Straightpipe

Nuts & Bolts - Wayne Armbrust, Region Executive

Pre-Season Prep



Through a combination of components, design, and purpose, inanimate objections can achieve sustained motion. As soon as they do, the race is on.

Motion is what we do. We join together as a Club to form an organization and place our combined efforts into achieving a goal, or several goals.

Over the last year, as an example, we planned, scheduled, sanctioned, coordinated, operated, summarized, and paid for dozens of events, meetings, social events, and awards programs. Through the process we opened the opportunity for somewhere in the neighborhood of 4,000 cars to be in motion in some form of competition or event (we counted them, each and every one).

Our Horizons are opening even wider with more opportunities than ever to do car things. It comes down to people. People are the heart, mind, and soul of our Club as we work as a single body. Passion for motion is our fuel. When it all comes together, we deliver a huge selection of choices for involvement.

Among the choices the Washington DC Region offers are:

- Autocross schools
- Autocross competition
- Track Events
- Time Trials
- Competition Driver School
- Road Racing
- Rallycross
- Road Rallye School
- Road Rallye

And we even host a virtual racing series through iRacing (for the truly addicted during the off-season).

Every race car has lots of moving parts (except for the RX7s. They don't have as many, and sometimes they don't move at all). We take our mass of moving parts

January 2019

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and combine them with a few solid parts. With good engineering, talent, and just plain old luck, this pile of parts we call a sports car is our gateway to performance driving, competition, or just regular old-fashioned fun.

The work is well under way for the assembly of a new racing season.

Let the fun begin!

HELP WANTED

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 at any MARRS event. Or write to Volunteer at membership@wdcr-scca.org *SCCA Membership Required*

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*

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



BOARD OF DIRECTORS ACTIVITIES

Election of Region Officers

DATE: December 1, 2018

After discussion held off-line the consensus of the 2019 Board of Directors was to elect the following slate of Regional Officers:

Regional Executive: Wayne Armbrust
Asst. Regional Executive: Dave Fitzgerald
Treasurer: Mike Snyder
Secretary: Shawn Roberts

Director Snyder made a motion, seconded by Director Roberts, to officially elect the officers above to the respective positions.

The electronic vote conducted December 1st, via email, was unanimous.

Road Racing Staff and Specialty Chiefs

DATE: December 2, 2018

The RE opened an electronic meeting for the purpose of discussion and approval of the slate of Road Racing Staff and Specialty Chiefs.

Nominees:

Greg McDermott - Asst DRR for Administration (RC)
Taylor Hyatt - Asst DRR for Operations (RC)
Elizabeth Miller - Asst DRR for Competition (RC)
Mark Liller - Asst DRR for Data Analytics

Road Racing Specialty Chiefs for 2019 - Nominees

Stewards Rep: Kathy McLeod
Registration: Betty Harrison
Timing & Scoring: Duffy Browne
Emergency Services: Bill Smith
Grid: Shirley Thompson
Flagging & Communications: Mike Levin
Pit: Angela Slocum
Start: Dave Sterling
Tech: Steve Limbert
Sound: Jim Rose
Pace Car: Graham Taylor
Hospitality: Tracy O'Conner
Chief Instructor: Tom Broring
License/Novice permits: Beth Mills
Trophies: Bruce Shelton

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.

Radial Tire Co.

A motion was made by Director Olson to approve the list of staff and specialty chiefs that have been submitted by the Director of Road Racing and seconded by Director Natirboff.

The slate was unanimously approved.

Board of Directors
Actions and Information
December 2018

Most Program activities are drawing to a close, and as such there was not much to discuss in the Liaison reports. One point of concern is the continuing downward trend in the WDCR membership count.

Road Racing schedules have been firmed up, and the administration and Specialty Chiefs confirmed. Some minor editing and changes were authorized with Regional Class SSM rules and a change in wording in the Bracket Program Operations Rules was noted. Alan Olson has the details.

Gabrielle Mullens, WDCR Historian, illustrated the state of the Historian digital conversion project with a discussion on going forward and the disposition of the materials that have been converted to digital format. Some of the older and duplicated materials will be either disposed of or offered at bid to the membership. Many duplicated pictures and old issues of *Straightpipe* will be donated to the Labor Day Charity Auction.

Board Member Liaison Assignments were made:

Wayne Armbrust – Regional Executive
Dave Fitzgerald – Assistant Regional Executive & Historian Liaison Officer
Mike Snyder – Treasurer
Kate Claffie – Assistant Treasurer
Shawn Roberts – Secretary of the Board & Liaison Officer; Rallycross and Road Rallye
Alan Olson – Liaison Officer; Road Racing
Russ Gardner – Liaison Officer – Business and Contracts, Track Events Program and Western Maryland Chapter Contact
Kahlil Natirboff – Liaison Officer; Membership Services, Communications, Long Term Planning, Newsletters and Social Media.
Mike McKee – Liaison Officer; Autocross, Autocross Inc.

NEDiv Mini-Con is scheduled for February 15-16 in Harrisburg, Pennsylvania. This is a planning and final preparation meeting within the Northeast Division for the upcoming season. It is a good chance to get caught up on the changes going into the new year.

Fred Brinkel, NEDivision Executive Steward, was our guest speaker for the Board Meeting. Fred discussed Stewarding and efforts being made to bring the Program to a common and repeatable standard of performance. Fred also shared some observations where the Region Road Racing Program should look into addressing.

Board of Directors
Actions and Information
January 2019
C.W. Armbrust

Chuck Edmondson (of *{SBRR}* Fame) and I each walked the Board of Directors and attendees through our National Convention presentations and discussed some critique of each program with the meeting attendees.

Following the practice presentation session, the Board was called to order on time. The theme of the evening was mainly financial. Takeaways from the Board meeting are that we need to take a very critical look at our

overhead and distributed administrative expenses and our process of allocation of costs to the Region's operating programs.

Action was taken on the Region's voter age issue and the Bylaws resolved through unanimous BoD action to drop the age restriction on voting members. This brings the WDCR into compliance with the National Bylaw set.

Other areas discussed included capital expenses accountability (accounting of previous uses of capital funds), and capital expense authorization for T&S technical upgrades.

