and nine drivers posting podium finishes. Coming into the final event, four drivers were within a point of the lead, making it a winner-takes all event. The class win would be determined among a handful of BMW e30s with nine of them competing. After eight runs Eric Eisele would not be caught, taking the event win and the season championship by a whopping eight seconds over Josh Hickey. Final MR standings have Eric Eisele in the top spot, Hickey in 2nd, and Neil Cox taking the third podium spot. As in the past few seasons, MR went down to the wire and next season promises to be even more competitive!

Prepared RWD finished up with Cody Powell taking the win in his 325i over Thomas Helgesen and Katie Orgler. For the season, Shawn Roberts once again dominated, winning every event he entered and taking the PR championship for at least the fourth straight time (we've lost count!). Katie Orgler took second in points over Cody Powell who ended up 3rd.

In the second run group, several highly-contested classes battled it out to determine final points standings. In the extremely fast and competitive Modified AWD class, Adam Kimmitt had already wrapped up the top spot for the season, but dominated the class at event 7 as well, winning by almost 12 seconds. The real battle in MA was for second, however, with three drivers close enough to take the season points position and several other drivers fast enough to play spoiler. In the end, Neil Schafer took second place at the event followed closely by Michael Julian. Brian Battochi took fourth at the event in his STi. Michael Vess had car troubles and ended up 8th for the day, but still was able to hang on to 2nd in season points - beating out both Julian and Schafer by a single point.

The Prepared AWD class was similarly close coming into the final event, with the championship still wide open between Keith Pizio and Eric Ford. Things got interesting, however, as Phaedon Hain got his hands on some rally tires and entered his previously stock-class BMW 325ix (e30) in the class for the first time - and won the event by less than two seconds! Pizio

took second with enough points to take the season championship, with Ford just behind him at both the event and the championship. Matthew Kane rounded out the PA podium taking the third spot for the season.

The rest of the second group was rounded out by the three front-wheel drive classes. A number of newcomers joined the bunch of Volkswagens with Chesty Frank beating out Paddy Holloway for the event win. SF was not a very popular class early in the season, and the final standings were decided in the last three events, with Conlin Frank taking the championship win over his father Chesty in their first season.

In Prepared Front, Steve Hyatt put together possibly one of his largest win margins in the Mazda2, with a 31-second victory over a pair of Honda Civics. Hyatt cemented his season championship victory as well, with Richard Mejia taking second for the season.

The most competitive FWD class for 2017 was Modified, with four regulars battling it out throughout the season. However, with season points more or less settled coming into the last event, points leader Andy Thomas ran in MR instead while John Royer was not able to attend. Adam George beat out several other cars in the final event for his second win in a row, finishing on the season points podium in 3rd.

Overall, 2017 was a highly successful year for DC rallycross, with some excellent class battles, a number of locals placing high or winning at national and divisional events, and further development of the venue. 2018 promises to be even more exciting with the competition further developing their cars and driving with eyes on the championship. Come join us when the new season begins in the spring!

2017 DC RallyCross Season Champions

Modified FWD: Andy Thomas (Toyota Celica); John Royer (Ford Focus); Adam George (Hyundai Accent)

Prepared FWD: Steve Hyatt (Mazda2); Richard Mejia (Fiesta); Chris Blais (Ford Focus)

Stock FWD: Conlin Frank (VW Golf); Chesty Frank (VW Golf)

Modified RWD: Eric Eisele (BMW 325i); Josh Hickey (BMW 318Is); Neil Cox (BMW 325i)

Prepared RWD: Shawn Roberts (Mazda Miata); Katie Orgler (Mazda Miata); Cody Powell (BMW 325i)

Modified AWD: Adam Kimmett (Subaru Impreza); Michael Vess (Subaru WRX STi); Michael Julian (Subaru Impreza)

Prepared AWD: Keith Pizio (Subaru Impreza); Eric Ford (Subaru WRX STi); Matthew Kane (Subaru Impreza)

Stock AWD: Jim Golden (Subaru Impreza); Julian Zottl (Subaru Impreza); Mike Golden (Subaru Impreza)



WDCR RallyX Awards

Come Have Some Fun and Celebrate with Us!

