



In this issue:

RE Report page 1
Road Rally Report..... page 2
Solo Report page 2
RX Reportpage 2
PDX Report page 3
Ana Broyles page 4
Competition School... page 5
Vegas Baby! page 6
Oscar the Trash page 7
Summit Point page 11
What could go..... page 12
In Memory of page 13
Buried Treasure page 14
Anniversaries page 15

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RE Report -by Paul Anderson

After way too long, the Straightpipe is back. Thanks to the efforts of Bob Crawford in doing all the recruiting (arm twisting) to get enough volunteers to spread the load around.

There's going to be a lot going on this year. As many of you already know, Summit Point is for sale. We signed a new two year contract with the track which will take us through the 2016 and 2017 seasons. Dominion Raceway is set to open in 2016 and the Region has a PDX scheduled there for Memorial Day weekend. The first 2016 PDX will be history by the time you read this, as will the spring Driver School. Solo has a packed season schedule. Rally starts the year with the "Get the Dust Off" event the first Sunday in May. And RallyCross, last but definitely not the least of our programs, will host, in addition to the regular schedule, one of the three National Challenge events at our facility just outside of Frostburg, MD.



SCCA national has started a couple of new programs beginning last year. The one of the most interest to us is Track Night in America. This is a PDX like program which is held on weeknights as an introduction to SCCA and the various ways you can have fun with your car. It's a great opportunity to show the SCCA brand and attract new members. There are four dates scheduled at Dominion Raceway this year - May 10th, June 21st, July 12th, and August 9th. These are all Tuesday evenings. More details will be posted on the WDCR webpage and on the SCCA national page. We have been asked to help out with some instructors and a few flaggers. It's a good chance to see the new track and to make potential new region members feel welcome, so come on out.

Another new concept we are hoping to do a trial on this year is bracket racing. The thought is that it will be a separate race group at several MARRS events. Any closed wheel car is eligible to run. The only requirement is that the car must pass SCCA tech for safety and the driver must hold a valid SCCA recognized racing license or novice permit. Everything else on the car is free. Cars will be placed in brackets based on the times set by the car / driver combination and if you go too fast for your bracket the only penalty will be being moved to the next faster bracket. We think this is a way to attract new people to our racing program; bring back some folks who have dropped out; and it's also a way for drivers competing in regular classes to "double dip" on a weekend. I know I'm looking forward to seeing how it works.

As I said, there's a lot going on this year. Some potentially exciting things for SCCA and the Washington DC region. And, as always, these things only happen because of the dedication and work of our volunteers. There is always a spot for YOU to come be part of the fun. Just contact the club office or one of the "wheels" listed in the region directory on our webpage.

Road Rally Report *-by Eric Salminen*

On May 1st, 2016 at 10:00 a.m. the MG's of Baltimore and the Washington D.C. Region SCCA presents the 27th annual running of the "Get the Dust Off" Road Rally. With eight classes for competitors from "historic" (pre-1960) sports cars through SCCA "equipped" rally cars there is a level of competition (and plenty of awards) for everyone. A road rally is NOT a race - following a predetermined course of scenic roads through Harford County, Maryland you are to arrive at checkpoints at very specific times. Points are tallied in one-hundredths of a minute. Too early is as bad as too late. Like golf, low scores determine the winners. The rally finishes at DeJon Vineyards in rural Hydes, Maryland. Enjoy wine tasting and music while the scores are tallied. Bring your own



picnic basket or purchase food on-site. "Get the dust off" your car and the cobwebs out of your head and enjoy an early Spring day out on the road with friends!

Solo Report *-by Evanthe Salisbury*

The 2016 autocross season promises to be an exciting one as this year, in addition to our usual Championship series, we are hosting 2 National level events at FedExField!

Our Championship Series actually starts with a non-points Practice Event on April 17 followed immediately by the first points event of the season on April 23rd which is a non-traditional day, a Saturday! The rest of the season can be found on our website, and is always subject to change once the NFL releases the schedule for the Washington Redskins.

We also are having lots of Level 1 and Level 2 schools, a junior kart school, and plenty of Test and Tunes! Keep your eyes peeled for those dates on the website and our Facebook page!

Our ever-popular Night Event is also on the books for this season, too, to be held later in the summer.

This year, though, we will be showcasing our Region with two National events as we will be hosting both a National Pro Solo and a National Championship Tour! Registration for those events are on www.scca.com, but all are encouraged to come and test out their skills against National drivers from the east coast (primarily). While we have hosted many Pro Solos, we have not hosted a Tour since 2004. A Tour is more like one of our typical events, but with only 3 runs per day - have to be fast and clean right out of the box! Come and test your skills against a very high concentration of the best drivers in the country!

We are supremely fortunate to have 2 course designers, Lee Piccione and Sam Strano, in our Region because both have designed a course for Solo National Championship in Lincoln, Nebraska! They will be designing our Pro Solo (Lee) and Tour (Sam) courses! Thank you to both of them in advance!

Our season would not be possible without the dedication and hard work of our Solo Committee. As we are entirely a volunteer organization, team members come and go. We will miss Jay Lyons and Don Miller. We hope to see them come back to the Committee when they are able! In turn, we welcome Sean Stanley, Chris Lin, Nate Atkins, and Lou Jasper to the Committee! You'll see Chris when you get to Techstration, Nate and Sean will be checking you in as Worker Chiefs, and Lou will be helping in Tech. Thank you all for volunteering your time and expertise to the Club!

We have a full season, and we look forward to seeing you all on the asphalt! Don't forget the sunscreen.... !!

RX Report *-By Josh Hickey*

The WDCR RallyCross program begins its third year at our huge venue in Frostburg, MD on March 20th. One of the best-attended and most-competitive RallyCross programs in the country, WDCR brings experienced

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RallyCross drivers and some stage rally drivers together with members new to the sport at every event. Our typical competitors turn out driving everything from fully prepared Subarus to daily-driver Ford Focuses and Civics to Miatas and older cars like e30 BMWs and Volvo 240s. Our events are well-run and offer a large amount of seat time with 10-15 runs on a typical day. New drivers are always welcome and there are plenty of experienced drivers there to show you the ropes. You can bring your daily driver or your Craig's list beater, provided it meets basic safety requirements as denoted in the SCCA RallyCross rules.

In addition, WDCR will be hosting the inaugural SCCA RallyCross Eastern States Championship this summer - three days of top competition against the best drivers coming from all over the country, which is open to anyone who wants to enter. We will also have seven local events at Frostburg and possibly other venues in the region, running from March to November this year. So come out and see what it's all about, do a ridealong with competitors, or bring your own ride (preferably on some all-season or snow tires for traction).

For more information, check out the RallyCross page on the WDCR SCCA website, or our Facebook page (DC Rallycross). Event registration is on DLBRacing.com.

PDX 2016 - First Event -by Travis Dixon

The first Washington DC Region PDX of 2016 started our season on the right (exhaust) note! Occupying our now-traditional calendar slot just before Club Racing's competition school weekend, we attracted a record number of participants eager to take the track once again. Our events on the main Summit Point Circuit are always popular, and this one may have been our best ever for a PDX and Club Trial event, with approximately 110 Students and Competitors on-track for the weekend, plus our instructors and volunteers filling out the ranks.

We are extremely grateful to have had a strong volunteer turnout as well, including by last count at least a half-dozen novice flaggers, including 3 minors who went on to flag at the Comp School as well. We're hoping that our



low pressure events continue to be a way to attract new talent and interest for all of our track events.

The Club Trials program saw a record field on Saturday's event, with a slightly smaller turnout on Sunday. Jeff Liller managed to snag the top spot on both days, in his 2002 Dodge Neon. For those not up to speed on the Club Trials rule-set, an index factor is used to allow cars from different classes and preparation levels to compete on an even basis. The competition is typically tight, and it's not uncommon to see an econobox dicing up in the results (not wheel to wheel!) with a fire breathing V8 (or V10!).

