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March 2018

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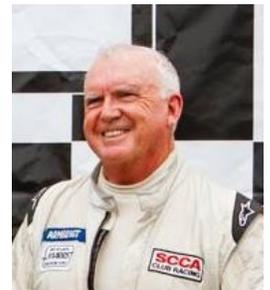
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RE Report - Wayne Armbrust

If you are reading this, our DNA probably has something in common. Most likely it is rated in octane rather than deoxyribonucleic acid. Cars are our independence, our transport, key to our survival, and offer a great opportunity for access to recreational activity. A few folks acquire additional vehicles for a broad variety of reasons. Quite often we express ourselves through our automotive choices, what we do to them, and what we do with them. Our sport is about the car and what we can do with it. Our Club is about us, the people with the cars or the love of cars. When I refer to we, it is the collective we of the SCCA, specifically our Region. We take our involvement with the automotive world to the limits. Want to try new and interesting things to do with your car? Do you want to get off the beaten path? Then it is a good time to follow the dirt path crowd. Rally Cross is returning to Summit Point!



If you are tuned into driving through scenic settings, watching for the next new turn and calculating arrival time, mark out May 6th on your Calendar and check in with our Road Rally Group.

PDX now comes under the heading of Track Events. Washington DC Region will retain and continue to use the PDX name as a part of our Track Events program. Track Nights in America also fall under the SCCA Track Events Program. Although operated by a National staff, it is a first step in offering a track experience to many. PDX makes a logical next step up. PDX is the way to link to Track Events at the regional level in actually learning how to drive in a performance setting. If you like drag racing for a timed run, we have a place for you. The only difference is we usually throw in a few twists and turns with an occasional hairpin switch back and a few wobbles and wiggles through the cones before you get to the finish line. Auto-crossing your car is a fabulous way to find your own limits. Not to mention finding friends of a similar mind set.

Our Club Racing program has now become SCCA Road Racing. The Racing is the same, only change is in the name. One new twist is being added to the Road Racing program, our Region is adding the Bracket Racing concept as applied to closed circuit racing lap times. If you love cars and the people who love to drive the cars, there is a place for you to support their efforts and you get close to all the action. We are always in need of volunteer officials at each of our events. Some names may change, but we keep everything in motion!

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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2018 WDCR SCCA Solo Season Preview - Alan Claffie

The Washington D.C. area has been treated to a fairly benign winter, at least as of this writing. This means that there is one less reason to cite if one's competition car is not yet ready to answer the bell for the first event of the season, especially for those of us who are not fortunate enough to have a large garage and have to take care of our stuff outdoors.



WDCR Solo kicks off the year on April 29, although there are opportunities to get on course before then. A Level One school will be hosted on April 7, and a Level Two school is set for the following day. While those April dates seem to be a long way off, they really aren't if you're staring down a to-do list for your car that hasn't even been started since last October.

Hopefully one of those items on that list is to sign up for a WDCR Solo season subscription. Not only does this give you a discount over paying individual entry fees for each event, but it also automatically enters you into every one - great for the forgetful or the procrastinators among us, and guarantees you get your preferred car number as well.

A good number of drivers have already taken advantage of the season subscription offer. Scanning the names of those already committing for the year, we can see that we are going to have some battles to keep an eye on once the season gets going.

One of the dynamic duos in Street Touring Roadster has split up, but winding up in the same new class at the same time. Justin Neal has acquired a C6 Corvette Z06 and will join an already competitive A Street class. His former car owner, Shane Chinnon, has sold off the STR car and will join forces with Cody Hunt in a C5 Z06 fresh off a trophy-winning effort at the Solo National Championships last September. Jim Harris, who's bounced around from class to class over the last few years, is also attempting A Street in his own C6 Corvette Grand Sport. Defending class champion Larry Casey is expected to move to Super Street R with his Z06 on Hoosiers.

C Street seems to be bucking the nationwide trend of turning into Spec ND MX-5, as early entries only include a couple of those cars. However, there are four examples of the NC MX-5 entered, as well as a Toyota FR-S and a Mazda RX-8.

E Street Prepared, while not a large class, will be one to watch. Solo Chair Sam Vassallo is just getting started preparing his 2010 Mustang for the class. To help get the car up to speed, he's taken on a co-driver in the form of youngster Andrew Graul. Will the May-December co-driving situation pay dividends? There's only one way to find out.

One of the better class battles last year was in Street Modified, where Alex Maximov scored just one point more than Mike Golden before points were adjusted for drops. The two are returning, Maximov in a flat black Subaru STi and Golden is his flat black RX-7 Turbo. Can Mike get enough tire under his Mazda's box flares to overcome Alex's all-wheel-drive advantage?

We're saving what could be the best class for last. STR, even with the Chinnon/Neal pairing moving on, is expected to be quite the battle. ND MX-5 is expected to be the weapon of choice. Many of them have been seen before: Greg Pollack and Jen Fox brought theirs out to run alongside their STX BRZ last season. Brian Karwan is expected to share that car as well. Mark Shrivastava, a C Street standout last year, converted his ND to STR to join the cool kids. As a bonus, he could have Danny Kao behind the wheel of that car at times as well. Steve Mitchell is also abandoning STX for STR with a freshly-built ND for himself and young standout Marcus Pyne. Noel Leslie, who had been running STR with a S2000 CR, originally planned on running CS with a newly-purchased ND. Once he saw that all the fun guys were in STR, the parts needed to convert his ND started showing up at his door. There are a handful of drivers hoping to show that ND is not the absolute must-have car in STR. The NC MX-5 will have its share of representing drivers, including defending champion Tom Layton. Okas Elam has shown plenty of speed in his early NC. **continues on page 4...**

The three-headed monster of Kate and Alan Claffie, along with Trevor Blackwell, will see if Bruce the Underdog PRHT NC can make inroads against the ND. And Michael Brown will also be competing with his Stormy Blue 2010 model.

