



Straightpipe

Nuts & Other Loose Things - Wayne Armbrust, Region Executive

Gray Area Racing



Much has been made with a great deal of celebrating still going on over SCCA hitting the 75-year mark. It takes a lot of tenacity and spunk to create and get something great off the ground and moving. It takes patience and cultivation to keep it going and help it grow. It takes knowledge and cooperation to make it great.

Here we are! We are a part of one of the greatest and diverse sports car organizations ever. We are fortunate so many before us paved the way and opened the road to success. They were the pioneers in our

game. Without intending to, the result they delivered is now the greatest amateur road racing program in the world. It is also active on a broad base of event choices.

Washington DC Region has grown along with the SCCA from concept and founding 70 years ago to what it is and where we are today. Starting with Road Racing at Marlboro Raceway in Maryland, development of a world class Autocross program, a once famous Road Rally series, as well as numerous other events including supporting Pro races.



As Marlboro's days came to a close in the late 60's, new opportunities opened. The right people were in the right place at the right time. Summit Point Raceway was completed in late 1969 and struggling to pull together an IMSA pro event. The Washington DC Region SCCA was looking for a new place to play. A deal was struck and agreements made, SCCA stepped up to fill the gaps and the beginning of a new long-term partnership was just kicked off.

April 2019

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We hear a lot about the “Greying” of the SCCA or the “Old Contingent” in our Region. That is true, we are aging, aging with our passion and the years and what it took to get it where it is. The wonderful thing about it is that you don’t have to be old to enjoy what we have to and participate in what it takes to make it happen. We are told we are growing old, and yes, we know we are. There may be snow on top but the passion still burns deep. We are living a life we have a passion for among friends and family. We are among like-minded people. Our life is in motion and we want to keep it that way.

There in the thick of things, in their much younger years, when foundations were being laid and partnerships built, were many of our current members. They were there and very much a part of it. These are the folks that were there when the doors opened at Summit Point Motorsports Park.

Fifty or more years of membership, participation, and service:

Paul Anderson
George Bowden
Randy Canfield
Charles Chadwick
James Corcoran
Terry Hanushek
James Harrison
Jerome Hinkle
Robert Houston
Richard Knoblauch
Kip Laughlin
Col. Joe Marm
Forrest Minor
Robert O'Connor

Michael Phillips
Walter Rhinehart
Robert Roose
Robert Rosen
Littlejohn Schebish
Robert Shelton
Ernest Stalder
Raymond Stone
Lee Talbot
Robert Tullius
Robert Walker
Gerald Wannarka
Richard Weader

On the threshold of fifty years:

Joshua Cockey Jr.
Sheila Cockey

Craig Miller
Carol Reber

Hot on their heels:

John Foellmer
James Hollowell
Thomas Morgan Howen
Steve Limbert

Joe Marcinski
Kathy McLeod
Claude Saffer
Swanson William

Nuts and Bolts
Nuts and Other Loose Things

Transition
April 2019

Starting with this note of transition, the formerly named article series “Nuts and Bolts” is transitioning to be called “Nuts and Other Loose Things.” Unbeknownst (always wanted to use that word) to the author, there was indeed another series being authored under the same moniker called Nuts and Bolts. As it came to be, the article series is authored and published by Chris Mosley (NEDivision Chairman), a friend and associate.

Incidental naming of the article series was not intended to infringe on Chris’s creation, but it is evidence that great minds think alike... or we have each spent too much time with a helmet on.

Chris, keep up the good work. I’ll take on another series name and keep the misguided series under my name. Thanks for the loan.

With these people as a resource, we have over One-thousand nine-hundred thirty years of experience to draw on. Just think of it, we have nearly 2,000 years of knowledge and we have Jack Burrows too. Then there are the rest of us newcomers.

We are acknowledging all the amazing things that were developed and created in the last 75 years within the SCCA and the amazing people that made it a reality. The SCCA has been a major influence within the auto-sports world and industry. We are certainly proud of our own members that have accomplished so much in the last 70 years within the Washington DC Region. Those with us for the last 50+ years have not slacked off on the job. They are still a vibrant part of who we are and what we do. The rest of us have to carry that torch forward. My greatest hope is we can rise to the bar that has been set so high, maybe even raise it a little higher.

We have 65 new members since the first of the year, 22 of those were in February. These are new folks with interest enough to join and high hopes for what they can do. Let's help fuel their passion. Let's make it happen together!

We are the club. It is in our hands.



Transgressions and Corrections

Let's start on a different note. Once upon a time I was told the only way to not make mistakes is to do nothing. The other side of that coin is I tend to do things lots of things, that means there will be the occasional error in the process.

There are a couple of transgressions I need to address, mea culpa. Let's get to the meat of the matter. Carol Reber is one of our very talented and dedicated people that is a very important part of the Road Racing program's T&S (Timing and Scoring) group. Carol is on the edge of her 50th year with the SCCA having devoted so much of her life and talents to the organization, and she is still giving. In the last issue I failed to acknowledge her as one of the contributing members that was invited to speak at the National Convention. She willingly gifted her time to contribute to the learning process to the benefit of others across the nation in their involvement with T&S programs. Thank you, Carol!

The other is another giving and caring individual, Kevin Rychlik. Kevin is usually found in the Miata paddock with Bret DePedro or in the Miata on the track. Other times he is involved in the background supporting the Region with enthusiastic support, donations to charity, and most recently a donation of his time as a pilot and donated helicopter time and fuel to support and enhance the Veteran's day program that our Region had stepped in to operate. The error we let slip through was in the article published in Sports Car magazine he was identified as "Ken" Rychlik. We caught and corrected the error in the StraightPipe article, but the contributed article to the national magazine slipped through. Apologies to Kevin and many thanks for your kindness and participation.

Straightpipe Needs You

Straightpipe is the newsletter of Washington DC Region: your region. It's an ideal resource for members to brag about successes, lament about setbacks, relate stories from the road, and anything else. We're always on the lookout for stories and story ideas. If you wish to contribute, reach out to us:

straightpipe@wdcr-scca.org

Include photos if you can so they can be included.

