



**It's a Wrap!**  
**Wayne Armbrust, Region Executive**



Another season has fallen to the calendar

In all, we had approximately 3,865 cars running in our events through the year. That is a lot of windshield time at speed. If fun could be measured, I think we would be nearly off the top of the scale.

We have again produced Regional and National champions and top national competitors across the various SCCA programs from within our Region.

But wait, there is more!

We don't just go out and find a place to drive fast. It takes people and organization to make it happen. In real terms it took at least 1,523 on site volunteer days (over 4.2 volunteer years) to pull this off. That translates to uncountable background organization days, planning days, and facility preparation and scheduling days.

Looking at what we have done and where we are now, we can say with confidence, we are back!

WDC Region is back in full swing. Not only are we back, but we are back in a big way! In spite of the ongoing COVID-19 pandemic issue, we hit the ground running going into the 2021 season and we did it in style. We have just experienced the most active year in history for the Washington DC Region.

Including Out of Region Sanctions for joint events with WDCR, we have been part of and participated in 52 sanctioned events resulting in 85 event days. That is almost 3 solid months of track time.

There is room for everyone, almost. The only reason there is not room is we have run out of space for a couple of our HPDE events through the year. Sold out!

This season was not without its challenges, we started the season under relatively tight COVID-19 controls, and managed to deliver a high-performance year in the overall picture.

Road Racing, Track Events, and Rallycross stepped right up in starting up their 2021 Season programs, our Autocross team was breaking new ground in restarting the program after a forced year's hiatus.

**NOVEMBER 2021**

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**Deadline for the next issue of the Straightpipe: February 1, 2022**

## **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](mailto: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.

Autocross events have proven popular at the Summit Point facility in the early stages of establishing a presence at a new venue. Summit Point Motorsports Park has expressed the intent to modify their Washington Circuit into a more compatible format allowing added flexibility to the pad as a multi-event type resource.

This year we also introduced a Tour Trek event with a cruise through the extended countryside of the Washington DC Region territory. Positive feedback encourages the likelihood of a similar event going through the 2022 season.

Early in the year, working in cooperation with the Apple Blossom Mall in Winchester, Virginia, we placed a display of competition cars. Some interest was shown. We are reconsidering a repeat and if the effort was productive.

On the financial front, we are indeed back. With 2020 leaving our account cash outflow the primary direction of cash flow, 2021 has turned the tide. We are looking at a strong financial performance as well as remaining financially sound.

One area that has slipped considerably over the last two years is the Labor Day annual charity fund raising program. Combined forces, including COVID-19 issues, have resulted in suspension of the generous program. Re-evaluation of the overall objective and means is underway. Hopefully we will return to a healthy and hardy fund-raising program in the near future.

Having received notice of planned retirement of our long serving Region Administrator, Heidi S. Weir, we have brought two well founded people to the staff position. Job development has been very successful in bringing our new Region Administrators up to job duties and responsibilities. Transition will be complete by the end of the calendar year.

A slight change in the Board of Directors structure has taken place with Kahlil Natirboff stepping back from the role as Director and Secretary of the Board. With Khalil's change in direction, Mhyar Alzayat has joined the Board. With Mhyar's fresh outlook, we are in good hands.

We continue committed to SCCA policy maintaining a welcoming environment. We are working hard to see that everyone is given the opportunity to have fun and be a valuable part of what makes the SCCA special.

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### **WDCR Podium Finishers in the 2021 SCCA Runoffs**

With Final Results for the 2021 Runoffs in, Washington DC Region did have a good showing in the 2021 Runoffs.

Those bring home the metal were as follows:

- SM - Nicholas Bruni (Second)
- AS - Gregory Eaton (Third)
- T1 - Brian Kleeman (Third)

Congratulations and Thanks for a great showing for WDCR.