Curiously enough, as of this writing, there are no S2000s entered in STR. Is this the end of an era? With another month and change before we get to strap the helmet on for the first time, some of the names above may change and surely new names will be added to the list. Don't miss out on the chance to get your season subscription, then hope for continued mild weather so there will be no excuses for your car not being ready to come out and play with WDCR SCCA Solo at FedEx Field.

Advanced Race Operations School- Michael High Flag Chief

The idea for "Advanced Race Operations School" came from analyzing what we in F&C had been doing with our "Crash and Burn" training sessions where in even number years it was in a classroom setting (crash) and in odd number years we went to the track and focused on fire training where a "burn" happened. The reason we conducted the old "Crash and Burn" events was to train and improve the F&C specialty however, the events were always attended by more than just F&C personnel.

It was the dialogue across specialties during these events where most of the learning opportunities and understanding were occurring. During our F&C off season planning meeting we said to ourselves "why don't make this a multi-discipline training event going forward"? We blasted this question/idea out and the positive response, topic ideas, and volunteers were amazing.

The result was that on Saturday February 24th, over 50 people from all worker specialties as well as drivers attended this inaugural training/seminar event. Every specialty, as well driver Rob Myles, presented a topic of their choice with the goal of improving race operations, creating cooperation and understanding, increasing safety, and most importantly making things more fun.



RX Report

The RallyCross program has had an unexpected surprise this winter. Summit Point Motorsports Park has welcomed us back! We're very excited to be going back to our former home and we're sure all of our competitors are as well. This fantastic news has tossed the program into a bit of flurry as they are looking to reschedule dates and open registration. Look for final schedule announcements in the very near future on their Facebook page and website.

The season awards party was very well-attended in January. It was great to see all our competitors battling wheel-to-wheel on the kart track. Something you don't see often is RallyCross drivers going wheel-to-wheel! Hilarious hijinks ensued as the RallyCross guys are known for just having fun and enjoying each other's company. Congratulations to our champions and all of our competitors!

The program has acquired a batch of new cones! No- these cones aren't even hand-me-downs from the autocross program but actual brand new fresh orange cones. Now we just need the drivers to keep them fresh, but we can't promise the orange part.

DC RallyCross welcomes Andy Thomas as Co-Chairman for the 2018 season. Andy has been a competitor and organizer with the program for many years, is a national-level competitor, and is very well-respected in the RallyCross community. Andy is already working hard and looking forward to helping with this year's organizing duties. Adam Kimmett, who has been the program Chairman since 2012, will continue as Co-Chairman and Event Steward.

DC Region SCCA Member Anniversaries

50 Years

Kip Laughlin
Robert H Rosen

30 Years

Robert C Moeller
Barry Young
Steven A Brown
Bill Hunter

25 Years

Jonathan B Kinberg
Steven Monson
Ken Anderson

20 Years

Donald R Waldorf
Rene Espinosa Jr
Christina Robinson
Gail A Robinson
Robbe Robinson

15 Years

Phyllis Waslo
James E Brostek
Gregory Obadia

10 Years

Karl W Schornagel
Michael J Fultz
Doug Keiler
Reed Rollo
Alfred Dupont
Robert Crawford Jr.
Kevin James Brink

5 Years

Morgan Friday
Michael Arndt
Joseph Capriotti
Daniel Conway
Richard M Yura
Mark Stemp
Robert L Miller
Tracie Conner
Eric M Core
Preston C Calvert
John Patrick
Janszen Jr.
Mark Gillies
Steven L Hayes
David Hatcher
Scott M Hoffman
Scott Merker
Victor Powell
Edward Adams Jr.
Courtney Cormier
Abigail Adams
Edward Adams III
John Henry Adams
Laurie Adams
Samuel Adams

Instructing - by Bill Smith



So, you want to be a better driver? Do you want more folks out on track with you? Do you want free track time? Do you want to share what you have learned on track with others? If you said yes to any of the above, you may want to consider instructing with the WDCR SCCA PDX/Track Day program.

Let's dive in a little. You might ask "How can this make me a better driver?" The first obvious answer is track time. The most expensive "mod" you can do to your car to get faster is the "driver mod". Track time is expensive. To compensate you for your time, instructors get dedicated sessions on track as well as other opportunities (e.g. skid pad). Along with this, you are surrounded by some of the most experienced instructor pool you will find. Many of these instructors are the same instructors who teach at the Road Race school. Working with your fellow instructors is a great way to get faster, and try new things.

The next self-improvement aspect to instructing is in your teaching. Instructors must deconstruct what they are doing on track in order to articulate this information to a student. This thought process gets you to consider more deeply what you do on track, and help you become a better driver yourself.