We can even take your story over the phone and write it for you. We'll handle all the editing as well.

HELP WANTED

Track Events Program Volunteers – We are looking to organize a series of HDPE and Time Trials events to be operated out of the Fredericksburg-Richmond area at Dominion Raceway in Thornburg, Virginia. In need for leadership and organizers that will help pull a program together. Please contact the RE at RE-WDCR@Outlook.org or Paul Anderson at Member310@verizon.net or through Volunteer at membership@wdcr-scca.org *SCCA Membership Required*

Road Racing Worker Support – 2 Volunteers Needed. To assist with distribution of materials, equipment, water, supplies, etc. throughout the Summit Point Track at MARRS Events. Should be a minimum of 18 (or 16 with parental waiver) and possess a valid driving license. Should be able to drive a delivery van. Check with Registration, Race Chairman, or Flag Chief at any MARRS event. Or write to Volunteer at membership@wdcr-scca.org *SCCA Membership Required*

Road Racing Tech, “Scrutineer” – Volunteer Jobs open to help inspection of competition vehicles for safety and rule compliance. Help with Annual Inspections, Initial inspections for new or replacement Log Books, control traffic and assist with impound management and duties each MARRS Race weekend. Check with Registration, Race Chairman, or Tech Chief at any MARRS event. Or write to Volunteer at membership@wdcr-scca.org *SCCA Membership Required*

Road Racing Flagging and Communications – Volunteer Jobs open, come out and work on the corner stations with the experienced folks. Help make a difference in the races. Check with Registration, Race Chairman, or Flag Chief at any MARRS event. Or write to Volunteer at membership@wdcr-scca.org *SCCA Membership Required*

Track Events HDPE & Time Trials Flagging – Earn track time while you help. Volunteer Jobs open, come out and work on the corner stations with the experienced folks. Help make it happen, become an important part of our programs. Check with Registration, Worker Coordinator, or TE Safety Steward. Or write to Volunteer at membership@wdcr-scca.org *SCCA Membership Required*



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Board of Directors Meeting Summary

12 March 2019

There was a quite a bit of information exchanged through the evening. No issues required voting. As it turns out, we have many irons in the fire.

Over the last month, the Region's Operating Budget has been reconstructed and accountability placing more emphasis on direct accountability of the Region's individual programs. The early results look promising.

Autocross Program folks have been working to develop an onsite Marine Autocross Program for the troops at Quantico Marine Base. We have a demo program scheduled for June. Our Autocross leadership has been working hard to make it happen: Kate Claffie, Sam Vassallo, Mike McKee and Mike Snyder.

Considerable energy was put into the discussion over the possibility of introducing localized Track Events to Dominion Raceway. In addition to a satellite Track Events Program we are seriously looking at the SCCA Club Racing Experience program as a regular event at Dominion Raceway with a possibility of bringing it to Summit Point's Shenandoah circuit. CRE offers a transitional path from any of the SCCA regular programs (ie: Autocross, HDPE, Time Trials, etc.) into Competition Licensed Road Racing. The CRE is a program similar to other low-cost entry wheel to wheel endurance format racing with minimum basic car prep not requiring a competition license. <https://www.scca.com/pages/club-race-experience>

Rally Cross folks are still working with Panthera Training Center to develop the remainder of the season schedule and contract(s). Summit Point days have been confirmed and scheduled. Exploration for additional areas to operate the RX program is continuing. Locations in western Maryland Cumberland-Frostburg area are being researched for potential development.

**Radial
Tire
Co.**

Program Update: RallyCross

DC SCCA RallyCross began a new season of competition on March 31st, with a large turnout of competitors at the Panthera Training Center in Old Fields, West Virginia. Among the large entry count, modified rear-wheel drive and modified all-wheel drive returned with sizeable and highly-competitive classes. Of the 15 entries in the class a great majority of the drivers have won an event in the past two seasons, making it a top-to-bottom shootout, and with some fast new competitors as well. Likewise, the very fast modified all-wheel drive class had good turnout with a deep pool of experienced drivers. Surprisingly, stock front-wheel-drive class, which has in recent years been a pretty small class, greatly increased its turnout with a number of new competitors to take on the few prior regulars. As usual, the Panthera venue offered very long courses with substantial elevation changes and both technical and fast sections – always a favorite with competitors.

This is the first of eight scheduled events this year, including a two-day rallycross in June. Current scheduling calls for five events at Panthera, and three at Summit Point Motorsports Park, though locations and dates are subject to change based on weather and course conditions.

As always, DC rallycross welcomes both stock and modified cars to our events, and the courses are designed so most stock cars can successfully handle the terrain with minimal risk of damage. Current competitors range from stock Subarus, Corollas, Mazda2's, Miatas, and even an S2000 all the way to fully-built STIs, Celicas, BMWs, Miatas, and other cars. All types of cars are welcome, provided they meet rollover requirements (generally no SUVs are allowed). DC rallycross is a laid-back and friendly group of people, always willing to talk about our sport, give ride-alongs on competition runs, and provide exciting driving to watch in various surface conditions. Come join us!



March 31 winners:

SA: Julian Zottl, 2001 Subaru 2.5 R.S.

SF: Matt Huffman, 2002 Dodge Neon

SR: Jim Golden, 2002 Honda S2000

PA: Austin Jackson, 2018 Subaru WRX STI

PF: Kris Hamilton, 2003 Honda Civic

PR: Shawn Roberts, 2002 Mazda Miata

MR: Nick Drymalski, 1998 BMW M3

MF: Adam George, 2000 Toyota Celica

MA: Adam Kimmett, 2004 Subaru STI

Program Update: Road Racing

Spring is coming and the 2019 road racing season is about to heat up!

Fellow Washington DC Region SCCA Road Racing Enthusiasts, we are underway with the start of the 2019 season, having run our first MARRS event of the year, and the Majors are just a few days away. The 2019 season schedule can be found below and on the region website in the SCCA [Road Racing](#) section.