Our next event is on April 16th, and is our Instructor Clinic. This is our usually-annual event where we introduce new instructors, and those instructor-curious, to the ways of the right seat passenger. This is also a refresher



PDX article photos courtesy of eTech Photo - etechphoto.com



for our experienced instructors, and they spend the day learning from each other on the track and in the classroom. This event is held on the highly technical Shenandoah Circuit at Summit Point. If you're interested in Instructing with us, contact our Chief Instructor at pdxci@wdcr-scca.org.

After the Instructor Clinic, our next real event is the inaugural WDCR voyage to the brand new Dominion Raceway. Our standard PDX and Club Trials format will be running, as we all get to learn what this track in our region is all about. We're hoping that the region will get to use this as an opportunity to get familiar with the new facility.

From Under the Hood to Behind the Wheel – Ana Broyles -By Taylor Hyatt

In just over a year Sports Car Club of America and Mid-Atlantic Road Racing Series Competitor, Ana Broyles, went from being a passenger during a friend's Track Day event, at Summit Point Motorsports Park, to the 2015 Washington D.C. Region Club Racing Rookie of the Year.

"I never thought I would ever race. It seemed so out of reach for me."

Growing up in Colorado, away from any sort of racing related activity, Ana had never driven on a race track until participating in a few Track Day events in 2014 which led her to completing the SCCA, D.C. Region Competition School in March of 2015. That was all it took for her to catch the racing bug. Ana went on to gain four podium finishes with the club and took her first win during the fifth event of the ten race season. Technically, she's already removed her rookie stripes, but she says "I still have a lot to learn so they are still there figuratively."

"The first time (making the podium) was pretty exciting, but the most memorable time was during the Labor Day Double because it was the first time my mom had been to a race track or seen any type of wheel to wheel racing."

Being a BMW technician, for a living, may seem like it would help

Ana wheel her No. 127 BMW 325i into victory circle, but when asked about it she said, "Occasionally, it gets distracting." She certainly knows what to listen for, but often worries whether she's just being too cautious. However, being able to quickly analyze and assess any issues she encountered on track becomes an advantage in the paddock because she has the ability to fix it.

During this year's annual awards banquet it was to Ana's surprise that she won not one (as expected,) but three Washington D.C. Region awards for the 2015 season. The first didn't come as a surprise since the October race at Summit Point concluded the MARRS Championship and named the top three in STU

as Ed York in first place, Mark Liller in second, and Ana Broyles in third place. The night of the banquet she proudly stood by her competitors and collected her award. The unexpected awards presented to Ana were Rookie of the Year and the Pohanka award, which gives credit to a member in an owner driven and prepared production car who shows outstanding performance.



“The thing I discovered I like most about the racing community is the amount of camaraderie that exists between everyone. Even as a rookie people were very positive and were always offering good advice and suggestions. Ryan Hoover has been the most supportive overall through. Without his help I wouldn’t be out on track.”

As far as the 2016 season, Ana plans to continue improving her driving abilities and focus more on set up and racecraft. Currently, she’s working on another car to race in a separate class, upgrading her STU car, and considering running in Spec Miata.

Ana is an inspiration to many, and a great asset to the Washington D.C. Region! Let it Snow, again!

2016 Competition School -By Taylor Hyatt

Once again unpleasant weather threatened our weekend for the third year in a row as the 2016 Competition School approached. We could hardly believe the weather was calling for snow when it had been in the mid 60’s on Friday, but snow it did indeed. Saturday morning was brisk, but we were dry. After that things got a little interesting. Rain showers turned into snow around lunch and before long it was coming down pretty heavily. Luckily our region has great volunteers willing to stick out the cold so the novice racers could get plenty of track time.

“As has often been the case for WDCR Drivers’ Schools, Mother Nature presented the students, the instructors, and the event staff with some significant challenges. I’ve seen more snow on the ground for a Summit Point Drivers’ School, but I have not seen heavier snow than we saw for a while on Saturday afternoon. I think the students responded very well to that challenge and the result was one of the best schools I’ve seen in a very long time. It was a very impressive performance on everyone’s part, and I was particularly proud of our students.” –Chief Steward, Dennis Dean



Fifty-nine students, of all ages and multiple car classes, participated in this year’s Washington D.C. Region Competition School at Summit Point Motorsports Park. All were looking to either obtain an SCCA racing license or gain more knowledge and instruction from our experienced instructors. Our students are given a mixture of classroom sessions which begin with orientation and a flag test, on-track instruction including practice starts and a five lap race, and individual debriefing with our instructors. Novice racing licenses were then handed out, in a small graduation ceremony, from the chief instructor, Tom Broring.

The weather slowed things down quite a bit on Saturday, but learning how to race in the rain is a major plus. Even though the slick conditions kept our emergency services team busy all weekend extracting cars from the gravel and muddy spots around the track, the novices handled themselves extremely well. By Sunday morning, on a mostly dry track, they were putting on a show for the flaggers and getting more “race-like.”

Speaking of flaggers! In conjunction with the Competition School the D.C. Region also holds a Flag School which has the same concept as race school. New or inexperienced flaggers are giving the chance to receive classroom training on flag conditions, hand signals, safety equipment and more as well as trackside experience while visiting multiple stations around Summit Point Motorsports Park. We had 22 students this year, 13 of which came back the second day to begin on-station training. This was by far the biggest class we’ve had in years.



“The FM staff was pleased, even shocked, that 22 people showed up for the school. Great questions were asked and all the students were amazed at how much is involved in the F&C specialty. I asked how many were coming back on Sunday and was floored that 13 were coming back. It all worked out and not only on the F&C side, but also the whole club has benefited from a great weekend. Let’s keep it going.” – Asst. Flag Chief, Mike Stringfellow

“What a great problem to have, more students than trainers.” – Flag Marshall, Mike High

A huge thanks to everyone that came out and participated in this event. It was one to remember and we couldn’t have done it without you! We hope to see you are our next event, MARRS 1 on April 9-10.

Thanks to our 2016 sponsors: OG Racing, Radial Tire Co., Race-Keeper, and Tilton Motorsports.

Vegas, Baby! The 2016 SCCA National Convention -By Taylor Hyatt

The era of the millennials seemed to be the topic of discussion this year along with expanding hospitality efforts within our regions. Now you may be thinking to yourselves, “those two things really don’t go together well,” but they do in the Sports Car Club of America. It was truly inspiring to see how many young adults were overseeing programs and regions while offering new ideas to the club. This year’s convention brought many ascenders like myself from all regions to learn leadership skills and gain knowledge of the club as a whole.



After landing in fabulous, Las Vegas, Nevada and checking-in to the off-strip hotel, The South Point, convention goers were greeted by the current President and CEO of SCCA, Lisa Noble. The annual meeting commenced with comments from other staff members and new and returning board members. Excitement and opportunity filled the room to kick start the following days of discussion among almost 400 members.

Chris Robbins, Senior Program Lead at Southwest Airlines and also a long time SCCA member, presented an overview of how Southwest has managed to provide the best hospitality in their industry using one simple model, which coincidentally relates to racing. Using the letters G.E.A.R.S., given by Mr. Robbins, we have a formula



to intensify the level of hospitality each member receives at our events. We should Greet our members from the time of arrival, Engage in conversations with them, Act as if you know exactly how they feel or what they need, Relate by showing interest in whatever they are doing, and Solicit feedback on the experience which we have provided. Building relationships with our members is key!

Another focus of the convention was improving each and every race, by making an event out of it. We conversed about ways to market our regions, gain more volunteers, and building our region for success in order to get our members more involved. SCCA is a family sport, so of course as you know our drivers and volunteers have small children. How do we get them involved? This topic was one that intrigued many and we were shown small and effective ways like STEM activities to get the kids participating, educated and beginning lifelong friendships that so many of us have made already.

Last but certainly not least was the Hall of Fame banquet which marked the end of our Vegas experience. This year there were five incredible and overdue entrants into the SCCA Hall of Fame. Hubert Brundage, Bob Henderson, Roger Penske, Randy Pobst and Alec Ulmann will join many others in the Hall of Fame such as Paul Newman and our own Sue Roethel. If you aren’t sure of some of the names I would encourage you to read their bios on SCCA.com.