Sports Car Club of America DC Region Adds Western Maryland Chapter

CUMBERLAND — Sixty-three years after racing legend Carroll Shelby won a Washington, D.C., Region Sports Car Club of America Hill Climb time trial on Breakneck Road near Rocky Gap, the region is returning to Western Maryland to sanction the August Polish Mountain Hill Climb.

Following a process of discussion, negotiation and formal approval, WDCR SCCA Regional Executive Wayne Armbrust and National Road Autosport President John Felten announced on January 4 that long-standing members of the Western Maryland motorsports group have been approved as the leadership of a new affiliated chapter to the Washington DC Region of the Sports Car Club of America.

“Creation of the Washington D.C. Region Western Maryland Chapter (WMC) is very exciting news for our members and sports car enthusiasts all over the Mid-Atlantic,” Armbrust said. “Adding this chapter brings a Level IV time trial hill climb program into the DC Region, and adds an experienced and successful team of event organizers, promoters and competitors into our club.”

Armbrust also expressed enthusiasm for the opportunity to make WDCR part of the Pennsylvania Hill Climb Association series and work with organizers with whom he has crafted personal friendship, both at National Road Autosport events and at WDCR’s home track in Summit Point, West Virginia.

National Road Autosport LLC was founded in 2002 with an objective of returning sports car competition to the Cumberland Regional Airport and to the mountain roads of Allegany County. During the 1950s, two different regions of the SCCA sanctioned events in Western Maryland with the Steel Cities Cumberland Airport Nationals being held from 1953 to 1971, attracting large crowds and national caliber competition.

The National Road group successfully operated self-sanctioned and promoted autocross weekends at the airport between 2003 and 2017. They completed the second plank of their mission by gaining legislation from the Maryland General Assembly in 2007 to stage the Polish Mountain Hill Climb for the benefit of the Flintstone Volunteer Fire Department. The 2019 Polish Mountain event will be the 12th such two-day competition on a historic section of Gilpin Road.

Felten said that LLC members are eagerly taking on roles as officers and members of the new WMC. “Our members have never shied away from the work needed to recharge our economy and entertain motorsports enthusiasts,” Felten said. “This is really the best of both worlds for us, helping expand WDCR programming in the Potomac Highlands and retaining our LLC to promote programs and events not affiliated with the SCCA.”

Felten expressed appreciation for the professionalism and support of WDCR leadership during negotiation of the new agreement. He also noted that the new chapter would not have been possible without the support of local elected officials in Western Maryland, the Potomac Highlands Airport Authority, Allegany County tourism, the community of Flintstone, long-term sponsors and faithful volunteers.

The 2019 Polish Mountain Hill Climb is scheduled for the weekend of Aug. 2-4, and is the fifth event of the eight-race 2019 Pennsylvania Hill Climb Association Series. It will be co-promoted by WDCR and PHA and information will be available at those organization’s websites and www.polishmountainhillclimb.com this spring, when event details are finalized.

PROGRAM UPDATES

Formerly known as PDX…..
By Chuck Edmondson

The contest to find a new name for the PDX program is over, and the xPDX committee has chosen a new name. The nearly 90 entries show the creativity and sometimes the humor of our members. The committee was tempted by many of the entries, but in the end, they chose a name that has become synonymous with track day programs. They chose "SCCA High Performance Driver Education and Time Trials" or, in short, "SCCA HPDE & TT." They felt that our Track Event will be easily found when searching for HPDE in places like Motorsportreg. HPDE is in common use and is not trademarked.

The winner of the contest and free track day is Scott Hoffman. Scott works in Flagging and Communications in our Road Racing program. He has participated in our PDX program in the past and is an active member of a number of other car-related organizations. Thank you, Scott.

When referring to the program as a whole, I suspect that we will call it "HPDE & TT". When discussing the educational part of the program, we'll use "HPDE," and on the competition side, we will use "TT."

Why not just use the name that National uses? The National office of the SCCA has split off the rules for educational events from competitive events. Competitive events are called Time Trials, and National has placed a bold new emphasis in this area. The educational events are called Track Events. Our committee felt that “Track Events” was a bit confusing as it does not include Road Racing nor Time Trials, both of which take place on a track. Thus, the pursuit of a new name.

I had a number of favorite entries which I think deserve Honorable Mention in the contest:



- Mike Collins, Vic Omelchenko, Jeff Johnson, Jack Raymond, Qais Musmar, Francois Flipski, and Stewart Fox all proposed "TDX" for Track Day/Driving Experience.

- High Performance Drives or "HiPer Drives" by Ted Blaney

- SCCA Experience or "SEX" by David Affeldt

- Real Performance Driving or "RPD" by David Nunamaker

- Pursuit of Performance or "POP" by David Rankin

- Flying Around (a) Road Course or "FARC" by Pat Olsen (not to be confused with the Colombian narco-terrorist organization)

- SCCA Track Time or "SCCATT" by Chris Tamburo (not to be confused with animal droppings)

- Name for our new spokesman: "Tracky McTrackface!" by Steve Miller

Well done to all who entered the contest!

WDCR Autocross January 2019 Update
By Alan Claffie

WDCR's autocross program wrapped up its 2018 season on October 28 and hosted 234 competitors at FedEx Field. With that run, season championships were decided:

SS - Craig Marhefka
AS - Cody Hunt
BS - Stephen Courtney
CS - Tom Campbell
DS - Steve Salisbury
ES - Greg Pollack
FS - David Escalante
GS - Ryan Colliflower
HS - Duston Grubbs
SSC - Brandon Kyker
STS - Marshall Cone
STX - Joe Cusamano
STR - Tom Layton
STU - Sean Glazar
CSP - Shawn Roberts
DSP - John Vitamvas
ESP - Michael Snyder
SSR - Chad Williams
CAM-C - Danny Kao
CAM-T - Jason Zapol
SM - Michael Golden
SSM - Daniel Hankewycz
DM - Scott Lentz
KM - Joshua West
FJA - Colin Todd
FJB - Henry Levinson
FJC - Cooper Kuhn

With the book closed on 2018, we're already looking forward to enjoying the 2019 season. The tentative schedule - remember, dates can and probably will change, especially later in the season as our schedule is made before the NFL preseason and regular season schedules are publicized - has been released:

April 14 - Practice Event
May 19 - Championship Event #1
June 23 - Championship Event #2
July 14 - Championship Event #3
July 21 - Championship Event #4
August 11 - Championship Event #5
August 18 - Championship Event #6
Sept. 22 - Championship Event #7



DSP Champion John Vitamvas - Photo by Frankie Mandile

All events will be held at FedEx Field in Landover, Maryland.