2019 WDCR Road Racing schedule including MARRS & Bill Scott Championships

Date	Event	Venue/Track	Championship Series
March 23-24	Racing School	Summit Point	
April 6-7	MARRS 1 w/NEDIV & V8RRS	Summit Point	MARRS, Bill Scott, NEDiv, V8RRS
April 27-28	NE Conference Majors	Summit Point	
May 11-12	MARRS 2 w/SARRC	VIR	MARRS & SARRC
June 1-2	MARRS 3 w/NJRRS	NJMP-L	MARRS & NJRRS
June 15-16	MARRS 4 w/SARRC + Enduro	Summit Point	MARRS, Bill Scott, SARRC
July 27-28	MARRS 5 w/NJRRS	Summit Point	MARRS, Bill Scott, NJRRS
August 10-11	MARRS 6 w/NJRRS	NJMP-T	MARRS, NJRRS
August 31- Sept 2	MARRS 7/8 Labor Day w/SARRC	Summit Point	MARRS, Bill Scott, SARRC
September 28-29	MARRS 9 w/NJRRS - Season Finale	Summit Point	MARRS, Bill Scott, NJRRS

There are some changes and some very big news to share regarding our 2019 season:

- Entry fees for 2019 have been reduced from \$375 for a single MARRS entry to \$350**
- Some run groups have been changed/combined and classes moved, see chart below.
- Changes have been made to the MARRS points specifically for points awarded (also changed the number of drops) at the VIR event.
- Race sessions will end when a maximum time has elapsed although the planned lap limit may not have been reached.
- The advanced purchase discount program from last year has been revamped and will be offered again in 2019.
- Qualifying and Heat (Saturday) and for some Feature race (Sunday) length has changed giving more track time.
- Entry fees for 2019 have been reduced from \$375 for a single MARRS entry to \$350**



2019 Race Groups - The order will vary (rotate) from event to event, PLEASE read the Supps for each event.

1. Wings and Things: ASR, CF, F5, FA, FB, FC, FE, FE2, FF, FM, FS, FST, FV, P1, P2
2. Bracket
3. SM
4. Big IT: ITA ITR, SM5, T3, T4, AS, GTA, GT1, GT2, GT3, ITE, SPO, T1, T2, STU, GTX
5. Small IT: ITB, ITC, ITS, Bspec
6. SSM
7. SRF/SRF3
8. Small Bore: EP, FP, GTL, GTP, HP, LC, SPU, STL, SRX7

For more information on any of these changes you can review the [notes](#) from the two pre-season planning meetings. There will be additional exciting news to share in upcoming issues so stay tuned and ALWAYS read the supps for each event for important information.

A successful 2019 season would not be possible without the dedicated effort and commitment of all of those who contribute to make it happen. Thank you to all of the members of your [Club Racing Committee](#) for their time and effort during the off-season to plan a fantastic 2019 racing season.

Lastly, I want to thank the entire Washington DC Region Board of Directors for their help and support making it possible to REDUCE entry fees for 2019.

Bob Crawford
Director of Road Racing, Washington DC Region SCCA



FREE STUFF

I'm cleaning house and I found an old one-layer driver's suit and the Nomex underwear that goes with it.

It's size medium. It's used, but still serviceable.

I will give it away.

Contact: Barry Brown
barrydbrown@gmail.com

Program Update: Autocross

Before we start, I have to report an “oops” from the January issue. In the rundown of 2018’s champions, I listed David Escalante as the F Street champion. However, there was a tie for the title in that class, and Patrick Gaffney should have also been shown as a co-champion along with David.

It's creeping up on late April, and the Autocross program has been busy. We've already hosted a trio of schools (Level 1, Level 2, and Kart), a practice event, and a test & tune day. The schools and T&T all sold out, and we had a decent entry of 151 drivers for the practice event.

If you're reading this and you're thinking that you've already missed out on many opportunities to join the autocross fun with us, you're right. But there's good news: even if you haven't had a chance to participate at FedEx Field yet this year, you technically haven't missed out on anything. We haven't held our first points-paying autocross yet so your chances at earning a season championship with WDCR are just as good as anyone else's. Our first points event will be held on Sunday, June 2.



Just because the regular season will be starting doesn't mean there won't be more opportunities to work on your car or work on your driving. The weekend after our first championship autocross will see a Level 2 school hosted on Saturday (June 8), followed by a test & tune on Sunday.

Recapping the April 14 practice event, we saw a number of classes with ten or more drivers participating, and big classes always means close competition.

C Street, with twelve drivers participating, saw a change from the usual suspects at the front of the field. In what has been Spec ND MX-5, the class was won by Jeremy Hebbel in a Honda S2000. Norm Flowers and Charles Crawford shared a Porsche Boxster S and ran second and third, with the best ND being Patrick Alejandro's in fourth.

D Street also saw twelve drivers enter. Aurelien Delaitre was the winner in his Focus RS ahead of Camaro co-drivers Steve Salisbury and Kevin Henry.



One more class with twelve entrants was Street Touring Roadster. Mark Shrivastava won it over Brian Garfield with a margin of just 0.096 seconds. Those two wound up first and third in PAX, separated by F Street winner (and former STR champion) Tommy Layton.

H Street also had over ten drivers running. The winner was Duston Grubbs in a Honda Civic Si. Jim Harris, who was second 1.25 seconds behind, is a former muscle car driver who is now participating with his daily driver Fiesta ST.

STR and FS dominated the PAX standings. Following Shrivastava, Layton, and Garfield were STR's Shane Chinonn-Rhoden and FS' David Escalante.

Joe Manowski: NEDRRS Most Valuable Player

By Wayne Armbrust

Each year, Washington DC Region hosts the Northeast Division Championship Series. Most recent history has placed the NEDRRS on the first MARRS race of the season. Each appearance of the Division's Series brings with it Olympic ribbons and champagne. Winning drivers celebrate on the podium with pictures, ribbons, trophies, and a chance to champagne wash their driving suits.

The Division Road Race organizers, Linda and Chris Mosley, go the extra step in also asking the hosting Region to seek out the Most Valuable Player of the event. The rules for selection are simple, but the decision proves very difficult each year. So many of our specialty volunteers give so much of themselves they all should be considered MVPs.