Although, most of us brought home souvenirs, I know I brought home more than coffee mugs and t-shirts. I brought home ideas, encouragement, and guidance from others to make the Washington D.C. Region of the Sports Car Club of America the best it can possibly be.

Calling All Volunteers!!

The Vintage Racer Group (VRG) would like invite you to the 2016 Jefferson 500 at Summit Point Motorsports Park on May 13th – 15th. All specialties are welcome! Seven classes of vintage racecars will be battling it out on track along with the Royale Formula Ford Challenge Reunion Race Series and so much more. Join everyone on Friday night for the volunteer worker paddock party and enjoy a catered dinner on Saturday. Justin Bell, this years’ Grand Marshall, will be present at dinner to speak of



his time as FIA GT2 Champion, Lemans 24 Hour GT2 Champion, and Trans-Am Rookie of the year. It's going to be a weekend you won't want to miss. Registration is open on www.motorsportreg.com and the full schedule is available on www.vrgonline.com. Questions? Email Steve Hyatt at steven@vrgonline.com.

Building Oscar the Trash – by Danny Kao and Mike Kline

So what did you do this winter?

As an autocrosser in the Northeast, the winter events are few and far between. A lot of us will use this time to update and fix our cars for the next season; but what do you do if your autocross car is over 2 seconds slower than the fastest in the class? Some say drive better, which is totally true; but addressing the shortcomings of your race car is also important. After all, an autocross car that is easier to drive is generally faster, especially for someone with a lack of talent like me.

So for an OCD empty nester and a skilled Miata NB fabricator, what do we do with a less competitive car and 60 days of winter? We build "Oscar the Trash"! Oscar the Trash build is based on 3 principles:

It has to be faster - It has to be easier - It has to be reliable

With limited funds, (I had to take a huge pay cut for my current job and my wife refused to support my autocross habit), we have to make this build as economical as possible; which means I have to abuse Mike Kline as much as I can and not give him anything in return plus do everything ourselves. Fortunately Mike is very skilled and not very bright, so the project moved along fast and smoothly. Therefore this is really a build story of 700 hours of me watching Kline work and cheer him on. Enjoy...

Why abandon the Little Angry Chicken?

Little Angry Chicken is our previous CSP car. It has been a fixture at the National events for many years. It is a 1990 Miata with built 99 motor and all NA backdate/updates done and it's plenty fast. After running the car for 5 months, we discovered the strength of the car is also its shortcomings: The beautiful bodywork is not allowing us to fit the new wider rims well; any suspension/brake updates effectively change the track width which resulted in the tires hitting the beautiful fenders. Custom built 70mm throttle body and Joefis intake fits the car well, but lack of TPS is limiting our ability to tune. Lack of ABS for lead feet like me and Kline further makes the car more difficult to drive. Bottom-line: The bodywork was specifically built for the original CSP upgrades, but to further advance the upgrade will ruin the bodywork – so we have to make an adjustment.



Darkness is here!

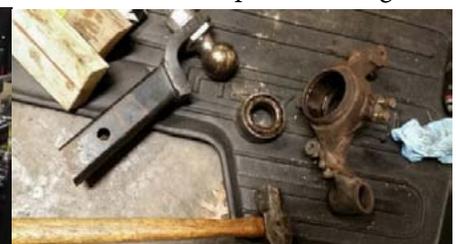
Our initial intention was to add ABS and update to a VVT motor running E85 for the Little Angry Chicken.



After talking to a few national autocrossers whom have done the ABS conversion like Eric Anderson and Jason Tipple, we found the only viable way to add ABS is to buy a donor ABS car. Miata ABS conversion will require ABS module, ABS computer, wiring harness, different brake master cylinder, proportioning valve, brake lines, abs sensors, ABS specific front hubs and uprights, and ABS specific half shafts, and not to mention the relocation of windshield fluid reservoir. All together the cost of parts is easily in the \$2500 range or more. After some searching, by the middle of December I found a 99 NB Miata in Philadelphia with

233k miles and working ABS for \$1900! After cording 6 Hoosiers due to the front tire lock up, this is a upgrade that we simply can't pass. On the way back from Philly, I met up with Mike at the Rt.32 rest stop off I-95 to go over the car. First question from Mike was: "What's the name for this car?". I looked at it for a second and replied: "I shall call it – Darkness".

Our intention to swap the ABS was short lived. We quickly found out in order to mount the ABS module



in the Little Angry Chicken, it will required us to drill and tap 3 holes into the chassis under the hood, but that's illegal according to SP rules. We hesitated for about 5 minutes and decided that we should build Darkness into a full blown CSP car instead just updating Little Angry Chicken since it was so cheap. The next day Mike began to tear down the car and we found nothing but rust. Rust might be ugly and destructive, but building a car with rust is probably the worst thing you can ever do in a project like this. Everything takes 10 times longer just to make it back to a non-rusted condition and it's never worth the effort unless it is a rare car. Nevertheless we marched on and worked on the car for the next two weeks. Mike worked on the disassembly, I worked on refurbishment. It was a painful process.

Over the Christmas/New Years holidays I was out and about on vacation and Mike was working and breathing rust. I was enjoying tropical beverages and swimming with stingrays in the Cayman Islands when I got this text from

Mike: "Are you sitting down?"

Me: "Why?"

Then he sent me this picture:

The entire front frame was rusted through. After I demand Mike to fix it and he said no, I realized we ran into a show stopper. I asked a bunch of questions for workaround solutions to SPAC (Street Prepared Advisory Committee) and they won't let me fix it with just metal patches and I was told that I have to replace the entire frame pieces, which is at least \$2000 or more. That's the money we don't have and don't want to spend.



Enter "Oscar the Trash"!

We then figured the best way to fix Darkness' rust problem is to start with a non-rusted chassis so we don't have to deal with this problem again; but where can we find a non-rusted 99 Miata that we can afford? Just our luck after some quick browsing and some emails, one active Atlanta road racer is parting out several Miatas. I asked him if he has a NB chassis for sale, and he says yes but he is not sure when he has the time to part it. The next day he called me back and asked me to come get it by the weekend or it's going to the junk yard. I asked him how much he is looking to get for the chassis, his answer: "\$120!" That weekend was my 30th year wedding anniversary. I sheepishly ask Jody if we can go on a road trip to Atlanta to pick up this chassis knowing there is no way she would say yes; but the pigs do fly – she said fine! We took off on our anniversary day, and I got horribly sick after 6 hours of driving and Jody drove the rest of the way plus nursed me back into health. I have the best wife!



Next morning we arrived at Atlanta and met Oscar for the first time. I was picturing a beat up chassis with many missing parts... But surprise! Oscar is about as pristine of a chassis as any nice NB Miata as I ever seen. There is literally no rust on the car, and it looks like it lived in garage its entire life. I strapped the car onto the trailer and drove back to DC knowing that we scored! Kline named the car "Oscar the Grouch" because it's green, and I renamed it "Oscar the Trash" because we saved "them" from the trash. (Oscar is a result of no less than parts from 10 different junked cars, it could be more)

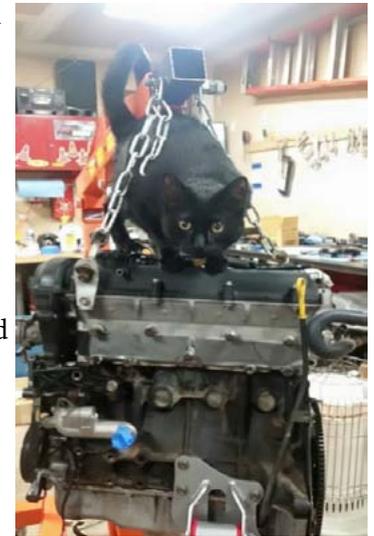




The build...