This year we will be handing out trophies at the Autobahn Indoor Karting Track in Dulles, VA. Then head to a nearby restaurant or bar for dinner and drinks.

As always you won't want to miss this party!

February 3rd, 2018 : 4:00pm

2017 WDCR SCCA Solo Season Wrap-up - by Brian Garfield / Evanthe Salisbury

Washington D.C.'s Solo program celebrated another successful season that wrapped up in early October. The area's largest autocross effort hosted eight events at FedEx Field for over 1,700 entrants.

Proving once again that WDCR Solo grooms champions, the region sent a sizeable contingent to the SCCA Solo National Championship, and boasted three National Champions. Sam Strano added a Super Street R class jacket to an already impressive wardrobe, while John Vitamvas (D Street Prepared) and Danny Gross (Street Touring F) are first-time winners.

Locally, season points battles were hotly contested. In three classes, co-champions were crowned. C Street Prepared was as tied as possible, with both Mike McKee and Mike Kline winning three events and finishing second three times as well. D Street was the same, as Steve Salisbury and Richard Fetter compiled identical statistics (three wins, one second, and one third) in their best five results. Tom Layton and Brian Karwan were equals in Street Touring Roadster, with three wins and two seconds apiece resulting in dual titleholders.

There were also plenty of examples of class domination on display. While nobody ran the table going seven-for-seven, some drivers won every time out on their way to class titles. Alejandro Aviles went six-for-six in A Street Prepared. Street Touring Xtreme winner Marcus Pyne won all five times he entered, just like Kart Modified titlist Josh West and A Street's Laurence Casey. Two drivers won all four events they won in their title efforts, one being Norm Beaver in D Modified, and the other being the aforementioned Vitamvas in DSP. Three other drivers approached perfection, compiling records of six wins and one second en route to class championships. Chad Williams achieved this feat in Super Street, Brian Garfield did the same in C Street, and Stephen Courtney also did so in H Street.

Two classes with compelling battles were Super Street Modified and Street Touring Ultra. SSM saw five different drivers claim event wins out of seven races run. Class champion Bob Hausmann only won once, but backed that up with five second-place finishes. In STU, Jerry Byrd jumped out to an early lead, winning the first two events, but Anthony Martell roared back with five straight wins to take the season crown.

Andrew Graul made a late-season charge in B Street, winning the final three events to earn the class title splitting the season between a Corvette and a Focus RS. Joshua Booth won E Street despite winning just one event on the year. F Street went to Patrick Gaffney on the strength of four wins. Christopher Kent rode a hot streak to start the year, winning the first three times out, to a G Street championship.

Kevin Brink parlayed five wins and two seconds into a Street Touring FWD title, while David Hatcher drove his Subaru to the Street Touring Sport championship. Lee Piccione won four times in B Street Prepared to earn a season accolade for his BMW. Danny Kao drove many cars in many classes this past year, but earned enough points in Classic American Muscle to win that class for the year. Craig Stuard locked up X Prepared with four wins. Michael Johnson won the first two times out in C Prepared and never looked back. Alex Maximov enjoyed a good year in a large Street Modified class, winning four events as well as the class championship.

The region's Junior Kart program enjoyed a resurgence in 2017, with entries increasing significantly over the last couple years. Fifteen drivers ran at least one event in 2017, with the highlight being a season-long battle between Riley Brink and Cooper Kuhn in FJC. Riley won that class by just three points. Colin Todd won FJA over Julian Penn, while Morgan Burkhard won FJB over Ethan Burnett.

At the annual post-season awards presentation, three prestigious awards were handed out. Cody Hunt, who earned a trophy in his first attempt at Solo Nationals, was given the Acceleration Award. Shane Chinnon, whose Black Top Racing video series has brought thousands of eyeballs to WDCR events via YouTube, earned the region's Public Relations Award. And Mike Kline, a long-time competitor now fielding a C Street Prepared effort, was given the annual Spirit Of The Sport Award.