This year, we were most impressed with a new volunteer in the Tech program. A long-time driver and 25-year member stepped up to the plate and got involved where help was needed. Joe Manowski knew what he was doing and what needed to be done the moment he stepped in the door. He contributed to making the weekend in Tech a breeze for everyone involved. He has been a driver for a very long time, so that makes it easy for him to relate with the drivers and make the connections when needed.

MARRS 1 weekend offered him an opportunity to excel, and he did. After arriving in impound following a podium finish, Kevin Fryer's car continued to emit a curl of smoke from under the hood. Sudden realization set in as Kevin popped the bonnet and the smoke was the result of oil flames from the underside of the engine. Joe grabbed a nearby fire bottle, had the pin popped and was on the scene before anyone could blink. Between Kevin and Joe, they quickly knocked down the dangerous situation to a well-controlled effort to extinguish the fire with minimum damage and a minimum of the fire powder coating the engine.

Kevin was back on the track on Sunday running with the rest of the pack. The day was saved. Joe is a much needed and welcome addition to the Tech crew.



Left to Right: Wayne Armbrust (RE); Chris Mosley NEDRRS Organizer - Coordinator; Joe Manowski Tech-Scrutineer; Kathy McLeod, WDCR Steward Representative and Chief Steward MARRS 1.

Large Turnout for Region Flagging School

by Mike & Lynne Levin

"We're going to need to set up some more chairs."

That was the scene on Friday, March 22, when the F&C crew saw that registrations for next day's flag school were up to nineteen. Held at Summit Point in conjunction with the Region's annual racing school, the flagging program has trained loads of our current crew of workers.

This year, the F&C team decided to launch an outreach program to recruit new flaggers. In addition to the regular invitations to local car clubs, the team designed an event poster. The posters were then hand-delivered to local colleges, trade schools, and karting tracks.

Saturday morning's flag meeting was conducted at about 35 degrees. All nineteen students showed up and, after listening to announcements and assignments, they left in caravan to an all-morning classroom session. This year's flag school was run by Bill Forman, and covered everything from what to bring to the track, what a race weekend looks like, basic flag messages, corner rotations, radio usage, and above all, doing it all safely!

The flag students then joined the rest of the race school folks for lunch, after which they were given a tour of the flag stations. Timing being 90% of the game, Bill managed to have his students in position to watch as a student-racer barrel-rolled a Formula 500 through the kink at Turn Four, then squirmed out of the car and jumped up on the berm. An eye-opener, to be sure, and a good hook!

Sunday morning had 15 of the 19 students return to be sent out on station for real-world experience. They were paired with trainers, and got to see a lot, hear from the ones who do it all the time, and actually flag sessions themselves.

Feedback from the school has been very positive. "Thanks for the super excellent job...". "I can't wait to get back out there." In fact, within three days of attending the flag school, we have several novices signed up for MARRS 1 and the Majors.

Kudos to the F&C team (Mike Levin, Bill Forman, Paul Moeller, and Jim Ford) for putting on such a good school!



Heroes Needed: Coach or Volunteer at Teen Street Survival

By Jack Raymond. Photos by Kirk Boston

On September 22, 2019, BMW National Capital Chapter will be hosting a Tire Rack Street Survival (TRSS) event at Regency Furniture Stadium in Waldorf, MD. Since the mission of Street Survival transcends club affiliation, we're reaching out to you, our SCCA brothers and sisters, for support.

What is Street Survival? It's a car control clinic for teens. Car crashes (don't call them "accidents" – most car crashes are entirely avoidable) are one of the leading causes of death for teens in the U.S. Street Survival's goal is to teach teen drivers the car control skills, and more importantly, the situational awareness and judgement to keep them safe.

What does Street Survival consist of? It's a combination of classroom knowledge and in-car exercises in a controlled environment, typically a large parking lot rented for the event. We teach applied physics: vehicle dynamics, weight transfer, transitions, recovery from understeer and oversteer. We teach transformative skills such as looking ahead, thinking ahead, anticipating, and the importance of refusing distractions, like texting, while driving. Try maneuvering around the skid pad while answering your smart phone: it can't be done well.

All in-car exercises include in-car coaches, most of whom come from the autocross and HPDE (High Performance Driving Experience) communities. Students drive their own cars, since their own cars are what they need to learn to control. The morning exercises consist of learning ABS braking and braking while turning, recovery from understeer on the skidpad, and managing weight transfer / vehicle transitions in a slalom. The afternoon exercises consist of emergency lane change maneuvers, more skidpad practice and a mini course (don't call it autocross!) that combines all the skills the students have learned. One of the most gratifying experiences for a Street Survival coach, volunteer, or organizer is seeing the smiles on our students' faces as they begin having those light bulb epiphany moments, learning to better control their cars. Parents send feedback to TRSS all the time expressing how the clinic transformed their teenagers' driving and started them on the road to becoming more confident, more competent drivers. Our students describe the experience best: see <https://www.youtube.com/watch?v=trKWDq8rwdk>.



Our coaches and volunteers come from clubs all over the greater Washington-Baltimore metro area: BMW NCC, Northern Virginia Corvette Club, PCA, and WDCR SCCA, to name a few. Be a hero: join us and share your knowledge, your skill, and your enthusiasm for driving with a teen who needs your guidance. The Coach / Volunteer signup page for the event is on motorsportreg.com at msreg.com/NCC-TRSS-Coach-Vol-2019-09-22. The Student signup page is msreg.com/NCC-TRSS-Student-2019-09-22. FAQs are at <http://streetsurvival.org/schools/frequently-asked-questions/>. The TRSS coaching course is online at <http://streetsurvival.org/schools/become-a-coach/>.

Photo Album: WDCR HPDE & Time Trial, March 10





So, You Want to Go to Nationals

By Alan Claffie

Let's say you've been bitten by the autocross bug and you've become a regular attendee of our championship events at FedEx Field. You've got a handful of cone-shaped trophy magnets on your beer fridge in the garage and you can hold your own against WDCR Solo competition - which in and of itself is no small feat. What's your next challenge?