If you are a road racer, you can bring a great perspective to Track Day participants. While Track Days are a destination for some, many of these drivers will progress on to road racing, which will increase the car counts at races. More cars out there make for a better experience, right?

If are a road racer, or an advanced Track Day driver, and feel you would like to give back to the next generation of drivers, please consider attending our Instructor Clinic on April 7th at Summit Point. This year we are making a promise to our instructors that you will only get one student (unless you want two), and deep discounts to run time trials.

Contact our Chief Instructor Mhyar Alzayat at pdxci@wdcr-scca.org for more information.

RP Performance's Bret DePedro on Off-Season Rebuilds

I have done several rebuilds over many years from RX7s to MX5s in various states of disarray. The most recent rebuild was a 1999 Mazda Miata.



With this particular car there was frame damage, so it had to go to frame shop first before any mechanical work could be started. Once the frame work was done we commenced with the mechanical work. The car came without a driveline, so to get one I acquired a parts car.

Both the rebuild and the parts car were disassembled and parts were made ready for replacement. I rebuilt the transmission and had the engine overhauled. A new suspension, hubs, brakes and an exhaust along with lots of miscellaneous small parts had to be purchased and installed. Before any parts went into the car the engine bay, the interior and the trunk interior were painted, then all parts were installed. Painting the interior of these areas gives the car a new clean look.

The fun part of doing this rebuild was seeing a car that was going to be disposed of be brought back to life. It was enjoyable putting my personal touch on the car from the color of paint to the design of its decals. I enjoy doing a rebuild along with maintaining my rental and customer cars.

The only negative side to doing this rebuild was dealing with an unknown car that other folks had worked on. We had trouble with the wiring harness that was preventing the car from running. Because the car sat for awhile we had to change out some parts you normally wouldn't have to replace.

We were lucky that there were no major setbacks on this rebuild.

My advice to anyone taking on a rebuild is to:

- Know more about what you're getting into
- Talk to to some who does this for a living
 - Ask questions before you go into it
- Set a budget and plan on going over it
- Set a timeline to complete the project



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Road Racing Season is Here!

The March Racing School marks the end of the long winter break for the Region's Road Racing program.

We have a lot on tap for you this year, starting with MARRS 1 on April 14-15. In addition to kicking off the MARRS season, MARRS 1 also serves as the first stop of the NEDIV Championship series in 2018, and plays host to both the New Jersey Road Racing Series and the V8 road Racing Series! MARRS 1 represents the first of two visits in 2018 by the NJRRS, who will also be joining us for MARRS 5 in June. In turn the MARRS series will be traveling to NJMP to compete on both the Lighting and Thunderbolt circuits in early June and mid-August, respectively. Other groups who will be joining us for racing fun this year are the new MX-5 Challenge Series at MARRS 5, and the North American Formula 1000 series on Labor Day weekend.



Other things to watch out for this season include:

The full season debut of Sprint Bracket Road Racing! Come out and find someone to race with on-track, without worrying about rule-bound classes and how your car fits into the competitive structure of a given class. Bracket racing will be a group within every WDCR Regional Road Racing (i.e. MARRS) weekend at Summit Point in 2018. Check out Chuck Edmondson's article in the December Straightpipe or visit the D.C. Region website for more details!

Road Racing Season Subscription! From now until April 9, you can register in advance for all five Summit Point MARRS events and save 20% on entry fees when you register for the whole season. This is a savings greater than the cost of a regular MARRS weekend! Watch your email and the website as details on the season subscription offering are being finalized as this issue goes to press.

The return of the Washington D.C. Cup! The Washington D.C. Cup is a championship that is awarded based on the points accrued during the Saturday races (Sunday of Labor Day weekend) of Summit Point MARRS weekends. This championship is based only on Summit Point events, so no out of region travel is required to qualify for the championship.

How many class track records will fall with the new asphalt at Summit Point? A good weather weekend might re-write the record books. Will it be MARRS 1? The Majors? Come out and see. Maybe you will be the one breaking that record!

Speaking of coming on out.... a reminder that entry to Summit Point is free to everyone in 2018. No need to worry about your membership card at the gate, or worry that your non-member friends will be charged to get into the track. Invite all of your friends, and hopefully they will decide that they need to become members too!

Let's make 2018 a season to remember for the WDCR Road Racing Program! I'm looking forward to seeing everyone in March and April, and am confident that we can once again show everyone why the MARRS Series has been the best series going for over 40 years!

NCR Welcomes WDCR Back For Mother's Day - Sam Fouse, RE NC Region



Hello from your friends and neighbors down south in NC Region. We're busy preparing for our 2019 season opener in two weeks at VIR and Taylor has asked me to give you an update regarding our 2018 schedule and the SARRC/MARRS Challenge coming up in May in particular.

First of all, as did some of you, several of us attended the national convention in Las Vegas in late January. That was followed closely by the SEDIV convention in St. Simons Island two weeks later. Those of us who didn't get the flu before or during the conventions, for sure got it afterwards. If you don't want to get sick, don't spend two days in a tube with sick people, aka an airplane. Humans aren't the only things that travel through airports.