THE DIRECTOR'S CHAIR: A CHAMPIONSHIP MONTH

Jack Burrows, Area 2 Director

September was a heck of a month SCCA and for me. Starting with the Solo National Championships in Lincoln, Nebraska and finishing with the Runoffs at Indianapolis Motor Speedway, the month was a massive showcase for the Club's largest competition programs. And both were monster events. I'd been to autocrosses before, but I'd never seen anything that approached the size and scale of the Solo Nationals.

The Solo Nats take place on a former Strategic Air Command base on the west side of Lincoln, part of the which is now the city's airport. But a home base for B-52s needs a lot of land, and about 100 acres basically lie fallow - and serve as the perfect venue for a massive event like the Solo Nats. It's an area large enough to accommodate three large autocross courses and the 1,300+ competitors who attended. Two of the courses on the north end were used for competition and a large course on the southern end was used for testing, tuning, and practice. In the middle were the competitors, cars, rigs, motor homes, crews, and family from all over the country and even Canada. I guess Nebraska seemed like the south to the Canadians because they even set up a swimming pool. The ambience was like a three-ring circus with a massive combination picnic and block party in the middle, and the weather got into the spirit. I'd been warned to take rain gear, but sun block would have been more appropriate for that week.

One thing which has always fascinated me about motorsports events is the way a large vacant space turns into a small community that pops up like mushrooms and then disappears when it's over. At the Solo Nats it was more like a neighborly and well organized city. I knew it was going to be big, but I was totally unprepared for how big it actually was. The competition was fast, close, and friendly. All in all, it was like nothing I'd ever seen before. It was a heck of a way to kick off the month of September.

The month closed out with club racing's National Championship Runoffs at the Indianapolis Motor Speedway, and I spent a lot of time happily eating a lot of crow that week. When Indy was announced as the venue for the 2017 Runoffs, it was touted as a "bucket list track" which would attract perhaps a thousand entrants. I'd spent months scoffing at that, saying Indy might be a bucket list track for oval racers but not for road racers even though it had hosted F-1 for a few years, and that SCCA would be lucky to get 700 competitors. I was wrong. The Runoffs drew almost 1,000 entrants.

Not only had I never seen a race on such a scale, neither had Indy. Or SCCA. Unlike Lincoln with its vast acreage, Indy posed the serious issue of shoehorning all of the competitors into paddock areas. SCCA's national staff deserves major kudos for figuring it out. The Runoffs paddock was extremely tight, but it worked. Such tight confines at such a competitive event could easily have bred friction and animosity, but the pervasive spirit was the opposite. It was as if everyone understood they were at an event like none before, and I seldom saw anyone who wasn't wearing a broad grin.

The entry was so large that two classes, Spec Miata and spec Racer Ford 3, were so large that the 2.6-mile track couldn't accommodate them. Because SCCA rules limited the races to 72 cars and both groups had approximately 100 entrants, drivers who were 66th or lower after four days of qualifying competed in a qualifying race to make the field for their main races. Those who didn't make the cut were disappointed, but they were invariably glad they'd come and felt good about the event. Of course, none were as happy as the 28 champions who were crowned and their fellow top finishers who earned the rare privilege of standing on the podium at Indianapolis.

So September was a monster month, the likes of which I'd never seen. The solo Nats and Runoffs showed SCCA and its members at their best, and I was thrilled and grateful to be there for both. As I write this, the national RallyCross championships in Topeka are approaching, and I'm sure that same spirit of top-flight organization and friendly competition will be on display there as well. It all makes me proud to be part of this club.





iRacing Mid-Season review - by Dave Fitzgerald

With over half of the weekly races already in the books, the second season of the WDCR iRacing League is well underway heading into the holiday break.