I'm going to say the following with a completely straight face: go to the SCCA Tire Rack Solo National Championship.

Your first reaction is probably something like, "I'm not championship material! I have no business being in any event with the word 'Championship' in its name."

For starters, that's probably not true. You might go out there and do pretty well. However, where you wind up on the results sheet shouldn't be the primary motivation for trekking all the way out to Lincoln, Nebraska.



It wouldn't hurt to set some fairly realistic goals. Not everyone is going to be a Cody Hunt (A Street Corvette Z06) and bring home a trophy in a big class in his first national event ever. We all think that, with the right set of circumstances (say, a sinkhole opening up in grid and swallowing up every car except yours), you can win. Trophying could happen, though it might require some help from weather or other extraordinary conditions. For a lot of us, though, the goal might be as modest as finishing in the top half. Others might be happy not being last.

The top-half goal has been mine since our first trip to Nationals in 2011. Unfortunately, I haven't gotten there yet. It took convincing a young gun in the form of Trevor Blackwell to co-drive with us, and he got into the top half of STR in 2017. Frankly, that was good enough for me. But I'm still going to try and get there myself one of these years.

It's mid-April as I put pen to virtual paper here, and Nationals is five months away. But if you're thinking about going, the time to start planning is now.

Lincoln is a great city with plenty of choices for lodging. However, this doesn't mean that it would be wise to drag your feet arranging your reservations. University of Nebraska's Cornhuskers football team is the big draw in the area - Memorial Stadium seats over 85,000 people, and in 2019 it hosts a home game on the front end of Nationals week (August 31). This means that room rates might increase, sometimes drastically, for that Saturday night stay. Double check your rates and, perhaps, adjust your planned arrival date if you want to avoid this.

The next question concerns what you're going to be driving. Will you take your car halfway across the country, or will you try to arrange a rock-star arrive-and-drive co-drive agreement with another driver who might have an open seat available? WDCR's Chris Higgins has done both, and might be someone to consult to discuss the pros and cons of each possibility.

If your car is making the trip, will you drive it out or will you tow it? Spending twenty hours in a Street-prep autocross car shouldn't be too onerous a task, but if your car is in any other level of prep, long stretches of highway travel might not be in your best interest. Some fortunate folks might be able to find a truck and trailer to



borrow for the trip out and back; others might attempt to rent something. I've found that there is no better way to spend that trip than in the cab of a nice, quiet, comfortable truck with oodles of space for luggage, spares, tools, and other equipment to ensure that the Nationals adventure goes as smoothly as possible. Those who travel in nothing larger than a hard-riding two-seater have my respect, but not my envy.

Planning on what your car might need to be addressed should be handled sooner rather than later. Nothing will ruin a Nationals experience than not being able to make it there in the first place due to issues encountered on the way to Lincoln. Take care of maintenance, catch up on long-ignored needed repairs, and the peace of mind while traversing the straight highways through Indiana and beyond will be well worth the cost.



It wouldn't hurt to consider what state the car will be in by the time late summer rolls around. There's no reason to show up at Nationals without fresh tires. I made the mistake some years ago of trying to make one set of tires last from March to October. By the time September rolls around, they're in far from ideal shape. I think it was about halfway through my second run on the first day of competition when I realized that my tire strategy was flawed. I realized I was exiting a corner backwards. Every year after, I made sure I had new tires mounted in July with plenty of time to get them scrubbed in at local events before heading to Nebraska.

This would be a good time of year to start asking about who might be able to help

and in what ways. If you're driving your car out there, and you don't want to put 1,200 miles of highway travel on your tires and you can't fit those race tires in the car itself, you might be able to find someone with space in his truck who can take them out for you. You might even find someone willing to tow your car out in exchange for a co-drive or other considerations.

We're just scratching the surface of some of the planning decisions that will need to be made in the coming months. Fortunately, you have no reason to think you're going to be tackling this venture on your own. DC Region has historically sent some of the largest contingents of competitors to Nationals year after year: Last year over 40 WDCR regulars made the trip. There's a very good chance that, as you take your car to grid at FedEx Field, someone within half a dozen cars on either side of yours has been to Nationals and can answer questions about how to make the trip yourself. We love seeing first-timers out in the Midwest, so we might be a little biased when it comes to helping you make the ultimate decision regarding whether or not to go in the first place.



Track Night in America from a Newbie's Perspective

by Alan Claffie. Photos by Jon Krolewicz



My performance driving experience is, to put it nicely, limited. I've taken advantage of my past position as an international motorsports journalist to fluke my way into tracks and cars in attempts to feel what the drivers I've covered felt. I've done laps in a Late Model at Irwindale Speedway (slowly), and ran an actual night of racing in a Junkyard Warrior-class car at Thunder Road in Vermont (slowly). I've gotten to drive a Skip Barber Viper at Lime Rock (slowly). And I've done slow parade laps at a handful of tracks around the country.

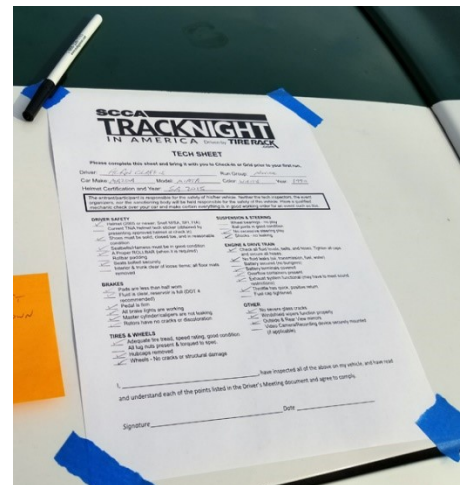
However, I've never done a proper track day. I was fairly content to limit my motorsports participation to autocross, which I've been doing for ten years now.

Don't get me wrong, I always wanted to do track time. But there were real barriers to my doing that. The cost of competition level entry is high compared to the entry fees for autocross. The other impediment was that I didn't really own a trackable car. With a driveway full of Miatas, none had the required roll bar. Installing one of those was going to cost more than this parsimonious fellow was willing to spend.