# **Radial Tire Co.**

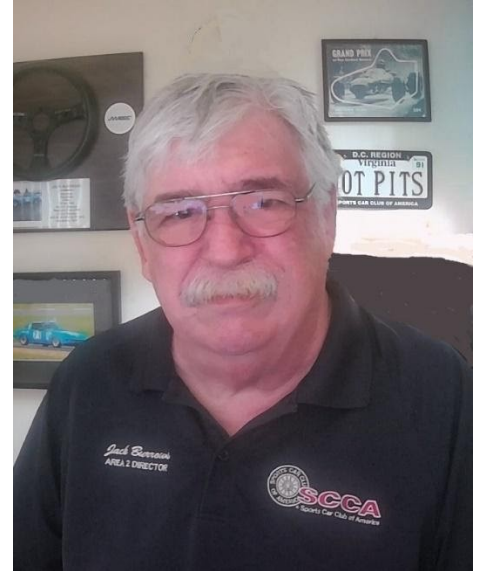
## The Director's Chair Jack Burrows, Area 2 Director

The year is drawing to a close, and there's no doubt that 2021 has been better than 2020. Despite having to forgo events in the throes of a pandemic, SCCA emerged from 2020 in sound condition and got back to business this year.

If there is an upside to 2020, it would be that it forced all of us to take a step back and reexamine how we conduct our programs and events for our members. One outstanding example was an event put on by the Steel Cities Region which incorporated a race, drivers' school, solo, time trials, and even a road rally into a single weekend at PittRace. It was a massively demanding weekend for the Region, but it drew nearly 470 entries who universally said they had a great time. It's precisely the sort of innovative thinking and planning that demonstrates the possibilities that can open up if we think past our pre-pandemic "business as usual" model.

Like any organization, we can't afford to complacently rest on our business-as-usual laurels. We pride ourselves on providing our member "fun with cars". But we have to face the fact that cars are changing and SCCA has to be prepared to change as well if we are going to survive. Most specifically we have to figure out how to address the emergence of electric cars. The brutal fact is that the future of cars is electric, and we have to adapt to survive. General Motors recently announced its intention to build no gas-powered vehicles past the year 2030. Ford is building electric Mustangs and trucks, and manufacturers such as BMW, Audi, Mercedes, Porsche, and Nissan are building more and more electric vehicles. By no means is this the death knell for competitions based on gasoline powered vehicles; it points to the need for SCCA to adapt if it wants to continue as something more than a museum on wheels. Fortunately, we're working on it and anticipate being prepared for an interesting future. I believe it will be a successful future and we will continue to have fun with cars - regardless of how they're powered – and the people who come with them.

Looking at the much nearer future, SCCA is on the verge of launching a pilot endurance racing series in 2022. A draft ruleset has just recently been posted for comment with the hope of submitting a final proposal to the Board of Directors in December. If approved, the first race in the series could possibly take place in April at Sebring. Some may see this as a thinly veiled attempt to piggyback on the American Endurance Racing (AER) model, but I would remind them that endurance road racing in America originated with SCCA. While the AER model has been successful, we believe we can do it better and do it in response to widespread interest among our members. After all, our primary goal is to serve our members in ways to have fun with cars. After all, that's the reason we exist.





## **Wannarka, Heath Honored as SCCA's Workers of the Year**

No aspect of the Summit Racing Equipment SCCA Road Racing program happens without the hard work of the volunteer workers handling aspects ranging from event operations through technical inspection. Each year, a select few are recognized as SCCA Worker of the Year presented by Mazda.

Worker of the Year awards were presented on Thursday night during the all-participant dinner at Indianapolis Motor Speedway as part of the SCCA Runoffs. Each of the nine honorees, coming from each aspect of road racing workers, receive a commemorative plaque, patch and jacket, as well as an SCCA Gear merchandise gift certificate.

"We have over 850 racers and over 430 workers with us this year," Deanna Flanagan, Director of Road Racing, said. "Since 1944, the SCCA has existed to provide a place for auto enthusiasts and motorsports fans to come together and enjoy our shared passion. We've heard stories and witnessed selfless acts of sportsmanship and teamwork. Last night, at the block party, we had drivers, workers, crew, family, friends from all walks of life gathering as one SCCA family. To all the workers, thank you for your dedication, commitment and support to this event and our members."

Award recipients have shown dedication throughout the season to their specialties, events, regions, competitors, fellow workers and the SCCA; exhibited strong skills, good leadership, and a willingness to go above and beyond what is expected; and provided excellent customer service to everyone encountered. SCCA members submitted Worker of the Year nominations, and winners were selected by the SCCA National staff with input from Division leadership.