By now I'm sure everyone knows about the 2019 Runoffs coming to VIR. Interestingly, the rumors had been flying about for months or even years before with some saying 2019, some saying 2020. When it became pretty clear in early January that it was actually going to happen, I was cautioned not to say anything until the official announcement, which would come after the national convention. Needless to say, in Las Vegas we all did the wink and nod thing and discussed that thing which we shall not discuss. Topeka does not involve nor include the local region in any of their behind-the-scenes stuff, so all we knew was that some big organization named SCCA was negotiating to rent our track out from under us for October 2019. For those of you who may wish to attend the Runoffs next year - good news - it won't be a long tow for a change. As SCCA fills us in on what our role may or may not be, we'll keep you posted.

As I said earlier, our first event is coming up in two weeks on March 10-11. The March event has a full slate of racing, and the paddock's not very crowded this time of year. We can't guarantee the weather other than to tell you it'll likely be warmer in Danville than in Fairfax, so feel free to join us. It was 72 in Raleigh today, which of course means it could snow any day now.

Our Spring Sprints Dual Conference Majors will follow that on April 13-15, two weeks before your Majors at Summit Point on April 28-29. Although I have noticed attendance off about 15-20% this year elsewhere (surely because the Indy effect is over), it's anyone's guess what both of our attendance numbers will be this year.

Those events will be followed a few weeks later by our traditional SARRC/MARRS Challenge, Round 1, on May 12-13, a week later than last year. The change was 'requested' by VIR to help them with a scheduling issue, and it wasn't like we could say no. We're anxious to win back the Challenge Cup this year, so everybody stay home and let us win it. Just kidding of course. This year's event will have a full schedule with qualifying and racing both days. We experimented last fall with shortening the schedule by deleting Sunday qualifying, but we got pushback on that, so we're back to a full schedule for the weekend. Also, for the first time, we will be joined by the North American Formula 1000 Championship series. I'm looking forward to watching them get around VIR in their own feature race on at least one of the days. Our plan is to open registration earlier this year than last, so look for a direct e-mail mid to late March.



I'd like to discuss here a decision concerning VIR's Virtual Safety Car procedure, better known as Code 35 since it affects many of you as well. First of all, contrary to rumors, it has never been required by VIR. Instead, it has always been an option for renters to check yes or no to offer it in order to expedite EV deployment during hot sessions. Due to an incident years ago (not involving SCCA), their first concern has been for the safety of their personnel (rightfully so) and Code 35 was developed as a solution. It does offer the possibility of getting us all back to racing more quickly, and other renters are using it, most notably NASA I am told.

Mid-season last year, we put out a survey to all of our drivers and workers about it. You may have seen the survey and participated in it. If you did, “thank you for your input.” The results among drivers were about 3 to 1 opposed. Then late last year, around the time of the Runoffs, a proposal was put before SCCA to add a provision to the GCR to allow it, but it was dismissed.

In January we were asked to consider using it for this year’s Spring Sprints. Realizing we would be putting it in play for the first time at any Majors event anywhere in the country, we shared our survey results with Topeka and asked for a review. The conclusion was that SCCA Club Racing does not yet have the technology to implement it properly, nor have the rules in place to make it enforceable. With that in hand, we have chosen to suspend the procedure until further notice. By then we had already checked the ‘yes’ box for the March event, but its use at that event will be at the discretion of the stewards. If you are attending, make your preferences known during the drivers’ meetings.

After the Challenge, Round 1, at VIR in May, we’re all going to collapse for a week or two (3 races at VIR in 10 weeks), then hopefully come join you at Summit Point the weekend of June 16-17 for the Challenge, Round 2, which is also a SARRC event for us. That’s when we can decide the final outcome of this year’s SARRC/MARRS Challenge. Or is it MARRS/SARRC?

That’s it for now. We want to sincerely thank you for all your help and support over the years. We’ve always had a strong relationship with WDCR that dates back to before NCR ‘seceded’ from NEDIV in 1970. Our relationship with you exceeds most of those that we have in SEDIV.



In Memory of

Shirley Wantland

It is with a very heavy heart that we report the loss of Shirley Wantland who died unexpectedly on 12/27/2017. Shirley was a longtime DC Region member and volunteer since the early 80's. Shirley's easy smile, quick wit, and dedication to our club will be greatly missed!

“David and I both thank you for all of the kind notes of remembrance and condolences that we have received since we sent out the announcement of Shirley's passing. We're looking forward to seeing many of you during the coming year.

Stay safe.” -Stan

Don Aston

Member since 1975

Service for Don Aston will be held on Saturday
March 3rd @ 11:30 at
The Church of Jesus Christ of Latter-Day Saints
110 Goodhand Creek Rd
Chester, MD. 21619

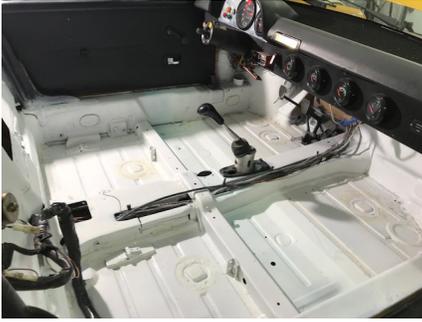
For anyone who wants to share memories with the family, they would appreciate your letters. They will have an album with the guest book at the church. Please share your special memories with them.

James “Twig” Terwilliger

SCCA member for almost 40 years.

Twig was an active member of both our DC region as well as the Arizona region.

914-6 BIT Prep - Wayne Armbrust



Involvement with cars is a lifetime affliction. There is no cure, simply treatment through continued exposure to the malady. Cars. In the process of looking for an older Porsche to run on track, the criteria was simple. Find one that runs and is affordable. Finding one that runs is not the hard part, it the affordable bit that is a hurdle. With a long enough search the right car was located. The right price negotiated.