Season subscriptions will be available in the very near future. Keep your eyes peeled on DLBracing.com and the WDCR Solo Facebook group.

Looking for even more seat time? There is also a full slate of schools as well as test & tunes.

For even bigger challenges, consider traveling for SCCA's National-level autocross events. For the most part, there are two varieties: Championship Tours and Pro Solo.

Championship Tours are held over two days. On the first day, competitors get three runs on one course. On the second the course is changed (usually reversed) and competitors run that three times. The best day one time is added to the best day two time for the total score. East coast Championship Tours are held in Adel GA, Concord NC, Romulus NY, Bristol TN, and Peru IN. The Bristol event is part of a doubleheader with a Match Tour, which is far too complex for me to try explaining here.

Pro Solo is an autocross adrenaline rush with two mirror-image courses run side-by-side with a drag racing Christmas tree start. Competitors get six runs on each side over the course of three sessions (two on the first day and one on the second). The best right-side time is added to the best left-side time for the total score. Three challenges (elimination rounds) are held at the end of the second day to celebrate both the lucky and the good. East coast Pro Solos are held in Grenada MS, East Rutherford NJ, and Peru IN.

Then there's the big show, the Tire Rack Solo National Championships in Lincoln, Nebraska. We'll explore the whys and hows of going to Nationals in the next issue of the *Straightpipe*.

WASHINGTON DC REGION SCCA RACING SCHOOL

The Washington D.C. Region announces a school for Road Racing license to be held March 22-24, 2019 at the Summit Point Motorsports Park in Summit Point, West Virginia. The entry fee is $199 and there are additional discounts available (see details below). The school will start with an orientation and flag test on Friday evening 3/22 which is mandatory for all students. All students will be rotating through on-track sessions, in-classroom de-briefings and receiving individual instruction. There are practice starts and races on Sunday afternoon. The event closes with a graduation ceremony Sunday evening. The school is open to those students who fulfill the GCR requirements and want to acquire their SCCA competition license.



Amazing offer: Any novice permit holder who completes the WDCR's 2019 school will receive a $100 discounted entry fee for these specific three MARRS events at Summit Point: MARRS 1, April 06-07; MARRS 4, June 15-16; and MARRS 5, July 27-28, 2019 only. This is a substantial discount from the regular entry fee which should help enable more drivers to get into the sport. In addition, students who pay in full for and attend both the WDCR Track Days (HPDE) Event on March 09-10, 2019 and the 2019 DC Region Racing School for Competition License will receive a $100 rebate in the form of MSR credit. Contact the club office for more details, or just sign up. We'll take care of the rebates and credits automatically for you.

The racing school is also open to licensed drivers looking for further instruction. All licensed drivers must be approved by the chief instructor before registering. Priority will be given to new non-licensed participants. Contact Chief Instructor Tom Broring at dsinstructor@wdcr-scca.org for more information. All participants will have personal instruction and be required to attend all debrief sessions.

There is a dedicated page for the DC Region's Racing School on our website under the "Learn to Drive" section with additional information, forms to download, and a student packet including required written test and more. Please visit https://www.wdcr-scca.org/racing-school/ for more information and to register.

Register for the Racing School thru MotorsportReg.com (MSR) here: msreg.com/2019-DS-DCRegion.

WDCR iRacing Series Update
by Dave Fitzgerald

The seven-race season of the WDCR iRacing League concluded on December 19. Disappointingly, both the Mustang FR500S and MX-5 class champions hailed from the NorthWest Ohio Region. However, WDCR had sufficient talent to take the inter-region championship by a single point.

After visiting almost all of the notable east-coast tracks this season, the Global MX-5 class winner was Ohio autocrosser D.J. Alessandrini, who impressively won all five of the official MX-5 races. The heavy-hitting Mustang FR500S class was claimed by yet another Ohioan, Andrew Pallotta. Philadelphia Region's RE, Jeff Jacobs, took home the "Mr. Clean" trophy for his extremely low incident count throughout season.



The full results can be found at https://www.virtualmarrs.com/results.

Expanding the league to include SCCA members from surrounding regions has not only brought together like-minded enthusiasts, but has formed many friendships that will carry on long after the final race in mid-December.

Now in its third season, the WDCR league averaged 31 participants, 285 views on YouTube and reached 1,511 Facebook followers each week.

The new broadcast team at SYMtv did a brilliant job of 'professionalizing' the events each week and we hope to have them back onboard for the fourth season in February.

Another first for the league this season was event sponsorship. Dan Hurwitz of Mach V Motorsports (machv.com) generously sponsored the final event at Summit Point. Along with their retail location in Sterling, Virginia, Mach V Motorsports also runs the Summit Point Pro Shop at Summit Point Motorsports Park.

Season Four Details

We're at it again...after the success of the 2018 Winter season, we're holding a late winter/early spring season before we all get too busy preparing for the real 2019 season.

Along with the tracks we're all very familiar with, we visit a few new venues this season. The recently released (on iRacing) Roval at Charlotte Motor Speedway, and the home of the Petit LeMans, Road Atlanta, will round out the schedule.

Week 1	2/6/2019	Watkins Glen International
Week 2	2/13/2019	NJMP
Week 3	2/20/2019	Summit Point
Week 4	3/6/2019	VIR - Full
Week 5	3/13/2019	Charlotte - Roval
Week 6	3/20/2019	Road Atlanta



WDCR iRacing backmarker Alan Claffie
He might be slow, but he's the editor, so his car gets featured

The vehicle lineup is also a slight departure from previous seasons, as we're mixing in the potent Kia Optima touring car alongside the familiar Mustang FR500S and MX-5 Cup Car.

Each event will start at 7:00 PM (EST) with a 90-minute open practice, followed by qualifying at 8:40 PM (EST) with the 25-minute sprint race starting at 9:00 PM (EST).