Over the winter, I was invited to run the last three Refrigerator Bowl trackcrosses held at Summit Point in a friend's car. Those were nice events to take an autocrosser and put him on a track, and I left those enjoying them quite a bit. I was beginning to open my mind to doing more track stuff, and then Kate surprised me by buying me a roll bar for Christmas. I installed that in my former STS '90 Miata.

I was aware of Track Night in America since the program started. Now that I had a car that I was trackable, I checked the program out more seriously. There were two things that I really liked about it: that the price was quite a bit less than other track days, and having no in-car instruction meant I didn't have to get a second race seat to put in the passenger side of the car.

I signed up for the April 18 TNiA at Dominion Raceway and spent some time in the week approaching that date making sure the car wasn't going to let me down on track. I changed the oil and flushed the brake system, but left everything else alone. The car was essentially the same as it was when it was retired from autocross duty at the end of the 2016 season. The only changes were the addition of the roll bar and replacing the tiny battery with a slightly larger unit. It still had the autocross alignment, spring rates, brakes, and now three-year-old Bridgestone RE71R tires. I did a nut-and-bolt check of all suspension pieces, exhaust, and other things and checked off everything on the tech sheet.



When I arrived at Dominion, I checked in and handed in my tech sheet. The staff didn't look at the car; that was on each entrant to make sure what they brought was up to snuff. They did want to see my helmet, though. I was assigned to the Novice group.

Our late afternoon started off with a quick meeting, followed by paced laps to familiarize ourselves with the track. The Intermediate and Advanced groups had the track next, so I took the time to limber up my point-by arm. By my estimation, I had the oldest, slowest car in the Novice group so I figured I'd be spending a lot of time watching my mirrors and letting the faster cars go by.

I lined up towards the back of the Novice group on pit road before our first open track session. In my mirror was some sort of Maserati. My first thought was that this point-by thing was going to get tested right off the bat.



We got rolling and the Maserati faded in my mirror. I was going kind of quickly, relatively speaking, and almost immediately understood the frustration expressed by other 1.6L Miata drivers. I could roll up on cars in the slower, twisty bits, but as soon as the road straightened out, they'd put multiple car-lengths on me. Some were good about letting me by even if it meant they had to ride behind me for the next straight before I had a chance to drive away in the corners, and I finished the first session happy with how everything went. My fast time was a 1:55 which was not fast compared to my small circle of friends there, but that wasn't important.

Novices were called to meet near pit road afterwards to break down the session and to see if anyone had any

questions regarding procedures or the track itself. Everyone in the meeting was all smiles and we were dismissed quickly as there weren't any examples of what not to do seen on track. I would fix that later.

The second session started well for me completely by accident. We were lined up on pit road and I got out of the car to shoot the breeze with a buddy. Suddenly, cars are rolling onto the track. By the time I was belted in, helmet on, camera running, etc, I was the only car on pit road. This meant that I had clear track for quite a few laps before I ran into traffic. People were pretty good about point-bys and I didn't see any obviously bad lines or unpredictable driving from any fellow novice. I even got a point-by from a newish Charger that was probably regretting that on the next straight.

In the briefing after that session, questions had changed from procedural queries to asking the coaches to break down individual corners in the search for speed. The coaches seemed very happy that there was a lot enthusiasm among the novices to try and go faster.

The third session started off badly for me. I was probably right about halfway in the line of cars leaving pit road rather than lingering in the back. We got to turn 8, a deceptively tight left-hander, and I pushed wide on coldish tires on a coldish track (last session of the day). I think I panicked a little as I was heading for the outside curbing and tapped the brakes, briefly locking the front tires, and figured I wasn't going to get it back on line, so I wound up going straight off over the curb and ran out of pavement. Doing that by myself would have been bad enough, but since I was mid-pack and this was the out lap, EVERYBODY saw it. As a result, I have it on video from a few different perspectives including the car immediately behind me. Oops.

The first thing I checked was oil pressure in case I tore open the oil pan. But that was OK so I got back on the track and reported to pit road for my required talkin'-to. I explained what happened, the coaches looked under the car to see if anything was amiss, and I was sent back out to enjoy clear track, so it worked out not so badly. I ran some good laps and even got a point-by from a Cayman just before the checkers. The lap timer said my best was a 1:46, so I picked up nine seconds even with consistently underdriving the first turn over and over.

Overall, I give the TNiA format high marks, and I will happily do more of these down the road. My buddy Mark said I had the pace to fit right in with



the intermediate drivers, but I think I'll still be a novice next time out. One thing I still find hard to believe is that in all three sessions, I never had a faster car approach me from behind so I don't have the experience of having to give someone a point-by myself. I should probably have that happen at least once as a novice before moving up to the next run group.



Dominion, as a track, is pretty fun in a slow car. There is one set of wiggles (turns 5 & 6) that I could take with just some lifts while bouncing off the curbing, and another (turns 11/12/13/14) that I ran through with the foot on the floor. Turn one is deceptively fast with a lot of room to track out on exit that I never took advantage of. But I was also chugging into the turn one braking zone doing 105 MPH and it'll take a while before trying to carry a good chunk of that speed into that corner gets into my comfort zone. I did find myself getting deeper before braking as the day went on, and surprised myself with how little braking I was doing at the end of the back straight (turn 15) later in the day

compared to my first few laps there.

TNIA checked a lot of boxes for me. For an hour of track time, it was relatively cheap. Since there are no instructors riding shotgun, I don't have to put a race seat on the passenger side to match the one I drive in. And the guys running the show seemed to enjoy working with us newbies while keeping it loose and low-key. It is an easy way to get on a track and I hope the program continues and even expands since I can see myself doing three or four of these a year. It won't replace autocross as my primary playing-with-cars category, but it's a fun change.

On the Following Pages: 1956 Breakneck Hillclimb Report

The scanned pages over the next four pages were sent to me as WDCR was finalizing its agreement to take on the Western Maryland chapter, with its largest event being the Polish Mountain Hillclimb near Flintstone, Maryland. We ran some of the other archival photos from the '55 Breakneck Hillclimb in the January issue, and I couldn't keep these from 1956 to myself.