Then it followed me home.

There is quite a bit of work to prepare a car for the track. Safety is the number one priority. Using the GCR as the standard, there are many steps to the work to achieve a safe final product. Roll cage, seat, fuel system, restraint devices, padding, fire suppression, etc. are all part of the basics.

The other safety issues include being able to slow and stop the car once it gets in motion, the brakes are kind of an important part. Good solid steering control, suspension components, bearings etc. Heat management comes in getting rid of engine heat, radiator, coolant, electric (or other fans if any) and cooling the brakes. In the summertime cooling the driver is a good idea also!

Next, with all that basic work done and in place we can start on the body and other components. Light weight is the idea, getting the car to the lightest safe weight possible. Most car classing have a minimum allowable weight. Lighter weight can be equated to more available horsepower, it gets easier for the engine to make the car move.

Some classes limit the type and size of tires.

One of the problems I faced in wanting to race the Porsche with SCCA is this particular car has an aftermarket engine transplant. The larger, higher horsepower engine combined with car weight would place the little car in the GT-2 class. It is simply not competitive enough to manage lap times low enough to stay with the modern GT-2 cars. Things were looking like the car would have to be entered in some other form of competition.



The WDC Region is offering a solution this year in introducing a Club Road Racing group called Bracket Racing. This is for any car that is prepared to a GCR minimum for Improved Touring in order to be entered. The brackets you will run in depend entirely on the car and driver combination. Any closed wheel production type car can race in their own class alongside many other classes. In the end the placement in your qualifying bracket determines the winner. For cars too old, or too modified, to compete within the existing class structure, the Region has created a catch all class called Bracket Improved Touring (BIT). Any tire, any engine, as long



as it is set up to IT class safety, come and play. That is where my newly prepared Porsche 914-6 will run. See you in a little BIT...

GUTBUSTERS IS BACK! - Bob Brookfield

Back in the 1990s workers at Summit only got a lunch at Chez Summit and no dinner. That meant that one either cooked dinner at the track (if camping) or went to Charlestown or Winchester to dine.

So I started writing about places I had gone to dine in, GUTBUSTERS. At that time workers were treated to a lunch at the Labor Day Double by a group of fans camped drivers left in the carousel called The Other Side. Also back then we had a field of at least a dozen GT Pintos. At the August race those drivers and their families put on a lunch for the workers. Eventually each race group put on a lunch or dinner for the workers. That made for a great club atmosphere and we still thank them for doing that. But those dinners at the track meant there was no need for GUTBUSTERS to leave the track in search of a meal. Thus the column went away. Then, on Valentines Day this year Sara and I went to a place in Winchester for lunch. She had been there once before with her girlfriend and said it was good. The place is called Sweet NOLAS, and it are good. In fact, we were in Winchester for medical visits the next day and decided to go there again!

On the first visit I had Jambalaya and coffee. Sara had The Milneburg Joy Platter. That last had deep fried Sweet Potato pieces, fried Okra, new potato slices with three different dipping sauces of varying heat. Do Sweet Maple Aoili, Gypsy Sauce, Spicy Creole Ketchup perk you interest? And there were puh-lenty on the platter. She had some to take home for supper. My bowl of Jambalaya was packed! Sausage, chicken, rice, hoo-ey boy! I done ate the whole thing. And the coffee is serve yourself if you wants more than one cup. I were so full that I did not bother with any supper after we got back home.

On our second visit I went for a Muffuletta and Sara eased off and just had the OMG Cheesecake. Muffuletta was an open face sangwich, meat, cheese, lots of chopped olives on top. No way I could fold that puppy up, so I knife and forked it. Same result. No supper when we got home. Last time I'd had a Muffuletta was in French Quarter in New Orleans about 28 years ago. It were different from what I had at Sweet NOLAS, but enjoyed both.

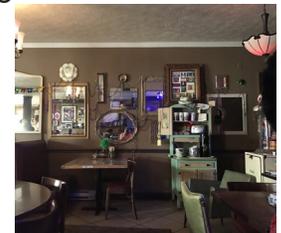
I had one criteria in the old days of GUTBUSTERS and still have it today. Any time I could get a really good meal, good atmosphere, and spend less than \$20.00 it was a good deal. For our first visit the tab came to \$34.23 including the tax and so it was less that \$20.00 each. Second visit came out even better. \$22.26 including tax. So that was two stops with great meals and easily met my criteria.

So what about the menu? A lot of Po' Boy sandwiches on a 7.5 - 8 inch roll, top price \$14.00. Too big for you? Short Boy for about 1/2 the price. Soups, Gumbos, Beans n'Rice (comes with French Bread) \$14.00 of less. And, if you want to try three at once, three mini cups of soups, beans, or gumbos for \$14.00. And if you has room left, Banana's Foster, Cheesecake, Bread Pudding. For beverages it is Bottle Soda, Iced Tea, Coffee.

Now. When is they open? I'm gonna told you that. Lunch Tues - Sat 12-3, Dinner Wed & Thur 5-8, Fri & Sat 5-9. It is a small place, capacity around 30 or so. And they have live entertainment.