Once again, SYMtv will broadcast all 6 events, starting with qualifying and continue through the 25-minute sprint race and post-race interviews. The WDCR League has our own playlist on SYMtv's YouTube channel https://www.youtube.com/symtvbroadcasting so you can relive the excitement of last season before we take to the track again on February 6, 2019.

Keep an eye out for weekly event reminders and race results on the Region's Facebook page.

To find out more about the WDCR iRacing League, go to https://www.wdcr-scca.org/virtual-racing/

WDCR Flag School March 23 & 24

The next SCCA Washington DC Region Flag School is scheduled for Saturday, March 23 and Sunday, March 24, 2019, at the Summit Point Motorsports Park.

It takes 40 plus flaggers (Flaggers, Control, and Sound) to man the stations at Summit Point for a Club Race. We have SCCA trained Captains at every corner and many returning flaggers, but each year we need new flaggers to expand the ranks.

Flagging and Communications, the F&C people, can be found all the way around the course on any race day. Next to the drivers, the flaggers are the most visible people on the track. We are a very important part of the race. We keep the track clean, respond to incidents, and communicate with the drivers. The F&C folks use flags and hand signals to communicate track conditions to each driver. F&C serves as first responder to any incident on course. Communications are continuous with Race Control, maintaining information flow to and from the operating stewards. F&C people also staff Race Control, working directly with the Operating Stewards.

We are constantly assessing the racing surface, watching for oil or debris, and dealing with it as it occurs. We observe competitors for driving behavior and mechanical condition of their cars, and keep Race Control updated on any developments.

To quote a former WDCR SCCA Flag Chief, "To be a good flagger, you must employ many of the qualities that you need to be a good driver – concentration, situational awareness of what is going on in the race, the ability to keep your cool when things get hairy, and the ability to multiprocess a lot of inputs."

When a driver sees someone in white responding they know somebody is there to help. You can't get any closer to the action ..... without being in a car.

Helmets off to Heroes



Veterans and Instructors gridded behind a unique pace car - Photo by Travis Dixon

By Mark Hillyer

On Veteran's Day 2018, exactly 100 years after the ending of World War I, and ten years after the founding of Helmets off to Heroes (HOTH), thirty active-duty service members and veterans hit the track as guests of the SCCA and the Washington DC motorsport community.

HOTH founder, Miriam Schottland, is a legend in the Washington DC region motorsports community and was originally inspired by the experience of instructing a wounded veteran. She decided to create a Veteran's Day program to honor those who served our country. Enlisting the help of Bill Scott, an SCCA racer and founder of Summit Point Motorsports Park, as well as instructors from the SCCA, PCA, BMW, and Bill Scott Racing, they held their first event in 2008 at Summit Point. After nine years of refinement, Miriam had the event running like clockwork.



The helicopter offered passengers a unique view of Veterans and Instructors gridded on the main straight - Photo by Travis Dixon

Unfortunately, Miriam was unable to continue with the tenth anniversary

event. With only two months until Veteran's Day, the Washington DC Region of the SCCA offered to spearhead the 2018 HOTH. The region's Track Events Program, with the help of the Potomac Region of the Porsche Club of America, funded the track, insurance, and food through generous sponsorships of the event.

Once the logistics were sorted out, registration was opened. Within 24 hours, the thirty slots were filled and another twenty were waitlisted. Volunteer support for the event was amazing. They came from all over the mid-Atlantic region with more than thirty instructors and forty support workers.



The veterans, driving as much as two and a half hours to reach the track, started arriving at Summit Point Jefferson circuit at 6:30 a.m. and were greeted with temperatures in the twenties. Drivers took their cars for a cheerful tech inspection and then headed to the classroom for coffee, pastries and an orientation of the day's activities.

While this was going on, the volunteers set up a slalom course, a braking drill, and began setting up the skid pad. At 28 degrees it was not clear if they were using water or ice on the skid pad, but it was tons of fun either way.

Thanks to the dedication and flexibility of the instructors and workers, the morning drills ran without a hitch. Plenty of cones were abused, the skid pad did not fully ice over, and the braking drills used up plenty of cold rubber. The veterans then returned to the classroom for a briefing on track procedures in preparation for the afternoon.

Kevin Rychlik, an SCCA road racer from American Helicopters, landed his Bell 206L-3 helicopter in the paddock and spent the next two hours flying the vets around the track during their off sessions. We also had a surprise visit from Miriam (she couldn't stay away from the track any longer!), making it a very special day for her, the volunteers, and the veterans. The lunch served by the SCCA self-proclaimed "Ladies Auxiliary" and the Potomac region PCA was hot and delicious. The break ended with a photo shoot of the helicopter, veterans, and instructors with their cars on the front straight.



Veterans had the benefit of in-car instruction throughout the day - Photo by Chris Schutze, Finish Line Productions

The afternoon plan put the drivers on track with instructors for a low-speed orientation session on the Jefferson short course. Then they were split into two groups, each driver with an in-car instructor. They went full out for three 30-minute sessions. One veteran brought a new Tesla model 3 and showed its awesome electric car acceleration on the front straight. Of course, that was offset by multiple trips to the Summit Point charging station. Mixed in were a few opportunities where instructors could take students out in their own cars. In the end the event had no incidents, no dents and all smiles from the veterans and staff alike.

This event could not have happened without the dedication and generosity of many folks in our community and we are eternally grateful for their support!



The day was capped off by an awards ceremony - Photo by Travis Dixon

SCCA NorthEast Division MiniCon

The Mini-Con will pull together SCCA competitors, crew, administrators and other members from throughout the Northeast. We'll gather to train new stewards, discuss programs, provide relevant content and presentations across different programs, present divisional awards and, of course, socialize and have some fun outside of a competition weekend.

SPECIAL PRESENTER: ROGER JOHNSON
If you've got Solo course designers in your region, they're not going to want to miss this year's divisional convention. When it comes to any autocross event, the course defines the experience more than any other part of the event... and when it comes to course design, Roger Johnson is the Guru. This year, he'll be joining us at the NEDiv Convention for a two-hour session on course design!