As your humble newsletter editor, I sit in awe of the writers and editors from bygone times who had to compile results and write recaps without the benefit of word processors, desktop publishing software, and email that make the job today infinitely easier. Imagine sitting at a typewriter punching a story together while keeping in mind that there needs to be room to include photographs and advertisements on the page as well. If I forget to account for that, it's a 30 second minor inconvenient fix. For the editor of the below pages, it's time to throw away the half-done page and start over.

Ain't technology grand?

BREAKNECK

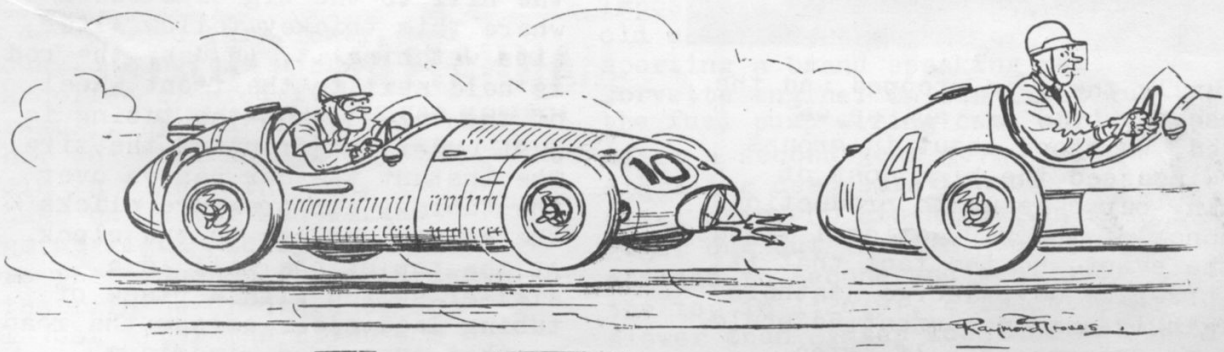
By Stan Boyd

When we arrived in Flintstone, Md., early Saturday morning on August 4th, things were in a bit of the usual. Mess, that is. Technical Inspection for the Breakneck National Hillclimb was under way and lone Tech Inspector George Stathers was having a rough time. The tiny parking lot-- which leans a little more to the vertical than the horizontal-- was over-crammed with cars and people. A drizzly rain had started to fall. It was clammy-warm. Cars were alternately spinning wheels on the gravel and mud or rolling back into each other. It was what Tex Hopkins would have called "a hill of a parking lot."

We went in to register and found that Jean Stathers was having it a little better. At least she'd had the foresight to set up her desk inside before the rain started. Jean was efficient as usual. She

gave sensible answers to our silly questions, had us sign all the forms and then patiently had us resign them in the proper places, gave us our passes and sent us on our way.

Meanwhile, back in the rain, George was having troubles with Jim Robinson's Arnolt-Bristol. Jim had gone off taking the keys with him. The seats of the A-B had somehow come loose and were rattling around in the cockpit and the rollbars had done likewise. It was raining harder. George was holding forth on the more unattractive aspects of his job when Robinson showed up with a steaming hot cup of coffee. With cream and sugar. George got the coffee, the A-B got through inspection and the word "bribery" never entered our minds.



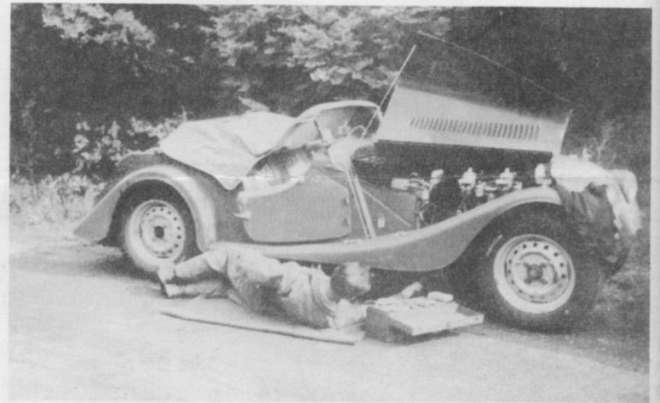
from Autosport

Drivers Meeting was relatively painless and, after lunch, we went out to take a look at the hill. The course was the same as used last year when the climb was a mere regional event, although the starting line was moved about 300 feet further down to bring it closer to the paddock area so officials wouldn't have so far to walk for cokes. The course, in case you haven't had the pleasure, is 1.48 miles long. It's one of those deceptive mountain roads with stretches that appear to be level or even slightly downgrade and you can't understand why the radiator keeps boiling. From the start line the road climbs straight ahead about a hundred feet, cuts slightly to the left and then runs about two-tenths of a mile and makes a sharp right, then about another tenth, a sweeping left, climbs more steeply, two sharp, quick rights, another straight, a fast left, steeper, a tremendous uphill 135° right and nearly straight up for another three-tenths to the finish. In a VW, the last half-mile is first gear, flat out, fourteen miles per hour. The eighteen foot wide macadam road looks like, is a car killer.



Gradually the rain stopped and the course began to dry and as we waited, we stood about in groups and discussed the high cost of keeping our cars up to production. In honor of the new national status of the event and the fact that it was pre-race day, George Stathers obligingly announced that he would accept protests at half price until actual practice started. By two o'clock the road was dry. the

hay bales were in place and the communications and electricians trucks were out of the way and things got going with the usual earsplitting -- if you know what we mean. Now we should take the space to tell you about the timing set up. It seems that there is this tricky fellow named Dewey Alter and he has a walking stick what am. Well, it's not a walking stick exactly.