This season's multi-class lineup includes Big Bore (Ford Mustang FR500S), an MX-5 Cup and the TDI Cup (VW Jetta TDI) cars. Mike Monaghan out of Hedgesville, WV is dominating the Big Bore class and has taken a significant lead over 2nd place Legends Car driver, Eric Jones and SRF racer Greg Obadia in 3rd. The MX-5 Cup class has another Legends Car driver, Carter Weedon with a one-race lead over Ohio autocrosser, DJ Alessandrini with Michigan based ex-WDCR flagger Paul Darling holding down 3rd place. By far the most competitive class this season is the VW TDI Cup; track worker extraordinaire Louis Alessi holds a slim 9 point lead over ITS racer Dave Fitzgerald.

In addition to cars with roofs, we've thrown in a 3-race Spec Racer Ford series for those who like a bit of variety or just can't commit the time to the main series. Pennsylvania enthusiast, Ken Houseal has put on a clinic at the two events we've had so far by leading almost every lap and winning by over 30-seconds each time! This series is definitely a battle for 2nd Place between Greg Obadia, Maryland's Sam Scott and Utah racer Forrest Landy.

The league primarily races East Coast tracks that are or have been frequented by the MARRS series; Summit Point, VIR, NJMP, Watkins Glen and two Runoffs tracks from recent years, Indianapolis and Mid-Ohio. In addition to the 30-minute sprint races, the schedule includes two extended length races; the 1.2 Hours at the Point and the 1.3 Hours at VIR. Check out VirtualMARRS.com for the full season schedule.

We average 24 entries every week and another 115 viewers tune into SRX-7 champion Michael Root's live broadcast streaming on the region's Facebook page every Wednesday evening at 8:20 PM.

The league is open to all WDCR SCCA members, friends and family members with an iRacing account. If you're already an iRacing subscriber, you can join the WDCR league by clicking the LEAGUES menu in iRacing and selecting LEAGUE DIRECTORY. From there, search for 'WDCR' and click the Join link located all the way on the right and we'll get you signed up. If you'd like more information about iRacing, go to www.iracing.com

For more information on the WDCR iRacing series and the current points standing and schedule as well as tons of images, go to www.VirtualMARRS.com.

2018 Solo Rules Changes - by Josh West, WDCR SCCA Solo Youth Steward

As many of you have seen or heard via Fastrack updates, there are quite a few changes that have been implemented for the junior kart program this year. I'm here to list them, and break them down to help our junior kart families through this process. There is a lot of information, but I assure you we will get through this!

The primary purpose of these new rules is for the increased safety of our youth drivers. Many of these things are procedures that we have already been applying to our events. We now have consistent guidelines from the National office for everyone to know what the expectations are, from both the competitor side and from an operational standpoint. So, here is a list of the main rules that need to read, understood, and applied to our junior karts, plus several local rules that we will be implementing.

Local rules:

All junior kart drivers ***MUST*** check-in. While we have been able to realize when a driver has not in the past, we will need to have a list of all junior kart drivers checked in at the event so that we can verify that they have attended the mandatory Junior kart only driver's meeting. Further, we will make sure that there is a very defined junior kart grid area. It will be in the same area as before, but very kart specific. This will help not only with safety, but with kart safety (tech) inspection. Please make sure that you have legal numbers and classes on your karts. We will also be checking kart weights this year. We will be doing this at the first event, Junior kart schools, and random checks as needed throughout the season.

2018 National Solo Rules Changes:

Chassis fasteners need to be looked at based upon the rule listed below. Please note that there are many ways to secure points, so there are options, except no Nyloc® nuts on brake parts due to heat issues affecting the integrity of that style of fastener. As a reminder, all karts will be inspected at EVERY event. (Note: No annual inspections are allowed for junior karts.) Also, the Youth Steward must oversee adjustments to the Kart covered under Kart Tech after the kart was released from Kart Tech. (Appendix G Section V) Examples: (Driver changes, Pedal Extension adjustments, Weight mounts): Solo® Rules 19.1.A; Frame/Dimensions:

6. The following chassis connections must be secured by either Nyloc® nut, safety wire, cotter pin, circlip, snap-ring, metal lock nut, Keps® nut, Nord-Lock® washer, or other manufacturer provided locking mechanism:

- Tie Rod end bolts.
- Kingpin bolts.
- Spindle nut attaching front wheel.
- Steering wheel to hub bolts.
- Steering hub to shaft bolt.
- Steering shaft to chassis.
- Throttle pedal pivot to chassis.
- Brake pedal pivot to chassis.
- Master cylinder to chassis bolts.
- Caliper(s) to chassis bolts.
- Brake pad retaining rods (if applicable).
- Brake rotor to hub (if applicable, no Nyloc nuts)



The next section we will go over safety equipment and procedures. It covers a now mandatory kill switch, chest protector for drivers 12 and under, and some new safety rules specific to karts:

Solo® Rules 19.2.E; Safety Equipment:

2. Emergency Kill Switch – All Formula Junior karts must have an emergency ignition kill switch

clearly visible and easily accessible to the driver while seated and operating the kart. The ignition kill switch shall be located on the steering wheel, near the top of the Nassau panel, or on the frame between the driver and gas tank in plain view with unimpeded access. All drivers must demonstrate the ability to shut down the engine both while driving and stationary. It is suggested that the kart have an operational ignition kill switch within easy reach of the driver in the normal operating position.

Solo® Rules 19.2.E; Safety Equipment:

5. All junior drivers age 12 and under are required to wear a SFI certified chest protector.

Solo® Rules 19.2.H; Safety Procedures:

1. On centrifugal clutch-based karts, the engine may not be started or running without a driver sitting in the seat unless the two rear wheels are suspended in a secure manner preventing the tires contacting the ground.
2. When a kart is securely resting on a kart stand, the rear wheels and tires cannot be rotated by the engine unless all minors are a minimum of 3 feet from the rotating assembly.
3. Pedal extensions must be positively secured in a manner that prevents movement out of its intended position, possibly interfering with pedal operation. Examples such as a through-bolt, machined flatten surface with a set screw, or brackets are acceptable. Cylindrical (round) pedal extensions are exempt.

Junior Drivers Meeting Safety talk:

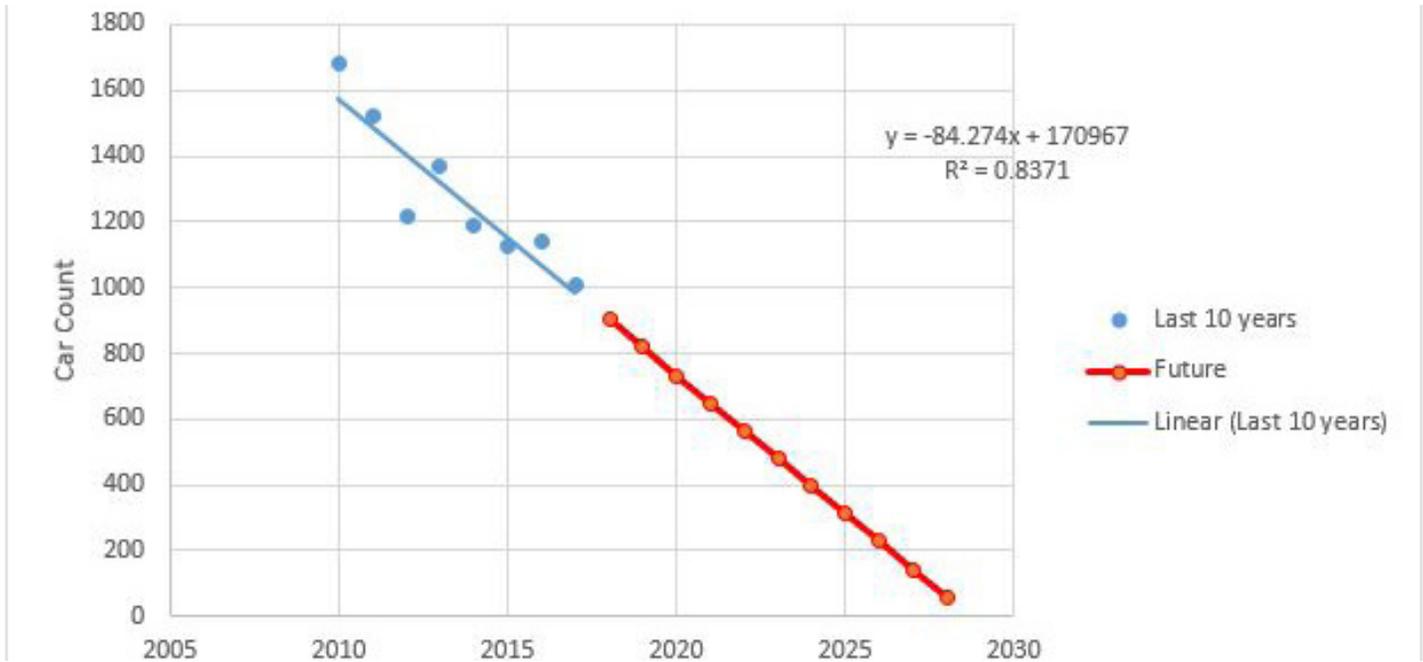
Solo® Rules Appendix H.IV; Junior Drivers Meeting Safety Talk