This began the 60 days of non-stopped Oscar building. In many ways this feels like a computer programming project. Mike and I quickly divided up tasks that we can do ourselves; since the car is at Mike's and there is no reason for me to sit on my butt at home. The first 10 days Mike went through the disassembly of Oscar. I took home all the parts that came off Oscar and Darkness that we need to use and somehow tried to "recondition" them. We sold the motor, seats, and diff from Darkness to WDCR road racer Al Bell, and Al provided us with some important NA back date parts for the dash, interior trim and rear bumper. We saved the doors, fenders, hood, and front bumper from Darkness as well as the wiring harness and all the ABS parts; and junked it the following week. Taking Darkness to the junkyard was an interesting experience, and I got \$17.50!

While Mike began the tedious job to sort out the wiring harness after initial disassembly, I began to work on suspensions and brakes, which I actually have a little idea about. I used my daughter's college furniture as a suspension/brake cart and began cleaning, pressing out the bushings and swap them all and earned a new nickname "Bushmaster". Within a couple weeks' time I was ready to bolt the entire front and rear sub-frames back on to Oscar. Mike repainted the under hood area, sorted out the entire car for fuel, dash, wiring, and all under hood bracketry plus brake/clutch masters. Mike also sorted out motor, clutch, transmission, intake and throttle body all during that time. We were ready for reassembling in just 3 weeks!



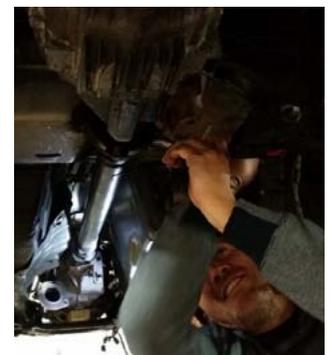
Once we began reassembly, I literally began a new commute to Mike's house in Glen Burnie from Gaithersburg every day after work. We typically worked until 10-11pm every night and weekends usually began at 11am and lasted sometimes until 11 pm. We did this for 5 straight weeks and I certainly drove Mike crazy; but by now I am friends with Mike's cats Lucy and Pepper. Pepper used to run away thinking I was going to eat him like General Tso's chicken, but now he will actually stop by and say hello when I stop by.

Part of the reassembly includes the drivetrain assembly; we used a 110K VVT motor from a 03 Miata, and a 70K transmission from also a 03 from the junk yard in Fredericksburg. Our rear diff assembly is from Craigslist from a guy in Manassas. We sourced the flat top JDM spec intake manifold from Mazda Motorsports, Racing beat header from Good-win Racing in California, 15x11 rims from 949Racing, Burns muffler from Burns, and Skunk2 throttle body, K&N filters, ARP studs and lots of necessary parts from Sam Strano at Stranoparts.com. When we needed stock Mazda parts in a hurry, Arlington Mazda always have parts available I stock. Half-shafts are super cheap from Advance Autoparts with an online 20% off coupon. ABS hubs and wheel bearings are also fairly inexpensive from Rockauto or Parts Geek. We also bought an OS Giken diff from Jon Lugod at OS Giken. In general, the entire build parts are either from the manufacturer that offered these specific parts, from Mazda or parts reseller, or from Stranoparts and business affiliated with my autocross friends. We also were able to purchase lots of expensive parts (suspension) used from fellow autocrossers to keep the cost low. I think we did a decent job managing our cost this time.



Finally after 37 days, we get to start the car for the first time!

After the car started, we continue to evaluate our build and make sure we are on track with our



schedule. We now know making to Dixie Tour is realistic; and we have to plan for the next 4 weeks to make Dixie happen. We also know that our build was very systematic, and we never lost sight of our three principles:



It has to be fast - we put a VVT motor in and ran on E85; but more importantly we need an expert who can help us to take the advantage of all those new resources. Luckily Peter Florance from PF Tuning dragged us along! Peter worked out the right programmer/Megasquirt configuration for us. He also did the calculation for E85 and basically guided us throughout the process. The 4 weeks to Dixie included a dyno at Abacus Racing in Virginia Beach, 2-3 nights of remote tune for initial start, idling and drive-ability in cold temp as low as 20 degrees. We also did an onsite tune at Cherry Point for Oscar's first outing, and tune after for cold start. Peter is the reason that we have more power in Oscar than the Little Angry Chicken. He is the best!

It has to be easier - We focus the entire build on making the car easier to drive. ABS played a huge part for us less gifted brakere. Good suspension, good seats, power steering, wider rims, good driving position and the ability to modify our fenders for clearance and quickly to adjust suspension changes all played a big part in this build.

It has to be reliable - We used all new parts such as hubs, half -shafts, bolts, bushings and most of the moving parts are prone to failure and also made them easy to install. For money reasons we also went with a non-built stock VVT motor, but this also give us the ability to quickly swap to another stock motor with minimal money spend if the motor fails. Mike is meticulous when he is building something, and our confidence is high because we spent the necessary time and work to do it right the first time. If I built this by myself, it definitely won't be like that.

At the time of this writing, Oscar has been to its first event at Cherry Point, NC. After 5 runs it had a little brake fluid leak from the proportioning valve, which I tighten more and stopped. A little coolant overflow from the reservoir which we over filled by some and that's taken care of. Otherwise, it held

| NCR SCCA - Cape Fear Chapter | | | | | | | | |
|--------------------------------------|------|--------|-----|-------------------|---------------------|----------|-------|----------|
| Final Raw Time Results | | | | | | | | |
| #1 - 01 Rush @ CHPT - Sun 03-06-2016 | | | | | | | | |
| Timed Entries: 115 | | | | | | | | |
| Raw Pos. | Pos. | Class | # | Driver | Car Model | Raw Time | Diff. | From 1st |
| 1 | 2 | spcsp | 50 | Kao, Danny | 1999 Mazda Miata | 52.783 | 0.000 | 0.000 |
| 2 | 1 | spdsp | 154 | Keller, Doug | BMW 323 | 53.413 | 0.630 | 0.630 |
| 3 | 9 | procp | 50 | Willis, Adrian | 1995 Mazda MIATA | 53.746 | 0.333 | 0.963 |
| 4 | 1 | ststr | 127 | Williams, Zach | 2006 Honda S2000 | 53.970 | 0.224 | 1.187 |
| 5 | 2 | ststr | 55 | Crusoe, David | 2004 Honda S2000 | 54.107 | 0.137 | 1.324 |
| 6 | 3 | ststr | 56 | Ardolino, Charles | 2002 Honda s2000 | 54.254 | 0.147 | 1.471 |
| 7 | 1 | progs | 11 | Pallotta, Andrew | 2013 Ford Focus ST | 54.384 | 0.130 | 1.601 |
| 8 | 6 | prosts | 159 | Eng, Jeff | 1991 Honda Civic Gi | 54.412 | 0.028 | 1.629 |
| 9 | 5 | ststr | 13 | Milford, Mat | 2003 Honda S2000 | 54.531 | 0.119 | 1.748 |
| 10 | 2 | procs | 37 | Wolf, John | 2013 Scion FRS | 54.616 | 0.085 | 1.833 |



up solidly without any additional issues. We discovered the CCA from the battery is a little less than desirable and we are addressing it. A lot of final touch-up works are in progress to make the car ready for Dixie next weekend (March 19th and 20th) including aero and tidy up the rest of small missing pieces. The only thing I wished is to have a little more time to get the paint work sorted out so we can install the awesome Oscar the Trash graphics that Little Mike Snyder at SSC Tint & Graphics already made for us; but it will have to wait for the next debut at the 1st WDCR event at Fedex Field!

This is the build story of Oscar the Trash! Now you know what Mike Kline and I did during this winter! Whether this is money or effort well spent, or the dumbest thing ever, we will find out this

season!