Where is it and how the heck does we get there? If you has a GPS the address is 688 North Loudoun St, Winchester, VA. 540-667-6652 (NOLA). Otherwise go out the main gate, turn left. Bottom of hill turn left (do not go over the railroad tracks). Continue straight, crossing the Opequon Creek bridge. Come to a stop sign bear right. You will then come to a stop sign at US11. Turn left.

Go under I-81, stay in the left lane and continue on US11 for three lights. You will see the sign for US11 south and Winchester. Take that left and continue for about a mile and a half. You will be on Loudoun St. Sweet NOLAS is on the left and across the street from a OK used car lot. Turn left into the parking lot, go in, get seated and ENJOY! The good times will roll. I guarontee!



Customer Service - by Chris Robbins



Think back on a recent experience – maybe it was the cab ride from the airport to the hotel. Were your needs met? Did you arrive safely at your destination? Was the driver courteous? Think about going to a restaurant...were you seated by someone who smiled and then quickly left your table? Did the wait staff arrive, explain the specials, and take your drink order? Did they return promptly with the correct food at the proper temperature and how you ordered it?

Think about your last SCCA event. How was the registration and check-in? How was it in Tech? Did you have a question that got answered quickly and correctly? Were folks courteous?

Now, thinking about each of these – how did you feel after the event or experience? Did you leave merely satisfied that your needs were met, or were you smiling and telling your friends about it? Did any of you go on social media and express your excitement for the treatment you received or the extra measure of care you were shown? Would you choose to return to that organization not for the product or service you received, but because of the way they made you feel?

Let's look at a couple of definitions.

Customer service is the assistance and advice provided by a company or organization to those people who buy or use its products or services.

It's the act of taking care of customer needs with professional, helpful assistance to ensure customer's expectations are met.

This is the minimum expectation. Customers come to us – they come to YOU – to have a need met in a prompt, courteous manner. They need you to provide a service, answer a question, and deliver on a promise. And they deserve to have their needs met – at a minimum – in a professional, timely, and courteous fashion.

But, can you receive bad customer service? Yes, you can. We're not necessarily talking about the product itself being of poor quality. You should expect courtesy and kindness, timely service, a sincere apology if things don't go as planned, and options for satisfying your needs. At a minimum.

Hospitality is the friendly and generous reception and entertainment of guests, visitors, or strangers. It's the act of establishing a friendly relationship between the host and the guests.

Hospitality is different. It's more about creating a feeling in the recipient. It's about being genuine and authentic. It's about helping your "guest" feel at home. It's about creating a relationship between the server and the served.

You cannot have bad hospitality. You either feel it or you don't.

And today, I'm going to introduce you to a new acronym that you can remember and use in all your SCCA interactions. This is not a Southwest Airlines term...it's one just for you! And it's an easy one, if you can remember to "shift" your mindset: G-E-A-R-S

G - E - A - R - S

Greet

It's about greeting them with a warm smile and calling them by name. Be authentic!

Engage

It's about engaging with them, even before you serve them. Notice and/or comment on something about them. Be genuine!

Act

It's about being clear on their needs by asking the right questions, and even anticipating their needs. Then personalize your service by making them feel like home!

Relate

It's about connecting with them. Show interest, sympathy, and concern for their situation. And show appreciation for giving you a chance to serve them, and for their patronage. Be thankful!

Solicit

Don't forget to ask if they have any other needs you can help them with. Ask for feedback on how you served them. Also, remember to ask them to return; remind them of the next event. Be inviting!

Then, get ready to repeat the cycle. Go through the GEARS again! You can't let up even if you're tired. You have to keep shifting gears to provide the same hospitality to the next person you meet.

And the next. Even if things aren't going well for you or for them, you must persist.

We said we take care of employees first, so let's start with the hospitality we provide each other. Think about how someone in the club does hospitality internally, to the volunteers for example. Which of the GEARS did you witness them using? What was the outcome? How can you learn from them and demonstrate the same behaviors?



Now, if we have taken care of each other and shown hospitality within the organization, we're better prepared to show it externally. How about the hospitality we provide to those new to the club? Think about how someone demonstrates hospitality to new or potential members. Which of the GEARS did they demonstrate? How can you emulate that behavior?

Finally, what happens when you're in the grocery store or at a party or in line at a fast-food place, and someone comments or asks a question about your SCCA t-shirt or hat or credentials? You have an opportunity to be an ambassador for your organization!

Think about how someone in the club is a champion for the SCCA, and how they evangelize the organization. Which one of the GEARS was most helpful? How was it received by the individual?

Let's finish by talking just a bit about your "personal brand" and how it impacts others' perceptions. Within seven seconds of dealing with your internal or external customers, they form eleven opinions and perceptions about you, and about your organization. What do you want others to think? How do you want them to feel about you and about the SCCA?

Some very well-known logos (Apple, Mercedes, Starbucks) have almost universal appeal and positive perceptions. Some also well-known logos (Blue Bell, Volkswagen, British Petroleum) have recent slips and are struggling to regain ground. Some other recognizable logos have learned how to work and compete with each other (Target/Walmart, Lowe's/Home Depot, Sam's/Costco) by differentiating themselves. Still others (Blockbuster, Blackberry) are gone or struggling with remaining relevant.

What do you want for the SCCA? How do you want others to see us? How do you speak about us when others are present? What is the value of keeping it positive, and saving our questions, concerns, and disagreements for behind closed doors? Our future success is up to you.