- A. Driver is responsible for wearing all required safety equipment; helmet, suit, neck brace, chest protector, gloves, and shoes
- B. Follow the proscribed path from grid to course and back to grid. Drivers should look for grid workers and follow their instructions. After the driver's final run, they may be directed to impound for weighing.
- C. No driving karts through the paddock.
- D. Karts must undergo tech inspection at every event, Jr. Karts are not eligible for Annual Tech.
- E. When at the starting line, drivers should not start out on course if they see a car on course. Bring the presence of a car to the attention of the starter.
- F. When the kart is on the ground, do not start the kart without a driver sitting in the kart.
- G. Don't run motor when kart is on the stand without someone operating the pedals.
- H. If kart stalls on course and will not restart, wait for corner worker to give instructions. Drivers should look around and be aware of any hazardous condition, i.e. a car approaching them.
- I. The driver, not an adult, should shut off engine after returning to grid.
- J. Drivers should be briefed on what to do in case of a stuck throttle; turn off kill switch or put the kart into a spin to stall the engine.
- K. If engine stalls and will not restart, check if the kill switch was inadvertently turned off.
- L. Drivers should be briefed on what to do in case of brake failure; put the kart into a spin.
- M. Drivers should be briefed on what to do if a wheel comes off on course; there is nothing to do except to hang on and wait for kart to come to a stop.
- N. Drivers must stay focused and be aware of where they are going at all times. Do not become distracted by issues with the kart; such as unusual sounds from the engine, etc.

Please note that these procedures and rules are subject to change by Nationals. This information is as accurate as possible at the time this article was written. We ask that you do your best in this off-season to try and prepare the karts, safety equipment, and your junior driver for the new season. If you have any questions or issues, you can contact Doug Gill at the national office at dgill@scca.com, or me, Joshua West, at joshuajwest@gmail.com. Thank you and I'll see everyone in the spring!

The Future of Club Racing - by Chuck Edmondson

After several terms on the region Board of Directors my time is over. I am proud of the fact that we have managed the region's money well. I am proud of the region's dedicated leadership, administration and volunteers. By membership numbers we have one of the largest regions in the country. We have a strong Solo, Rally Cross and PDX programs and a proud racing heritage. But it is time to recognize that our flagship program, club racing, is in danger. I call it our "flagship" program because it is the oldest and best known program and because it pays the majority of the region's overhead bills. Greg McDermott shared some annual car count numbers at the region's annual meeting in October. That data is shown in blue in the figure below. For the last 8 years club racing entries have dropped steadily from 1680 in 2010 down to 1008 this year. The red line projects that same loss rate of competitors into the future. Of course, as entries drop entry fees must rise.



I will leave it to you to decide if MARRS is unsustainable in 5 years or in 10, but clearly that loss rate of 84 entries per year is not sustainable. It is tempting to try and assign blame, but the truth of the matter is that we do most things relatively well. I have heard others say the problem is a loss of interest in motorsports. I don't buy it. Over 1300 racers attended the Solo National Championships this year. The Club Racing Runoffs had a record number this year of nearly a thousand competitors. There are more road race circuits in America than there has ever been. PDX style high performance driving events did not exist 20 years ago and now they are everywhere. Interest is still strong.