The sessions list for the year is absolutely stacked with information across all programs - Solo, RallyCross, Road Racing, Time Trials, Street Survival, Road Rally and Hillclimb. In addition, we're set up to have some important sessions for region administration and leadership. So, there's truly something for everyone.

Registration cost is the same as years past, and you've got some options on how to attend. It's $150 for full access to all sessions, the Friday night cocktail party, the luncheon and any other fun future additions to the schedule. That's reduced to $120 if you decide not to join us for the awards luncheon, and just $40 if you bring a guest who doesn't want to attend sessions but wants to join in the fun of the lunchtime awards.

Details: Here
Registration link: Here

Greg's Gloves

By C.W. Armbrust

It started with a pair of gloves. A new volunteer showing up at the track and expressing interest in getting involved as a Flagger. Dressed in the appropriate wear as suggested with almost everything in possession except a whistle and a good pair of gloves. Shirley Thompson somehow always has spare whistles on hand, so that part was quickly remedied.

His first assignment was to the T-1 Flag Station, which is the first place someone learns they are under fire from the moment each race starts. I happened to have a spare set of mechanics gloves that were the correct size. Thus, the long and illustrious trail started.



Greg McDermott

Greg McDermott forged a distinct and respectable involvement in the F&C specialty over many years. Quickly moving to a divisional license, his organizational skills were noted and marked for future destiny. With time, Greg stepped into a leadership role as an Assistant Flag Chief, moving to a National F&C license in the process.

As he progressed, Greg accepted the challenge of taking on the leadership role as Flag Chief for the Washington DC Region. He delivered in some organizational steps that paid off for everyone involved. Faced with volunteer shortages and financial challenges, Greg found a way to make things happen and happen successfully.

With all those years of service, it would be a waste to let Greg escape back to normalness. With a well-considered and reluctant “yes”, he accepted an appointment into a new role altogether. As Assistant Director of Club Racing, he took on a new and bigger role in influencing our Road Racing program for the better.

As Anne Callihan was no longer able to continue the duties, Greg filled the gap Anne left. This was not the first time Greg has stepped in to fill unanticipated vacancies under less than optimal conditions. In the years while still working as a Flagger, Greg had attended an event at Nelson Ledges with a friend to crew for his racing. A terrible accident took the life of a Flagger on the course that weekend. With the shortage in qualified people, the event was at risk. Greg volunteered to take up flagging in the absence of the lost official and helped Nelson Ledges complete the weekend of racing.

No stranger to taking the reins when the call demands, Greg accepted the new role as Director of Club Racing. There he remained for the next three years, leading the program through successful changes and developing new concepts. Greg is stepping back now in anticipation of a potential career-related move, and supporting our new Director of Road Racing, Bob Crawford, as he picks up the baton.

I want to extend a huge "Thank You" to Greg for his gift of support and service to the Region. Thank you, Greg!

Lost Treasure in The Mountains
New WDCR Chapter Channels Hill Climb History

CUMBERLAND MD - Sixty-three years after Carroll Shelby won a Washington DC Region SCCA National Hill Climb on Breakneck Road near Rocky Gap State Park, the region is returning to Western Maryland to sanction the August 2019 Polish Mountain Hill Climb.

When WDCR takes on Polish Mountain, we will be the sanctioning body for the 12th annual Polish Mountain Hill Climb, adding a Level IV Time Trial on public roads to our offerings. We will also be driving in the tire tracks of some pretty colorful characters who left their mark on U.S. motor racing history.

The core of the new chapter is being formed by members of National Road Autosport, a group of sports car enthusiasts who began successfully reviving their hometown's racing history in 2002. After regaining a motorsport beachhead by creating an autocross series in honor of the Steel Cities Region's legendary Cumberland Airport Nationals at the airport, they turned their attention to a little-known two-year run of DC Region hill climbs in the mid-1950s.



"We started out with a couple of ghostly photographs: a C-Type Jag on a wooded lane, an MGTD parked overlooking Martin Mountain, and a finish line photo of Carroll Shelby in a 4.5 liter Ferrari formula car on Breakneck Road," group co-founder Dave Williams recalls.

Working backwards through local legends, they ended up in possession of original memorabilia from the family of Breakneck Road Hill Climb founder Dr. Benedict Skitarelic. This material opened a treasure vault of detailed info about the 1955 and 1956 SCCA events sanctioned by the Washington DC Region.

Fast forwarding to 2007, permission was obtained on two fronts to return public road time trials to the Maryland mountains. Based in large part on the historic precedent of the WDCR Breakneck Road events, they partnered with the very same Flintstone Volunteer Fire Department that served as local hosts in '55 and '56. National Road Autosport first wrangled a date in the long-running Pennsylvania Hill Climb Series, and then got an emergency amendment to Maryland Transportation code passed in the 2007 General Assembly Session. The bill was based on similar permits for distance running and cycling events, and created a pathway for permitting temporary closure of state roads for motorsports competition.

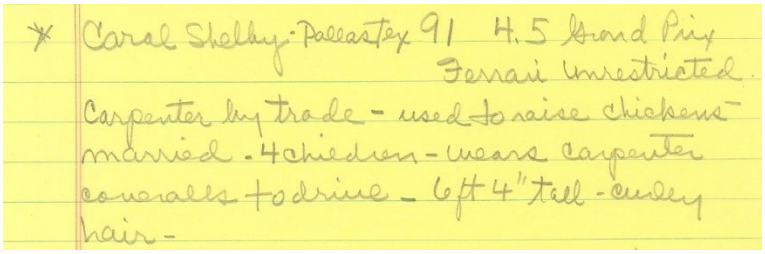
"The back story is fascinating and still open for addition and revision," Williams mused.

Apparently, in the process of testing the Cumberland Airport for sports car competition, Dr. Skitarelic (whose Bugatti Royale would one day sell to Dominos Pizza owner Tom Monaghan for a record $8 million) determined that somebody owed him for a set of tires he wore out on his MGTD. The discussion that followed - as local urban legend goes - ended up with the good doctor disassociating himself with the airport races. Using friendships that may have come from informal races he staged on a country road near his home, now the site of Rocky Gap State Park, he talked WDCR into a date for hill climb.