You have the hospitality gene! You're already running through the GEARS! It's within each and every one of you! Frankly, it's the only thing that may differentiate the SCCA from our competitors, and will ensure those who aren't ready to join yet will still WANT to come back and tell their friends about their experiences!

**Your
attitude
is like a
price tag,
it shows how
valuable
you are.**

Thanks for letting me share my passion for hospitality with you!

G - E - A - R - S
Greet Engage Act Relate Solicit

The Road Race Ahead - MARRS & NJRRS

Nick DiMeo - RE South Jersey Region

The 2018 racing season is here and this year the WDCR and SJR are jointly hosting more races together than ever before. As neighbor regions, each of us offering outstanding competitive racing, we are holding 4 of our race series events at each other's Home Track.

WDCR and SJR are well known for hosting some of the best racing events in the country. I have found memories of running in the MARRS at Summit Point when I started road racing in 1997, so many great competitors, fun people and a lively paddock in the evening. With the development of so many new race tracks in the NE Division, offering many more options of venues to racers than ever before, our regional leaderships got together to jointly expand on our rich racing history's by working independently, but together to bring a higher level of excitement and competition to our neighborhood.



So, what did we do? MARRS is coming to NJMP twice and SJR expanded our NJRRS added 2 more events both at Summit Point.

MARRS 4 is visiting NJMP for Lightning Challenge on June 1, 2 & 3 on the Lightning circuit and in August 10, 11 & 12 for Summer Thunder on the Thunderbolt circuit for MARRS 7. Both of these events are also New Jersey Road Racing Series (NJRRS) events.

NJRRS is visiting Summit Point for MARRS 1 on April 14-15 and again June 16-17 for MARRS 5. Both of these events are also NJRRS points events.

So you might be asking yourself a few questions right about now, such as: So how does this work? Do I get points in both series or just in one? What do I have to do now? And what is NJRRS anyway???

These are easy questions to answer.

Let's start here:

The New Jersey Road Racing Series (NJRRS) is the series the SJR started 10 years ago when the NJMP facility opened.

When you enter any NJRRS event and turn a wheel in a qualifying race or a feature race you are automatically registered in the NJRRS as eligible for points. So everyone is in!

NJRRS is open to everyone, all MARRS and NJRRS recognized classes are eligible for Championships.

NJRRS is an 11 race series.

2 events at SP with 4 races (2 qualifying races and 2 feature races)

3 events at NJMP with 7 races (4 qualifying races and 3 feature races)

Qualifying races and Feature races are awarded same points. It is a race !!

Your best 9 of 11 finishes count toward your championship point total.

But...

To be eligible for the championship, you must participate in a minimum of three weekends, with at least two at NJMP and at least one at Summit Point.

And...

You must finish half the laps of the race leader to be awarded points for any race.

NJRRS decals, which are very cool, should be on both sides of the racecar, but if not you still get points. So everyone is in!

Finishes must be in the same class. A start is defined as a competitor in the entered car having turned a wheel on the track during any race session of the event.

That's it...that's the whole rules set for NJRRS. Show up, run the race, get points, have fun.

Many SJR members love racing at Summit Point, it is a challenging track. And many members of WDCR love coming to race at NJMP. I think this year will be a whole lot of fun for both road racers and for our awesome volunteer crews that work so hard making all these races happen. And I think successful for both our regions.

When I became RE of SJR January 2017 I shared this statement with our Board of Directors – “I really think the Board has 2 goals to achieve: Don’t run out of money and don’t run out of fun. If we run out of money, then we have no more events and we will run out of fun quickly. And if we run out of fun, then members and guest will stop coming to our events and we will run out of money quickly.” Both of our clubs are all about having fun, we are members, friends and families getting together to have fun. With WDCR & SJR sharing more events together we should be looking at having a lot of fun in 2018!

2018 NJRRS Schedule

5 events of qualifying, qualifying race(s) and feature races

April 14-15 - Summit Point - NJRRS runs with MARRS 1
Qualifying session, 1 Qualifying Race and 1 Feature Race

June 2-3 - NJMP Lightning - Lightning Challenge
Friday Test Day, Qualifying session, 1 Qualifying Race and 1 Feature Race
Running with MARRS 4 - NorthEast Division SCCA Championship - Formula 1000 Championship -
Right Coast Formula F Series - United States Touring Car Championship

June 16-17 - Summit Point - NJRRS runs with MARRS 5
Qualifying session, 1 Qualifying Race and 1 Feature Race

August 11-12 - NJMP Thunderbolt - Summer Thunder
Friday Test Day, Qualifying session, 1 Qualifying Race and 1 Feature Race
Running with MARRS 7 - V8 Road Racing Series - United States Touring Car Championship

September 22-23 - NJMP Lightning - Jersey Road Racing Classic
Friday Test Day, Qualifying session, 2 Qualifying Race and 1 Feature Race
Running with United States Touring Car Championship



The 2018 Season at Summit Point - Chris White

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www.ogracing.com/



Once again Taylor has roped me into writing about my favorite subject, Summit Point. Specifically, what have we done, and plan to do for 2018. We began our improvements for the new Season back in October when we re-paved the Summit Point Circuit. Over the Winter we began a project to add Armco and add tire barriers at Turn 4 to eliminate exposed berms, and eliminate open areas into the woods along the track. We have also re-belted and bolted tire stacks, and

replaced many of the strapped tire stacks with bolted tire stacks. You will also notice a new area to the right of the main gate when you arrive. This new area, our “Early Arrival Area”, will be used to line up our guests before the gates officially open to allow folks into the paddock. No longer will we have vehicles entering the property before the gate opens, or before the paddock is open, and clogging the center road through the property. Now you will line up in the new area, staff will come to you when it is time to let you in, and traffic can flow out of the new lot and into the paddock.