Oscar the Trash Build Cost

Total so far as of March 9, 2016: \$20,940.

| | | |
|---|------------------------------------|--|
| Oscar - \$120 | Seats - \$850 | Steering and misc related parts - \$400 |
| Bodywork - \$470 | Shocks (used) - \$3300 | Driveshaft/halfshafts - \$300 |
| Donor ABS car minus parts sold - \$1400 | Brakes - \$1400 | Hubs/bearing/bushings - \$1000 |
| Engine - \$900 | Clutch - \$1050 | Front Bar - \$700 |
| Transmission - \$350 | Header/Exhaust - \$1000 | Other Misc (Aero, bolts, Mazda parts) - \$1500 |
| Differential - \$400 | Throttle body/Intake \$1000 | Tuning/Dyno - \$400 |
| Rims (8) - \$2000 | Megasquirt - \$1200 | New Hoosiers - \$800 |
| | Fuel pump/injectors/filter - \$400 | |

You can buy Brian and Julian Garfields' car, race proven and finished 2nd at the 2015 Solo Nationals for \$14,000 without hard tops and few other parts; which are also not listed in my build and save 700 hours' worth of labor.

So what's new at the Point? -By Chris White, Director of Motorsports, Summit Point Motorsports Park

Well for starters, most of the place is just as you remember last year, but with some small changes here and there. Let's start at the bridge.

The bridge was deemed to be in poor repair last year so we had a few engineers come out to verify what the first engineer told us. Well it turns out the bridge did not need to be replaced, just a few repairs to get it back in working order. When you all arrive you should find a freshly painted and reinforced bridge that will be open to all traffic this season, even those of you pulling your race car, or cars.



Turn 1

Last year I took a trip to Lime Rock and met with the nice people there to learn more about tire wall construction. When I returned to Summit we very quickly applied that new found knowledge to Turn 1. We have completely re-configured the tire walls at Turn 1. We moved some stacks around, bolted the stacks to each other, and lastly bolted the conveyor belting to the stacks as well. "I thought they were always bolted", is what I hear from some folks. Some were, others were not. Now they all are on the outermost double row using a washer on both sides of the bolt, instead of just one side. The new tire wall is also reshaped and should hold together much better and take less time to put back should a car hit it. We plan to continue this process around the entire circuit in the coming months.

Driver's right- Main Straight approaching Turn 1

Turn 1 is always exciting, especially at the start of a SM or SSM race! We have made some changes here as well, and more are planned later this year. For starters we removed all of the wooden fencing in the "island" and removed all the saplings, bushes, and brush from the area. We are hoping this will allow better sightlines for SCCA officials, drivers, and those watching from the paddock hill. In addition we hope this will discourage the local wildlife from "bedding" in the area, and possibly fewer crossings of the track surface. Later this year there are plans to move the tire wall on driver's right a few feet farther from the track edge as well.

New Vendor! Mach V Motorsports!

Also new this year is a new vendor at Summit Point. The old paddock store is now the "Summit Point Pro Shop powered by Mach V Motorsports". New owner Dan from Mach V should be around on race weekends to introduce himself, and Margaret will be returning inside the shop. Make sure you stop by and say "Hello!"

We look forward to seeing you all again in 2016!

What Could Possibly Go Wrong? (Pretty Much Everything!) -By Jack Burrows

It's hard to pass up an invitation to run in the inaugural race at a brand new race track. So when some friends in New England invited me to do just that at the new Whiskey Hill circuit near Palmer, Massachusetts on a date which fell conveniently between two MARRS events, I couldn't resist. So what if it means towing nearly 600 miles? I'm retired, so time wasn't an issue. I hatched a plan to leave Virginia Wednesday, spend that night along the way, tow the final stretch Thursday, and be set up for Friday's practice day. What could go wrong with a plan like that? Plenty.

So what if my normally trusty tow vehicle had developed a curious proclivity for dying at odd moments? The Dodge dealer had identified it as a bad ECU and replaced it, so I figured it was fine. And it was, Wednesday. As I set out from East Fishkill, New York on the relatively short final leg of the tow, Plan A was working well. It unraveled on I-91 in downtown Hartford, Connecticut the height of the morning rush when the Dakota died. Uh-oh. Not wanting to be in the news helicopter video as the cause of the massive backup in rush-hour traffic and still rolling slowly, I saw an exit and made it mine. I coasted downhill through the red light at the bottom and into downtown Hartford. Now what? I saw an open space of curb and coasted to a stop – right in front of the Federal Building. After convincing the guards I wasn't a mad bomber but just a guy with a dead truck, they were happy to help me find a repair shop and, more importantly, someone who could tow both my truck and trailer. We finally connected with Larry, a fellow who assured me he could do the tow and could find and fix the problem but he wouldn't be able to do anything that day. So I found myself standing in the dirt lot of an East Hartford repair shop and thinking "Now what?" So much for Plan A.

Plan B was to call Enterprise Rental Car and let them bring me a car and crash with my pit crew - twin sisters I went to school with who now live in western Massachusetts and wanted to see what SCCA racing is all about. Karol and Hildie were a bit flummoxed when I told them they'd be my pit crew until I explained that being my pit crew mainly meant sitting in lawn chairs in my paddock. So I got my rental car and called to see if I could crash at Karol's. That became Plan B: return the car when my truck was ready, and then tow on up to Palmer – which is what happened Friday.

I pulled into the track just as the practice day was ending and set up my paddock with a bunch of IT7 Dinosaur drivers. Since there was no Spec RX7 class, I'd entered Alfonse as an IT7 car. So I set about the extensive conversion process, which consisted changing my class markings from SRX7 to IT7 with racer's tape. Then I took the opportunity for a slow drive around the track in the truck.

And what a track is it too. Whiskey Hill is a 2.3-mile, 12-turn track with a whopping 190 feet of elevation change. What I could see of the track standing in the paddock looked like multiple switchbacks reminiscent of the mountain roads in the Sierras. Almost every road course has a corner or section I refer to as "the pucker-packer"; the pucker-packer at Whiskey Hill consisted of about half the track's total length, including one bit that could rival Laguna's Corkscrew. In short, the track was a hoot. Too bad my re-badged, re-classed race car wasn't.



Alfonse developed an aversion to firing up. At first that meant getting my twin pit bunnies up from the lawn chairs for a quick shot of starter fluid, then making a last-minute arrival on the grid so I wouldn't have to shut off the motor, and getting a post-session bumper-push out of impound from one of my fellow IT7 dinosaurs. It got steadily worse, and subsequent sessions had my pit bunnies roused from their chairs for a push-start. But things seemed OK once it got going. At least they did on Saturday. Sunday? Not so much.

On the first lap in Sunday's morning practice session Alfonse died. Everything, dead. Hmm.. That's when I noticed my kill switch had loosened and was vibrating into the "off" position. I switched it back on, bumped-started in reverse because I was on one of Whiskey Hill's steep rises and, not wanting to lose precious track time, finished out the session with one hand holding the kill switch in position much of the time. (Not recommended.) Again, I got another "Dinosaur push" out of impound. Using my brilliant analytical and mechanical skills, I tightened the screw on the kill switch and figured I was about as good to go as I'd get for Sunday's two races.

For Sunday's first race, I got the now-customary starter-squirt-push-start from my faithful pit crew bunnies, drove down to the grid at the last minute – which didn't matter since I was gridded last anyway – and started with visions of sticking with one of the trailing IT7s. That vision collapsed on the first lap when Alfonse died again on the same hill. This time it wasn't the kill switch. Figuring I had a little less than two minutes before the field came around, I tried the backwards bump start again – while the flagger indicated what a bad idea he thought that was

by gesticulating wildly at me. No go. So, following the flagger's directions, I coasted Alfonse backward off the track and up against the guard rail and spectated until getting a post-race flat tow back to my paddock for some significant head-scratching and wire disconnecting and reconnecting.

I finished just in time for Sunday afternoon's race. I roused my pit bunnies yet again, and they pushed. And pushed. And pushed some more until finally Alfonse fired but very roughly. Thinking by then it might have been partially flooded, I lumpa-lumped toward the grid trying to clear it. When it didn't clear I just shut it off and got a tow back up to my paddock. Then, instead of just push-starting Alfonse, my pit bunnies got enlisted to push it onto the trailer for what turned out to be an uneventful trip home. The problem turned out to be that I'd lost the number two rotor and lost the remainder of the season as well.