In 1955, the inaugural Breakneck Road Hill Climb was staged with full regalia, featuring starters Tex Hopkins and Fred Losee, and honorary starter U.S. Senator J. Glenn Beall, Sr. Interestingly, Losee was also an early entrant at the airport races using an anagram of his name, running as Derf Eesol, for some reason.

Things got really exciting in 1956 with the appearance of a gaggle of luminary drivers from that era. An ill-fated effort to resurrect a formula car from the Ferrari museum to run at Indianapolis was scuttled by a rule change, leaving the Ferrari and up-and-coming Texas driver Carroll Shelby with only a barnstorming tour of East Coast hill climbs on their dance card. Shelby dominated both Giants Despair and Breakneck Road despite niggling gearbox issues.

The ’56 field also included mysterious Paul O’Shea, driving a factory-backed Gullwing Mercedes 300SL in which he won a 1955 National SCCA title. Dr. Dick Thompson was there in his Corvette, along with Frank Baptista, Frank Pohanka, Gulf Oil Racing co-founder Dr. WRJ Wyllie, Peg McClure and Pinky Windridge.


* Carol Shelby - Pallas Tex 91 4.5 Grand Prix Ferrari Unrestricted.
Carpenter by trade - used to raise chickens - married - 4 children - wears carpenter coveralls to drive - 6 ft 4" tall - curly hair -

In addition to the official programs and contemporary articles, ephemera from the ’56 includes the actual announcers notes on a yellow pad, gloriously dotted with hand written references to industrial giant Duncan Black as a well-liked millionaire, and to Shelby as a Texas chicken farmer who is tall and races in bib overalls.

No one seems quite sure why there was no follow-up to this high point in the ’56 event, but the parallels to WDCR’s newest event on Polish Mountain are pretty strong, to say the least. Polish Mountain is held on Gilpin Road, one mountain east of the Breakneck Road site, on a stretch of state highway that literally dates back to the National Pike as it was designated in 1820. The Flintstone Volunteer Fire Department is again the host organization and major beneficiary of the proceeds. As before, the friendly spirit of the town is evident in numerous touches of hospitality.



Photo by: Tom Burnside
Carrol Shelby sets the record up Breakneck Hill on the Grand Prix Ferrari.

OFFICIAL RESULTS
BREAKNECK NATIONAL HILL CLIMB
Cumberland, Md., August 5, 1956

Pos.	Car #	Car	Class & Pos.	Driver	Best Time	Points
1	91	Ferrari GP	UR1	Carrol Shelby	1:12.41	none*
2	14	Merc 300SL	DP1	Paul O'Shea	1:17.37	1000
3	11	Corvette	CP1	Dick Thompson	1:18.41	1000
4	62	Porsche 550	EM1	Paul Sagen	1:19.56	1000#
5	44	Merc 300SL	DP2	Duncan Black	1:19.74	750
6	2	Lotus	GM1	M.R.J. Wyllie	1:20.07	1000
7	35	Lotus	GM2	Frank Baptista	1:21.37	750
8	61	Cooper	GM3	Fred Sclavi	1:21.45	500
9	165	Corvette	CP2	W. Cline	1:21.77	750
10	58	Merc 300SL	DP3	P. Sharples	1:22.01	500
11	111	Corvette	CP3	Fred Windridge	1:22.19	500
12	42	Corvette	CP	Dean McCarthy	1:22.28	
13	77	Ferrari 2.9	EM2	Paul Norair	1:24.77	none
14	75	Jaguar	CP	Charles Sarle	1:24.92	
15	4	Lotus	GM	Duncan Black	1:25.41	
16	65	Ace Bristol	EP1	Les Cizek	1:26.36	1000
17	63	AH 100S	DM1	D. Symmes	1:26.41	none+
18	13	Corvette	CP	M. Cappiello	1:26.52	
19	114	Jaguar	CP	W. Jackson	1:26.66	
20	43	Corvette	CP	V. Meinhart	1:26.76	
21	12	Morvette	CM1	Roger Wing	1:26.97	none+
22	24	Porsche 1600	EP2	Bengt Soderstrom	1:27.38	750
23	189	Arnolt Bristol	EP3	Jim Robinson	1:27.66	500
24	55	Jaguar	CP	G. McClure	1:28.93	
25	22	Morgan	EP	H. G. Williamson	1:29.87	
26	55	Jaguar	CP	P. McClure	1:30.25	
27	73	T Bird	BP1	R. Gizzi	1:30.25	none
28	74	T Bird	CP	C. Weiss	1:30.47	
29	155	AH 100	DP	Ken Wilson	1:31.57	
30	45	Morgan	EP	F. Baptista	1:32.08	
31	71	Morgan	EP	J. Bullard	1:32.66	
32	78	AH 100	DP	R. Kinsbrook	1:32.68	
33	36	AH 100	DP	F. Pohanka	1:32.70	
34	96	Porsche	FP1	J. W. James	1:33.56	1000
35	124	Triumph TR2	EM3	C. Kolb	1:34.27	none
36	7	Jaguar	CP	R. Miller	1:35.33	
37	66	Arnolt Bristol	EP	W. Hoover	1:35.67	
38	64	Morgan	EP	C. H. Woods	1:36.26	
39	52	Morgan	EP	L. Schroeder	1:36.55	
40	89	Porsche 1300	GP1	E. Pupulidy	1:36.88	1000
41	54	Jaguar	CP	Tex Hopkins	1:36.90	
42	31	MG A	FP2	Sam Sparks	1:37.40	750
43	46	Triumph TR 3	EP	D. Jones	1:37.87	
44	371	Triumph TR 3	EP	R. Lantz	1:37.96	
45	97	Morgan	EP	C. Shinn	1:38.32	
46	136	Morgan	EP	G. Parks	1:38.41	
47	80	Triumph TR 2	EP	J. Lynch	1:40.38	
48	50	MG A	FP3	Steve Spitler	1:40.74	500
49	57	Porsche	FP	E. A. Hoffman	1:42.02	
50	1	Alfa Romeo	GP2	Marianne Windridge	1:42.91	750
51	67	MG A	FP	J. Robinson	1:43.71	
52	25	MG TF	FP	Don Melvin	1:45.24	
53	137	MG TC	GP3	H. Mellotti	1:45.78	500
54	68	Alfa Romeo	GP	R. McKinney	1:47.41	
55	26	MG S/C	EM	B. Skitarelic	1:49.38	#
56	60	Porsche Carrera	FP	J. Holley	1:49.60	
57	30	MG TD	GP	Fred Reynolds	1:59.14	
58	41	Dellow	GM	S. E. Reaume	1:59.66	
59	151	DKW	GP	C. Kolb	2:03.06	
60	167	MG TD	GP	E. Fisher	2:05.31	
61	3	MG TD	GM	R. Lord	2:06.46	
62	72	MG TF	GP	Joan Miller	2:07.55	
63	59	MG TC	GP	I. R. McMaster	2:08.74	
64	38	MG TC	GP	B. Lust	2:10.71	