We are also busy planning our new pavilion in the paddock of the Summit Point Circuit. This new 40’x120’ building will have electric, lights, and a PA system. We plan to use the new pavilion during our annual Labor Day event with the SCCA. We also added improved drainage in the paddock to help alleviate the flooding that sometimes occurs when a heavy rain comes through. We also improved drainage at Turn 5 as well.

Now a bit of bad news, electric rates for 2018 are going up. The existing rate of \$10 a day will rise to \$15 a day to help cover ongoing maintenance of the electric system. We have done lots of work behind the scenes to the system this past season, and more work is planned and needed going forward.

And finally, admission to all SCCA events in 2018 are free to ALL. No more gate lists, getting folks on your crew list, adding people or trying to get a refund because someone wasn’t on a list they should have been on. We are very pleased to make this change to help the SCCA attract more people to our races at Summit Point, and we look forward to joining with the WDCR-SCCA to come up with more ideas and ways to get more people to come see us “Have Fun With Cars!”





Asked & Answered

You asked, they answered!

What non-racing things did you do during the off-season?

"Train shows and some great model purchases"
- John Gerben

"DISNEY!!!!!" - Kim Dixon

"Willie and I got married" - Dinah Mullins

"Panama Canal" - Betty Harrison

"Disney Food and Wine Festival" - James Brostek

"Had the most incredible journey of my life"
-Valerie Farret

"Off-season?" - Mo Overstreet

"A week of skiing in Vail, CO" - Roger Troxell

"Had a heart attack when I realized my off-season was starting" - Lin Toland (Get well soon)

"Cycling and snowboarding" - Nater Kane

"iRacing" - Louis Alessi

"Made a future SCCA driver"
- Daniel Richardson (Congrats!)

"Drove a firetruck through red lights!"
- Toree Holmes

"A lot of house remodeling and reno, which in turn begat a lot of wine drinking" - Mars Monaghan

"Took in two foster children" - Tom Newman

"Accepted a contract to sell my house"
- Mike Davis

"Retired from 30 years federal law enforcement, took my wife to Venice and Florence."
- Michael MacQueen

A Note from the Editor - Taylor Hyatt



Welcome to the family, Big Bird! As some of you may have realized already, I have finally made the jump from sitting on the sidelines and will be wheeling this '87 VW Golf around the Summit Point courses in 2018! Last fall, I participated in my first PDX. I used to think that when people said, be careful not to "catch the bug," that it could never happen to me because I was already so involved. Boy was I wrong!

Thankfully this car will be good for just about anything. Its primary job will be to get me on track for as many Track Events/PDXs as possible. It could make a road racing appearance in ITB, but of course not with me behind the wheel. And who knows, with Rally Cross coming back to Summit Point this year, we may just drive it over there and get it dirty.

What I'm trying to say is, we have another busy season ahead of us and there're so many ways to get involved. Drive, volunteer, spectate or crew - it's your choice, but MAKE IT!

As far as The Straightpipe, you guys make my job easy. Great events make great articles. So, keep doing what you're doing and send me any ideas you might have. I'll take all the help I can get!

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

Contact me at: Straightpipe@wdcr-scca.org



Washington DC Region SCCA - 2018 Calendar

Road Racing:

3/24-25: Competition School
 4/14-15: MARRS 1 @ Summit
 4/28-29: Major
 5/12-13: MARRS 2&3 @ VIR
 6/2-3: MARRS 4 @ NJMP
 6/16-17: MARRS 5 @ Summit
 7/28-29: MARRS 6 @ Summit
 8/11-12: MARRS 7 @ NJMP
 9/1-3: MARRS 8 &9 @ Summit
 10/6-7: MARRS 10 @Summit

Autocross (Solo):

4/7-8: School/Test & Tune
 4/29: Practice
 5/12: Event #1
 5/19: School/Test & Tune
 5/27: Event #2
 6/24: Event #3
 6/30: School/Test & Tune
 7/1: School/Test & Tune
 7/22: Event #4
 8/12: Event #5
 8/19: Event #6
 8/25: School/Test & Tune
 9/16: Event #7

PDX/Track Events & Time Trials:

3/10-11: Track Event & Time Trials
 @ Summit Main
 4/7: Instructor Clinic & Advanced
 @Summit Shen.
 4/8: Track Event & Time Trials
 @Summit Shen.
 7/21-22: Track Event & Time Trials
 @Summit Shen.
 8/18-19: Track Event & Time Trials
 @Summit Shen.
 10/13-14: Track Event & Time Trials
 @Summit Jefferson

RallyCross:

4/8: Event #1
 5/6: Event #2
 6/10: Event #3
 7/7-8: Event #4
 8/25-26: Event #5
 9/23: Event #6
 10/21: Event #7
 11/18: Event #8

Road Rally:

5/6: Get The Dust Off
 Kingsville, MD