So the weekend of the inaugural race at Whiskey Hill didn't go anything liked I'd hoped. But the track was a major hoot and the people were great. Would I do it again? Heck yes. But I'm not so sure the twins would say the same.

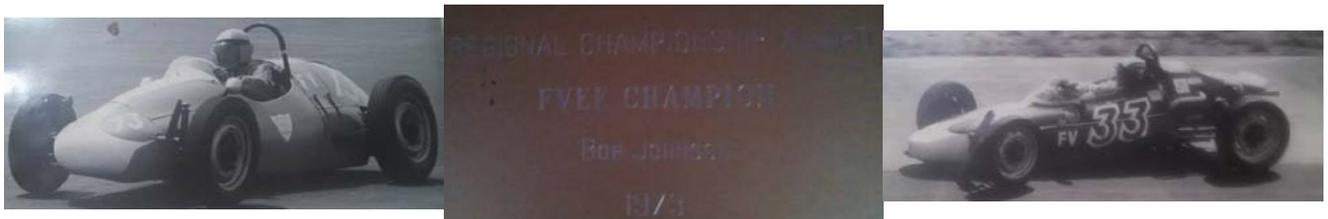
In Memory of Robert "Bob" Johnson

January 5, 1935 – February 3, 2016

Bob Johnson's racing career began in the 1950s, running rally and gymkhanas and he immediately knew he had a passion for sports car racing. In May of 1955, Marlboro Motor Raceway hosted their first SCCA road-race on the .7 mile course. Bob knew what he had to do and bought a Formula Vee Zeitler to race at Marlboro and Cumberland Raceway. He won a variety of races, but unfortunately the track closed in 1969. Bob had heard that a few folks were going to open a new track called Summit Point Raceway located in West Virginia, but during the down time he raced in both the IMSA and the Can-am Series. He was also given the opportunity to be Mark Donahue's driving instructor in the Indy racing program during that time.

In 1976, Bob Johnson, Bob Roose, and Conrad Pointikowsky met and decided to form the series we still run as today, the Mid-Atlantic Road Racing Series. From that day forward it was a success. Drivers from all over the country were in awe with this program and the former Marlboro drivers and crews had bountiful success over next several years.

Drivers like Bob Johnson, Herb Wetanson, Bill Duckworth, and Whit Tharin all brought their Formula Vees out to Summit Point for the MARRS races, as well as the Lavender Hill gang of Marlboro, and Team Turtle, with their British invasion of production cars, thus the Turn 5 gang had been formed! (The other side sucks!!!!) Through the years Bob won multiple championships in Formula Vee, C sport racing and C production. He then became the



Washington D.C. Region RE and left us with an ever improving series. Bob took the final checkered flag on Feb 3rd, 2016, but will forever be remembered within the MARRS Series and the sport of auto racing.

Buried Treasure

For sale: 1985 Mazda RX7 Spec7. Aluminum radiator, 2nd gen oil cooler, removable steering wheel, transponder, G-Force harness good through 2017. Two sets of Panasports with good RA-1s, set of rains. Track ready, full spares package. \$3,250. Email jhmaslin@gmail.com

FOR RENT - Spec Racer Ford Available at WDC Region Drivers School, March 19 and 20, 2016 @ Summit Point \$1500 - includes basic support - contact Steve Jeffries at race65rose@aol.com

FREE TO A GOOD HOME: Used but serviceable GT-1 tires. Two full sets of Hoosier radials; several misc. Hoo-



sier radials; 3 of 4 Goodyear bias. Good rubber on all tires. Contact Tony Stefanon, tonystefanon@verizon.net
This is a package deal. If you want any of them you have to take them all.

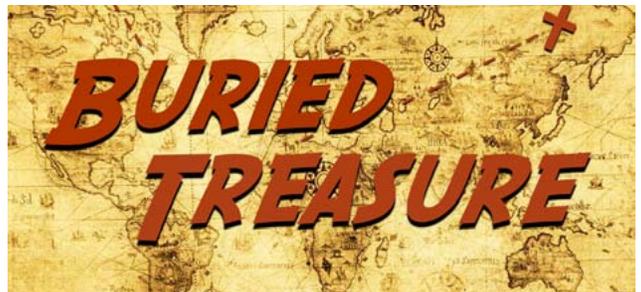
For Sale - 1988 Porsche 944 Project Racecar, Non-turbo. Comes with rollcage, two sets of racing seats, two sets of sway bars, KONI shocks, high performance springs, and a harness. Was building for Sports Car Club of America racing. Also good for autocross. Asking \$4,000 or reasonable offer Ask for Edward Bailey at 410-501-3556. Email tiger944@comcast.net. Pictures on request.

For Sale: Quality fiberglass/composite replacement body panels for 1980's FF, FA, GT racers. Reynard, Swift, Van Demien, Zink Z-10, Ralt, Porsche. Prototypes fabricated, molds, parts replicated. Email with needs. hdehoff@hotmail.com.

For Sale - 2006 Mitsubishi EVO 9 SE, looks, runs, and smells like new; 18,000 miles, new set of Yokohama Advans, many performance mods, yet very nice to drive on the street. e-mail for more info/pics vainent@comcast.net 717-747-6689

For Sale - 2001 Chevy Camaro T4 Class, Black with black wheels, 3.8 V6 balanced and blueprinted, Spare race ready motor, spare T-5, FIA Seat, 6 point harness, Koni shocks, 2 sets of stock wheels, 20+ Nat'l Wins, \$16,000 Contact: Ted @ 717-515-8242

For Sale - SCCA / SVRA / HSR / HRG - RX 7 ITA based 1983 RX7. New York State Road Racing Champion 2014 and 2013. Vintage eligible in SVRA and HSR. Second Place Watkins Glen SVRA Vintage Gran Prix 2013. Second and third places 2014 Watkins Glen Divisional. Fresh rebuild on engine - all new seals, rotor tips and freshened transmission - 2014. Solid / straight car with safe cage tied into chassis with NASCAR driver side bars. Sparco driver's seat and new Safe Racer 6 Pt belts 2014. LSD rear with rear disc brakes and Mazda speed front brake ducts. Rear adjustable Panhard bar. Tockico adjustable shocks with coil overs and adjustable front sway bar. Griffin radiator with electric fan. 10 Gallon ATL fuel cell in 2013. Hoosiers with one weekend and Kuhmo mounted rains. Stainless braided brake lines. Hawk brake pads. Sparco Seat, with quick disconnect steering wheel. Auto Meter gauges. Near minimum SCCA weight with 195 # driver. Safe - fast - well balanced - reliable racer. \$4995 or best offer. Spares package available separately - (Panaspors/brake pads/rotors/engine/body parts, Light Bar for night Endurance racing etc.) Chris - Rochester NY - (585) 330 5456 @ cdmad4494@aol.com



Avon 9.2x22-13 soft compound slicks. Used at one event. \$190 Norm 240-444-0244 or email: normbeaver@comcast.net

Ford 2.0L SOHC Engine Parts: Good used early '70s Pinto and Capri 2.0L OHC parts - blocks, heads, cranks, rods, and all the small bits. E-Mail fordcapriranch@hotmail.com or call / text cell @ (301) 520-9612.

1992 SSM Miata For Sale, used for schools and track days, ready to go. Asking \$7,000, located in Mo-Hud region. Please email dgrogan7@nycap.rr.com for pictures and details.

1982 SRX7 Raced 2013 season w/ one podium. Three sets of wheels w/ one new set of rains. New harness for 2013. Asking \$3,000.00. Parts car available \$200. Contact Carl Graves 540-987-9657. gravesc705@gmail.com

2000 Spec Mazda Miata second generation built by RP Performance in 2006. Used for two driver schools in 2007 and raced infrequently in 2008 and 2009. In storage since 2010. Asking \$12,000. Email kbratchie@gmail.com for details and pictures of car.

For sale Margay Go Kart with KT-100 Engine and MyChron 4 lap data. Kart is either a 2006 or 2007. Never crashed, barely used. Perfect for getting started in Solo or WKA events.