*—Only 1 Unrestricted car thus no class.
#—2 Class FM cars moved to Class EM.
+—Only 1 DM, 1 CM and no BM, so no classes.

The Polish is a technical sprint hill. It is well-liked among the PHA venues for the high run count made possible by the parallel closure of nearby Maryland Route 144, which allows a continuous car return loop. George Bowland’s A-Mod Shark holds the hill record at 50.708 seconds, but as it turns out, the clock’s been running for WDCR on the back roads of Western Maryland since 1956!

The 2019 Polish Mountain Hill Climb is scheduled for the weekend of August 2-4, and is the fifth event of the eight-race 2019 Pennsylvania Hill Climb Association Series. It will be co-promoted by WDCR and PHA and information will be available at those organization’s websites (http://www.wdcr-scca.org and http://pahillclimb.org), and http://www.polishmountainhillclimb.com this Spring, when event details are finalized.

Summit Point Raceway Park Aerial Pictures

By Alan Claffie

While at the Helmets Off to Heroes track day on Veterans Day, we were visited by a helicopter that was giving the active-duty servicemen and veterans rides over Summit Point Motorsports Park. At the lunch break, the chopper was parked on the Jefferson Circuit frontstretch and the participants' cars were brought out to form three rows behind it for a fun photo opportunity.

While the pictures shot on the ground were going to be fine, someone suggested that putting a photographer in the bird and having that bird get a little altitude and spin around would get all the HOTH participants' cars in a single shot.

Since helicopters are sensitive to weight balance, potential aerial photogs were polled to see who was most suited for flight. I was selected. Travis Dixon volunteered his Nikon DSLR, which is far newer than mine, and away we went. I got the shot of all the cars on the frontstretch, and I was offered a whirlwind tour of the entire Summit Point complex. I accepted, and kept clicking off pictures.



The main goal for flying was to get this shot



Summit Main's paddock, where another track event was being held



Shenandoah Circuit



Washington Circuit



Jefferson Circuit's paddock area, home to HOTH



Rallycross courses at Summit Point



Jefferson Circuit, site of Hats Off to Heroes

CLUB RACING CHAMPIONSHIPS AND REGION AWARDS

2018 MARRS Club Racing Championships

Class	Name
CF	Wayne Nicolette
EP	Anthony “Coyote” Black
FP	Jim Stein
GTP	Bruce A. Shelton
HP	Carolyn Bayer-Broring
ITA	Joel Gambino
ITB	L. Chuck Allard III
ITS	Jeff Lucas
LC	Robert Conner
SM	Mike Collins
SRF3	Alan Olson
SRX7	Michael Root
SSM	Kevin Kopp
STL	Brian Cates
STU	Scott Luttrell

2018 Bill Scott Championships

Class	Name
CF	Wayne Nicolette
EP	Anthony “Coyote” Black
FE	Keith McDonald
FP	Jim Stem
GTP	Bruce A. Shelton
HP	Carolyn Bayer-Broring
ITA	Joel Gambino
ITB	Kevin Fryer
ITS	Mark Gibson
LC	Robert Conner
P2	Ken Van Horn
SM	Michael Collins
SRF3	Alan Olson
SRX7	Brian Thorpe
SSM	David Stern
STL	Brian Cates
STU	Mark Liller

CLUB RACING PERPETUAL AWARDS

John M. Barnett Memorial Award	Joe Marcinski – CF
Dick Lord Trophy	Alan Olson – SRF3
Frank S. Pohanka Jr. Annual Award	Mike Kelley – HP
Rookie of the Year Award	Anthony “Coyote” Black - EP
Paul A. Norair Award	Daniel Richardson – AS
Tom Shaffer Memorial Award	Carolyn Bayer-Broring – HP
John H. Wilton Award	Craig Walker – CF

SPIRIT OF THE SPORT AWARD Anne Callihan

CLUB RACING VOLUNTEER AWARDS

Grid – Outstanding Dedication	Carolyn Bayer-Broring
Grid - Outstanding Dedication	Keith McDonald
Grid - Volunteer of the Year Award	Tom McLeod
Emergency Services - Worker of the Year Award	Valerie Farret
Emergency Services - Rookie of the year Award	Ron Elliott
Tech - Worker of the Year Award	Bruce A. Shelton
F&C Lifetime Achievement Award	Paul Anderson
Pit – Rookie of the Year Award	Mike Stringfellow

REGION PERPETUAL AWARDS

David Roethel Member Achievement Award	Louis Alessi
MVP Award	Sam Vassallo
Sue Roethel Trophy	Jack Burrows
Public Relations Award	Kahlil Natirboff

REGION AWARDS

Regional Executive Award	Chuck Edmondson
Regional Executive Award	Mark Hillyer
Regional Executive Award	Kevin Rychlik

Editor's Note

by Alan Claffie



Last time out, I started down a long and potentially completely irrelevant road explaining how I fancied myself a writer and joining the elite corps of wanna-be journalists who covered scores of races at New England short oval tracks for no pay. I had become a credentialed scribe who had gone from being Mr. Negativity to Mr. Positivity, and that paved my way to becoming an influential member of the motorsports media.

At this point, I was still writing for dinosaur newspapers, which enjoyed small but loyal audiences but were feeling the unwelcome influence of the Internet and all the free information available therein. I joined that cyberworld and, unknowingly, contributed to the demise of those papers that were arranging my entry into the racetracks where I plied my trade.