It's real sort of an aluminum rod about an inch in diameter and three feet long. With a plastic bicycle hand grip at the top end and the ground at the bottom end. A few inches above the bottom there's a switch of some kind enclosed in a little aluminum box with a foot long piece of $\frac{3}{4}$ in. plastic tubing sticking out of the bottom. The end of the plastic tubing is plugged with a stopper and air is trapped inside. So when you squeeze the tube the air pressure trips the switch. The switch is hooked to a wire that runs all the way up the hill to the big time clock where this tricky fellow Alter sits watching it. In use, the rod is held next to the front wheel of the car so that the tubing is just under the front of the tire. The instant the car passes over the tubing, air pressure clicks the switch and starts the clock. At the top of the hill is a similar switch with a piece of tubing laid clear across the road, so that even Fred Windridge couldn't miss it, and when the car goes over that one it stops the clock.

Practice went off without a hitch although every other car seemed to be a Corvette. The photogs took pictures of Carroll Shelby with the FTD trophy. And later, when he got the frantic Ferrari going, he made a practice run, to sort of get the lay of the land, in 1:15. Thompson's Corvette turned in a 1:19.7 and O'Shea pushed the 300SL up in 1:19.9 and interest began to pick up. The Lotuses of Baptista and Wylie turned times so close together you could take your choice. The three Austin-Healeys were running within two seconds of each other and the Morgans seemed able to hold their own. The Thunderbirds sounded great, burned much rubber and managed to keep up with the Healeys. Somebody suggested getting a tow truck to help the MG's up the final stretch. Everyone succeeded in getting two runs before dark and we headed for the showers confident that a great show was in store for tomorrow.

The Flintstone Fire Department threw caution to the winds and had us in for cocktails and supper even though they had been through this the year before. And, as they did last year, they served a wonderful home-cooked dinner and plenty of home cooked martinis on the side. The pit crews, officials, and members of the press enjoyed themselves tremendously. The drivers always go to bed early, do not go to parties or indulge in drinking the night before a race and wake up with horrible hangovers.

Race day dawned dark, hazy, and ominous looking but a bromo and black coffee cleared it up remarkably. By starting time, the weather was cool and cloudy but no rain in sight. In fact, the sun came out later and warmed things up right nicely for awhile before the clouds flocked in again. And the rain never did show up until just after the climb was finished and the trophies bestowed-- A most convenient arrangement.

About the contest itself, there is not much to say that can't be gotten from the Official Results. The battle between Thompson's Corvette and O'Shea's Mercedes

developed as anticipated. Thompson thundered up in 1:18.41, but O'Shea cinched it with a resounding 1:17.37. As expected, Shelby in the ex-Ascari-Indianapolis Ferrari rocketed up the fastest hill of the day: 1;12:41 on his first run. In turning around at the top of the hill, however, Shelby lost several of his gears and was forced to make his final run with only two cogs. Getting the Ferrari off the mark uphill in second is no easy task. But Shelby did it and went over the top in 1:35.68.

Duncan Black, in the Roudabush 300SL, turned a disappointing 1:21.75, then seemed to get the idea and barreled up in 1:19.74. He was not so successful in G modified, however, where a lively little battle was shaping up. The MG powered Lotus just didn't have the necessaries to keep up with it's fork-lift brethren and Dunc had to be content with fourth place, unable to break 1:25. But the box-toting specials were having a ball. Fred Scalvi in Cracraft's Cooper Climax, without benefit of practice runs, was only eight one-hundredths of a second slower than Baptista's Lotus-Climax, which in turn, could not quite hold the lighter car of Doc Wylie who took the class with a second or so to spare. In the middle of the activities, who should show up but Roger Wing. With his impossible Morvette--- the same old modified Morris Minor sporting a brand spanking new Corvette engine! On its first run the fuel pump wiring came adrift after a second gear go gave a startling demonstration of wheel spin. On his next run, Roger dug out in high gear then shifted to second and went over the top in 1;26;97, a fraction slower than Symmes 100S and only a second short of Noraire's Ferrari Mondial. Continued on page 11

Breakneck from page 5

But we could go on page after page and fill up this whole publication telling you about all the exciting events of the day like Les Cizek's very fast and very pretty A.C. B Bristol, or Ike Williamson's domination of the Morgan group, or Sam Spark's remarkably fast MGA, or the one second separating the three Austin Healeys, or the front wheel-spinning DKW that beat a hatful of MGs. We could take a lot of space telling you about the beautiful performance of Paul Sagan's Porsche 550, or Pinkey

Windridge's second-in-class performance in her Alpha. Instead, however, we want to pay tribute to the fine work of the Flintstone Volunteer Fire Department and the blood, sweat, and tears shed by Dr. Skitarelic in making the Breakneck National Hillclimb possible.

You get the idea, it was a good show all the way.

Results;

Overall: Carol Sneloy, Ferrari, Paul O'Snea, 300SL, Dick Thompson, Corvette.

Fastest Time of Day: Modified, Sneloy, Ferrari. Production: O'Snea, 300SL.

Unrestricted: Sneloy, Ferrari. C Production: Dick Thompson, Corvette, Walter Kline, Corvette, Fred Windridge, Corvette.

D Production: Paul O'Snea, 300SL, Duncan Black, 300SL, S. Sharples, 300SL. E Production: Les Cizek, A.C. Bristol, Ben Soderstrom, Porsche 1600, Jim Robinson, Arnolt-Bristol. E Modified: Paul Sagan, Porsche 550, Dr. B. Skitarelic, MGTDs/c, Bernie Lust, MDTDs/c.

F Production: Warren James, Porsche, Sam Sparks, MGA, Steve Spitler MGA.

G Modified: M.R.J. Wylie, Lotus Climax, Frank Baptista, Lotus Climax, Fred Scalvi, Cooper Climax. G Production: E. Papulidy, Porsche, Pinky Windridge, Alpha Romeo, Herman Melotti, MGTC



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Phone: _____ Phone: _____
e-mail: _____ e-mail: _____

SCCA region: _____ Member# _____ SCCA region _____ Member # _____

Vehicle information: Make: _____ Model: _____ Year: _____ Color: _____

Member: MGOB? ____ TRAC? ____ SCCA/Branded Rally? ____ Other: _____

Class: Select one: Historic _____ Modern _____

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Driver Signature: _____ Navigator Signature: _____