Starter, kart stand, many spares; 3 sets of wheels with used wet and dry tires, several sets of un-mounted tires (one set new), clutch parts/plates, sprockets, seat brackets, etc.

Two kid size S & M drivers suits, boots, neck brace, rib cage protector, etc. Asking \$2500 for all. Contact Steve or

Alex Jeffries Phone - 410-750-1674 Email – alexjcf@gmail.com

VW Golf ITB/HP car 4800.00 recent 4 time series champ, many wins, fresh engine and trans, completely sorted race ready. Trailer for sale separately. Contact Scott Santomo for details and photos. zepaman@comcast.net (412) 389-4879

2007 Pontiac Solstice GXP for sale in Great condition. Only 5 races ever on the car. Has just over 3k miles. Log book good and ready to race. Phoenix cage, 8 CW wheels, the wheels cost 6k new and triple adjustable Penske dampers were 8400.00 new. With zero practice and no quals I was able to set the Summit Point race track record. Email me for additional details. Marty Grand Mgrand34@gmail.com or call (202) 345-8454

RF86 Van Dieman FF: race winning suspension and aero modifications; Hewland ADP low drag trans. with 19 gear sets, 2 sets of wheels. Pi System IV, quick jack, and work stands. Trailer available. \$11K. Contact Carl Bauersfeld or Leslie Walker (240) 205-0690 or (301) 512-6241

Services Provided by Club Members

Experienced racer/team owner available to transport your dualie+goosneck or motorhome+tagalong rig to and from the winter races in the South. Can also provide trackside services. \$350 for travel days, \$250 track days, \$150 waiting days or plane fare plus transport home, all include my expenses of meals and lodging but not car rental if needed for local transport. Call John at (978) 846-0509, or email johngeza101@gmail.com,

The “Racing Summit Point” video, featured in “Grassroots Motorsports” magazine, is now available at <http://www.racershelpingracers.com/>

This 30 minute video demonstrates and clearly explains the fast and safe line around Summit Point Raceway, from inside and outside of the race cars, corner by corner. This is the line passed down from generation to generation. Almost every SCCA class of car is represented on this video. All things being equal, if you spend most of your race/track time eating dust or waving people by, you probably need this video. Guaranteed to cure track related insomnia.

Race car preparation and maintenance for over 45 years. From the ground up on formula cars to IT/Spec to Production/GT to Autocross and High Performance. From custom cages and safety equipment to wheels/tires (Toyo/Kuhmo/Hoosier) and shaving to suspensions, fuel systems and rotary engines. We can do it all. Call John (301) 322-3240 or kearneyracing@yahoo.com

For Rent by Club Members

FOR SALE OR RENT: GT Pinto's race ready (GT Pinto parts also available) \$4,800.00 each. ITB BMW 2002 Enduro Car and spares \$5,000.00. Call for rental quotes. Bruce at Automotive Enterprises. (304) 725-7401 home or fax, (540) 667-9802 work, or via e-mail at: gtp11@comcast.net.

CARS FOR RENT: 1999 Spec Miata or 1998 Neon SSC Available for Spring Drivers School or any event at Summit Point Package deals available for Drivers School and other events. Call or email Joe for rates. (703) 999-8650 or 5starmotorsports@gmail.com

DC Region SCCA Member Anniversaries 3/1/15 to 3/31/16

| | | | |
|--------------------|----------------------|----------------------|-----------------------|
| 60 Years | T Craig Miller | Michael S Moore | David E Copsmith |
| Robert L Cage | 45 Years (continued) | Leonard R Picton | JoAnne Degnan |
| | Carol B Reber | Calvin B Sanders Jr. | Travis A Dixon |
| 50 Years | A Swanson Williams | | Debbie Dunn |
| George M Bowden | | 30 Years | Dylan Fitzgerald |
| Charles M Chadwick | 40 Years | Steven R Carroll | Brian Garfield |
| James Corcoran | Judith A Olivey | Burnell E Cochran | Craig L Garfield |
| Col. Joe Marm | Larry W Shumate | John Cummins | Jane H Garfield |
| Walter Rhinehart | | Kipp Gaynor | John Connery Geidl |
| Robert D Shelton | 35 Years | Barry A Haynie | William F Gleason Sr. |
| | Jack Burrows | Don Alan Himes | Chuck Grafton |
| 45 Years | David A Gomberg | John S Legg | John M Hall |
| Joshua Cockey Jr. | James A Hangen III | Jeffrey Lynn Lucas | William L Harbison |
| Sheila W Cockey | Vincent C Mandile | Alain Matrat | Ellen Harvey |

30 Years (continued)

James A Rose
 Bruce A Shelton
 Sherise Y Smouse
 Steven Scott Spoerl
 Edward York

25 Years

Danny Anderson
 Vince Bly
 John Burkhard
 Bonnie R Fields
 Laurence J Fields
 Kevin Firlein
 W Scot French
 Dennis C Garehan
 Chris Helgesen
 Art Jaso
 Ross W Knoblauch
 Robert E Lentz II
 J Andrew Love
 Kendall Merritt
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 Deborah N Nicolette
 Patrick D Pegues
 Ray B Qualls
 Stephen Markey Smith
 Richard Russell Sperry
 Michael A Unger
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20 Years

Aryan Azarsa
 Robert C Clifton II
 Jim Cummings
 Arlene E Donovan
 Stephen Gaegler
 Christopher J Ihara
 Nathan Paul Lucas
 Darren Evan Mass
 Charles D Shaffer
 Tony Stefanon
 Jo Stefanon
 William M Stuart
 Peter Vandervate
 Matthew Yip
 Brian Zalner

15 Years

Marian Bayles
 Robert Bayles
 Craig P Beyers
 Jerry C Birchmore
 Kathleen Boxwell
 Wesley W Boxwell
 Conner Burns
 Kris Burns
 Fred Cocca
 Marshall R Cone

Raymond L Heath
 Kevin Henry
 Dana Holman
 Pamela L Hummel
 Cynthia Jeffries
 Eric Kurzhals
 David H Lane
 John R Liuzzi
 David Lyle
 Rod McGeorge
 Barry Miles
 Tracy O'Connor
 Franz Alexander Oller-
 man
 Larry Olsen
 Greg Olsen
 Lee Owens
 Tom Philip
 Matthew Polk
 Jane T Radford
 Kim L Ratcliffe
 Lauren Robison
 Eric Salminen
 Carlos Schooler
 Annelore Shelton
 Fil Sibley
 Bill Smith
 Rob Stewart
 Matthew Wolfson
 Jason Zapol
 Scott Zetterstrom
 Matthew M Zint

10 Years

James Adleberg
 Adam Baitis
 Andrew R Baker
 Philip Wayne Cannon
 Cole S Collins
 Wyatt A Collins
 Dean Allen Copeland
 Charles K Crawford
 Stanley C Damren
 Linda Danner
 Patricia L DeHaven
 Charles Edmondson
 Glenn Estelle
 Matthew Felten
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 Rhonda Gaudette
 Vernon E Harvey
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 James Andrew Hickok
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 J Robert Hummer
 Ben Kaplan
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 George P Knouse
 Paul J Kochis
 Kevin Kopp
 Raymond Kopp
 Ethan James Kriemel-
 meyer
 Kathryn Clark Kriemel-
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 William Harry Kriemel-
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 Richard A Long
 James McAleese
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 Lisa T McAllister
 Keith Alan McDonald
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 David Schechter
 Sam Schechter
 Susan Schechter
 William D Smith
 Craig B Stuard
 Glen H Sullivan
 Julie Sullivan
 Shea Sullivan
 Daniel X Sze
 Joel A Trimmer
 Kathleen Troxell
 Roger A Troxell
 Amy Weintrob
 Gail Yager
 Logan Yager
 Thomas A Zink

5 Years

Jeff Altenburg
 Luke Amatucci
 Max Aronow
 Joseph S Baehr
 Carl F Bauersfeld Jr.
 Fran Becker
 Mitchell Bowers
 Daniel Bragason
 Mike Anthony Briskie
 Duane Brisson