In 1995, a friend was learning how to produce Web pages and, as he did, I picked up on dribs and drabs of design myself. I was now a webmaster in search of subject matter. NASCAR's Busch North Series, which ran primarily in New England, was my favorite type of racing at the time and didn't seem to have any sort of online presence, became the theme to my little slice of cyberspace. It had a clunky address with multiple slashes and that funny "~" character, and very little content (I copied the points standings from the pages of *Speedway Scene* newspaper), but people found it and encouraged me to go further. This led to buying an actual domain name, which wasn't cheap in 1996 like it is today, and arranging "professional" web hosting.

This brave new world of media wasn't exactly welcome in the NASCAR establishment, which didn't know what to make of it. I asked to be put on NASCAR's media distribution list, which produced race previews and wrap-ups - via fax - so I could have access to the same material the papers did. I can still hear the stern voice of NASCAR's Bob Paulin today: "NASCAR does not feed web sites." They had launched their own site (with no Busch North content whatsoever) the year before, and nobody really knew the full potential of an online presence yet. Some tracks would not give media credentials to online-only outlets, though I got around that by still contributing to the racing papers and having those publishers arrange my access.

Despite a relative lack of cooperation from the establishment, I kept on doing what I was doing since I had no other hobbies. I went to the races and took pictures with a cheap 35mm camera so I could add some color to the site. I had to be careful of how big those pictures were, since I was only allowed 25 megabytes total for my site. Each new picture that went up meant an old picture had to be deleted.

I wrote articles for the site, mostly lap-by-lap race reports that I'd create from scoresheets I kept while watching the races. Sometimes I'd do follow-up stories including quotes from the top three drivers. I had a microcassette recorder and I'd record the trackside interviews done over the track's P.A. system. But if someone was sitting next to me talking too loudly, or the track's microphone blinked out, I got no quotes. In the pit area, I rarely talked to drivers aside from the few who contacted me through my site, and those who did tended to be the low-buck backmarker types. I didn't dare bother the good guys.



This changed in 1999. I was at Nazareth Speedway, and the race had just ended. I decided to emulate one of my favorite racing writers, Bruce Boucher, who got post-race quotes from all of the top ten finishers for a comprehensive article in the following week's *Speedway Scene*. I had my recorder in hand and introduced myself to almost all of the top ten finishers at Nazareth (some split before I got to them) and asked them all the same question: "I think you finished [position]. How was your day?" Some said "Good" and I had to scramble to come up with a follow-up question. Others went on and on. Most, surprisingly, were familiar with my work.

This started a multi-year tradition where I tried to get the top ten on tape after every race. It was a lot of chasing drivers who either hid in their haulers or wanted to get out of the track as quickly as possible, and it was a lot of transcription work after getting home before even starting to write an article, but the results were worth it. I started thinking that I was generating content that was at least as good as that being published in *Speedway Scene* - the standard-bearer of New England's racing papers. Others recognized it as well. Sometimes I'd interview a driver who got his first top-ten and he'd be genuinely excited that he got to be interviewed.

Most importantly, few people remembered how terrible I was at writing when I first got published in those papers a few years earlier.

That's enough rambling for this episode. Next time out: glossy paper and paying gigs!

Hagerty Joins with SCCA to become Official Insurance Partner

TOPEKA, Kan. (Jan. 17, 2019) -- During its Annual Meeting today, Sports Car Club of America® announced that Hagerty has signed on to become the Official Insurance Partner of SCCA®. As an Official Partner, SCCA President & CEO Mike Cobb said Hagerty helps provide the support necessary to execute the more than 2,000 events the Club conducts each year through its 116 Regions and subsidiary divisions.

"With the multi-year deal announced today, Hagerty has shown it appreciates the automobile culture and supports having fun with cars, which is a core belief within the SCCA," Cobb said. "Official Partners are very important to Club activities as they help keep participation costs lower for our 67,500 members, and we know our members will show support for Hagerty in return."

Founded in 1984 by people who love cars, Hagerty insures all types of enthusiast vehicles. But the organization is so much more than just an insurance company. As car fans, Hagerty publishes one of the world's most-read automotive magazines, and offers entertaining online video programming such as "The Barn Find Hunter," featuring Tom Cotter scouring the countryside for lost automotive gems. Hagerty is also home to DriveShare by Hagerty, the nation's first and largest platform for renting classic and exotic cars.

"Hagerty and the SCCA is a perfect match," said McKeel Hagerty, CEO of Hagerty. "The SCCA is all about having fun with cars and turning enthusiasts into participants, and we are, too. It's great to look at cars in museums, but they are really meant to be driven."

Hagerty's suite of products are available to SCCA members to protect their investments, including collector cars and motorcycles, race cars and boats. It was previously announced that in 2019 Hagerty would be presenting sponsor of the first-ever Tire Rack Time Trials National Tour, a new SCCA program that exists between autocross and wheel-to-wheel road racing.

Hagerty is also the exclusive on-track insurance partner of Track Night in America Driven by Tire Rack. The company's Track Day Insurance program*, created for both motorsports enthusiasts and weekend racers alike, offers physical damage coverage for vehicles while they're on the track, unlike most standard insurance plans. With Hagerty's Track Day Insurance, drivers can focus on turning great lap times on a circuit.

It should be noted that SCCA's current event insurance supplier has not changed with the addition of Hagerty as the Official Insurance Partner of SCCA®.

* This is a general description of coverage. All coverage is subject to policy provisions and availability. Hagerty Insurance Agency, LLC and Hagerty Classic Marine Insurance Agency, LLC ("Hagerty") are insurance producers licensed in all 50 states and the District of Columbia. The purpose of this notice is to provide you with information about how Hagerty is compensated. Hagerty receives a commission based upon a fixed percentage of each policyholder's insurance premium. The commission percentage varies according to the insurer and the product sold by Hagerty. The commission is paid by the insurance company to Hagerty each policy term for both new policies and renewals. Hagerty may also receive additional compensation from insurance companies based upon a number of factors, including, without limitation, growth, profitability, volume of business, and retention. This additional income is not guaranteed. If you would like to know more about the compensation we expect to receive as it relates to your policy, you may email auto@hagerty.com or call 800-922-4050.