Why are we in trouble? I believe that the answer is too many competing organizations and market saturation. Where can amateurs race? SCCA, NASA, SVRA, HSRA, ERMA, BMW, Porsche, Chump car and Lemons to name a few. And that doesn't even consider all of the oval opportunities, time trials, hill climbs, autocross and rallycross. For a long time we were not only the big dog in amateur racing, we were nearly the only dog. We ran things our way for a long time. As with any long standing large organization our rules became more complex over time and our ways set in stone. As a result we are less nimble and less responsive to both the racers and workers. The competition is nipping at our heels and we are losing market share.

There is one more principle that we need to address before we consider what we should do next. That principle is "Home races pay the bills". Away races bring in a much smaller income. Away races are fun and interesting. They are a critical element to attracting some of our racers. On the other

hand, when we have too many away races the participation at home falls, as does our income. Mike Collins offered a solution to this that I like, a second championship for home races. Call it the “DC Cup” for the moment. The MARRS series would continue as a combination of home and out of region races. The DC Cup for home races would help keep the at-home numbers up. It would certainly be easy to try out.

That leaves the question of how do we attract more racers? The BOD has supported a very low entry fee for the Drivers School and discounts for novices on the first few MARRS races. I think that was a great idea, but it is not enough. How do we attract racers from other organization when their cars don't meet the technical rules from the GCR? What do we do about racers whose car is one of one or two in their class in the MARRS series? What do we do for racers whose cars are no longer competitive in their class? If their car meets GCR safety standards my answer is Sprint Bracket Road Racing (SBRR). SBRR will be a run group in our Summit Point races this year. Classing within that run group will be based on driver and car lap times and not based on car prep. Any tire, Any Motor Any Suspension. Check it out at www.RaceDC.info or <https://www.facebook.com/WDCR.ClubRacing/>

{SBRR}

Top 10 Reasons to Race with SBRR

1. You want to race with friends from different race groups and organizations.
2. You want to make changes to your car that are not allowed by class rules.
3. You want to spend more money on actual racing and less money on custom built motors.
4. Your race car is not class competitive, but it will be in SBRR....
5. You like the idea of racing with a club.
6. You want to check out the MARRS series.
7. You want to check out Summit Point.
8. You don't like have your car taken apart at impound.
9. You've been out of racing for a while and you want an easy way back into racing.
10. You just want to race and have fun!



Washington DC Region SCCA - 2018 Calendar

PDX:

3/10-11: PDX & Club Trials

@Summit Main

4/7: Instructor Clinic

@Summit Shen

4/8: PDX

@Summit Shen

7/21-22: PDX

@Summit Shen

8/25-26: PDX

@Summit Shen

10/13-14: PDX

@Summit Jeff

Club Racing:

3/24-25: Drivers' School

4/14-15: MARRS

4/28-29: Majors

6/16-17: MARRS

7/28-29: MARRS

9/1-3: MARRS

10/6-7: MARRS

RR: TBD

RX: TBD

Solo: TBD

A Note from the Editor - Taylor Hyatt



The holidays always bring out many different emotions for everyone. Some enjoy quality time with family watching football and stuffing themselves silly, but others don't have those things to be thankful for in their lives. The picture I used for my section this issue reminds me just how much you can love people that aren't exactly family. We see each other more than most of our family members, laugh and cry together, but most importantly we always have each others backs. Family isn't only having the same blood. It's also having the same passion and not knowing what to do without that person. I wish you all the best holiday possible

with whomever you are planning on spending them with.

As far as race life, I've been happy to have a break from traveling every weekend, but the withdraw is beginning. However, there is lots of planning to be done to keep me busy. See you all in the Spring!

Thank you to all that have contributed. I look forward to seeing what is still to come!

Contact me at: Straightpipe@wdcr-scca.org

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