Mary P Brown
 Nicholas Bruni
 Sherman Orye Canapp Jr.
 Scott Justin Carter
 Charles Benjamin Chance Jr.
 Beth Chryst
 Martin Kirk Chryst
 Gregory Paul Cirillo
 Steven Covington
 Mike Scott Cox
 Diana Cox
 Veronica Cox
 Kelly Dayton
 Scott Dayton
 Manuel De Pena
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 Karin Duncan
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 Valerie Natacha Farret
 Sean Flaherty
 Marc W Flitcroft
 John Charles Fohl
 James Doyle Ford
 Ian Fosler
 Jesse Foster
 Joel Gallun
 Adam Nicholas George
 David Glassman
 Jim Golden
 Richard Lee Hall
 Kevin Helm
 Craig Hicks
 Nancy Hicks
 Bruce L Hildreth
 Carly Hoffman
 Chris Hubbard
 Jamison Huffman
 Michelle Huffman
 David William Jacobs
 Emma Jacobs
 Garrett Jaso
 Burnham Kirkland
 Peggy Kirkland
 Cason Brooks Kirkland
 Christina Rae Kirkland
 Linda D Kopp
 Kristin D Kopp-Moran
 Christopher Glenn Krueger
 Gene LaFollette
 Renee LaFollette
 Forrest Edward Landy
 Sebastian Oliver Landy
 Michael Lane
 Howard Leikin
 Christopher Lin
 Stephen Michael Long

5 Years (continued)

Matthew David Luongo
 Jeff Luzader
 Dominic Mandile
 Frankie Mandile
 Steve Martin
 Fred McConnell III
 Kate Mewhiney
 Kara Mitchell-Smith
 Patricia Moore
 Ryan George Moran
 Roberto Moreton

Kasey William Morgan
 Mary Nelson
 David W Ogburn Jr
 James Robert Padgett
 Jose Luis Palacio
 Ashley Pearce
 John Joseph Pena
 Paul D Przyborski
 Anna Qualls
 James Raymond
 John Raymond
 Susan Raymond

Denise Reed
 Steven Andrew Rollo
 Sam Strano
 Peter M Strasser
 Jacque Strohmer
 Lyle Edward Strosnyder
 Gary Thomlinson
 Dave M Thompson
 Emilee Tominovich
 Allie Tominovich
 Jay Troxell
 Brian D Urban

Gregory Van Everette
 Jack A Vracar
 Lisa T Vracar
 Ann Wechsler
 Charlotte Wechsler
 John Wechsler
 John Harrison Wechsler
 Bucky Weeks
 Griffin Windsor
 George Winkler
 Edward T York IV

Big Wheels

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

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 O: 800-879-4722
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Washington D.C. Region SCCA

and

The MGs of Baltimore, Ltd.

Present the 27th Running of the

GET THE DUST OFF RALLYE

Sunday, May 1, 2016

First car off at 11:01 a.m.

Dedicated to the memory of Richard W. Murphy



This will be a straight-forward Time-Speed-Distance Monte Carlo style rally of approximately 60 competitive miles. No unpaved sections. Timing will be scored to one-one hundredth of a minute (.01). **All vehicles welcome.** Classes will be provided for Vintage (pre-1960), Historic I (1960's), Historic II (1970-1981), Seat-of-the-Pants (let's not get too serious about this and have fun), and SCCA competitive classes - Stock, Limited, Equipped, and Novice. Awards will be based on number of entrants per class. Very nice trophies including \$100 winery gift certificate to the MGs of Baltimore team with the best score.

START: 12321 Jerusalem Rd, approximately .6 miles west of the Historic Jerusalem Mill, 2813 Jerusalem Rd, Kingsville, MD. Exit 74 from I-95, 2.3 miles north on MD 152 (Mountain Road), left onto Jerusalem Rd, 1.2 miles to Mill, .6 miles further to the start on the left. Or south on 152 from US 1, Right onto Old Joppa Rd (traffic light), Right onto Jerusalem Rd. for 1.8 miles to start location on the left.

REGISTRATION: Opens at 10:00 am. Drivers' meeting at 10:30. Please plan to arrive early.

FINISH: Dejon Vineyards, 5300 Hydes Rd., Hydes, MD. www.dejonvineyard.com. Bring along your picnic basket lunch and tailgating supplies. Food also available for purchase on site from **Chef Mac's Louisiana Cuisine**. Wine tasting will be provided for entrants (MGOB hand stamp required).

Contact Rallymaster Eric Salminen at (443-463-3071) or mgobrallymaster@gmail.com for additional rally information.

All vehicles must have no more than 2 people in the car. If a minor (less than 18 years old) is to participate you must contact us in advance to secure a minor release form which requires the signature of both parents.

\$30 per car to April 23rd - \$35 per car afterwards

To register complete the entry form below and mail it with a check payable to "MGs of Baltimore, Ltd."

SEND TO: Dennis Blevins, 1213 River Road, Quarryville, PA 17566 (lucas2mg@yahoo.com)

Driver: _____ Navigator: _____
 Address: _____ Address: _____
 City/St/Zip _____ City/St/Zip _____
 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! (SCCA Novice class - 6 or less total rallies run by driver or navigator)

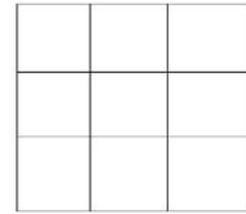
Vintage __ Historic I __ Historic II __ S.O.P. __ SCCA -Equipped __ -Limited __ -Stock __ -Novice __
 (Classes may be combined at the rallymaster's discretion for competitive purposes.)

I hereby warrant that the entered vehicle is on the road legally, is being used by the entrant with the owner's permission and is covered by liability insurance of not less than \$20,000/\$40,000/\$15,000 or the minimum requirements in the state of registry, whichever is higher.

Driver signature: _____ Navigator signature: _____



Kids' Corner!



Tic-Tac-“Tow”

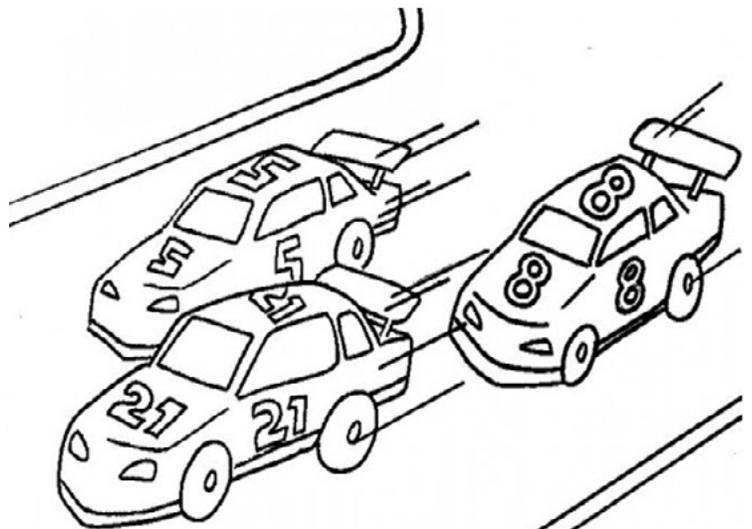


Wheel



Lug-Wrench

M C M W J I N K W K I K I O Z
 E O H T D A O E Y J C K K L B
 A A V E X W G M E A C C K P B
 T B Y W C V K Y L R F E H Z X
 B H U T H K E B D M G T J Q X
 A V J R V L E M Q M T I R E P
 L P X M L A O R O B U H V E F
 L R L O R Y D M E Y J W J J S
 D B W S I R B E D D O P G U N
 K Z F R V G E C A B D X N C O
 J G X J N J C D N Y M S U C N
 I G E H I N W X N Y T B A C Q
 O F P H M D A K A D J T D N H
 T Y V D A X B V M P E A J L C
 Y Y G R U X X A Z B L U E R U



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| | | |
|-----------|----------|--------|
| BLACK | MEATBALL | RED |
| BLUE | YELLOW | GREEN |
| CHECKERED | WHITE | DEBRIS |

These are the colors of _____ ?