### Pit & Grid

Bonnie Wannarka, Lone Star Region (and Washington DC Region)

Wannarka joined the SCCA in 1987 as a member of the San Francisco Region. Nearly 20 years later, she began spending time on the East Coast and was recruited to work the grid at Summit Point with Washington DC Region. She continues to hold many specialty licenses, but grid is her home and Wannarka has worked at 22 different tracks across the country. Always willing to help when a Region needs it, she has been called upon several times to step in as Chief when the region she was visiting needed someone. She is a friend to all, sincerely sweet and helpful. You will always see her at the Runoffs and she even served as Victory Circle chief for several years. She now calls Texas home and has added Lone Star Region to her SCCA story. You never know where she'll show up but you know she'll have a smile on her face when she does!

### Timing & Scoring

Carla Heath, Washington DC Region

The godmother of Timing and Scoring, Heath has scored cars in SCCA for nearly 40 years. She has worked as a local chief, divisional administrator, Runoffs chief, and for numerous pro racing championships. Timing chiefs across the country call anytime to answer questions, learn, and get advice. In 2021, she stepped in as Chief of Timing at the Pitt Race Hoosier Super Tour, and has set standards in the specialty. She's created instructions and checklists that are used by many SCCA teams across the country. Heath strives for excellence and pushes those around her to do the same.



## Region Administrator Retiring After Fourteen Years By Heidi S. Weir

Seventeen years ago, my husband Scott began autocrossing with the DC Region. We were immediately struck by the sense of community and the amazing connections within the club. I wasn't a competitor, but I attended events and saw first-hand how much an organization like this means to its members.

Fourteen years ago, I found a way to weave into the fabric of that same community in my own way, by serving as the DC Region Administrator. Through this role and with Scott's continued involvement, we have made amazing friends, learned a ton about racing and have been able to meet people across the country who share the same passion. What a long, strange trip it's been!

Now we're ready for the next chapter of our lives. We'll be moving on: first to Florida to help support Scott's parents and ensure they are taken care of as they face some aging issues, and then later to build on our love of travel and move full-time to Ecuador. We can't wait for this exciting new phase.

We'll miss our SCCA friends and appreciate all of the memories and experiences this organization has given us, personally and professionally.

I leave you in great hands with Danielle and Vincent and will continue to follow the club's activities and cheer you on from afar.

Thank you to everyone for allowing me to serve our club.

Heidi S. Weir,  
Member #386420  
Retiring DC Region Administrator  
01/01/2008-12/31/2021  
On to our next adventure...



## In Memoriam: Bob Cage

On October 25, 2021, Bob Cage passed peacefully after a fierce battle with cancer.

Bob is survived by his wife of 49 years, Jackie Cage, his children, Molly Perkinson and her husband Will, Tracey Yost and her husband Mike, and Brad Cage and his wife Alicia; by his grandchildren, Harper and Gideon Cage, Winston Yost, Zoe and Celia Perkinson, and by his brother, Pete Cage and his wife Lori.

He also leaves behind his “favorite kid” Buddy the dog, McGee “the dragon cat” who only liked him, and Facebook followers who looked forward to his inappropriate jokes that landed him in Facebook jail on more than one occasion.

Bob was born on May 21, 1945 in Frederick, MD to the late Bill and Mary Cage, originally of Brunswick, MD. He enjoyed an idyllic childhood playing baseball with his friends from dawn to dusk. When the street lights came on, he knew it was time to go home.

He was a 1963 graduate of Brunswick High School where he played basketball and made many life-long friends. Later, Bob attended Johns Hopkins University and received his MBA from Loyola College.

Bob honorably served our country in the Air Force from 1968 to 1971 and was stationed in Thailand. He received his glider pilot’s license while in the service and took his last glider flight in August of this year.

He worked at General Electric in Marketing for many years before starting his own business.

Through his many interests he amassed a wide circle of friends.

Bob enjoyed being a Freemason. His Masonic membership included Prudence Lodge #190 and Temple Lodge #9. In 2017, Bob was knighted as a Knights Templar in Jacques DeMolay Commandry #4 in Frederick, MD.

Bob enjoyed playing pool and competed in a championship tournament in Las Vegas. He also enjoyed auto racing and participated in Sports Car Club of America racing and flagging at many eastern and midwestern tracks.

He was tenacious and determined; achieving any goal he set his sight on, including his first-degree black belt in Shorin-Ryu in his 70’s.

In lieu of flowers, please consider donating to St. Jude’s, cancer research, or the charity of your choice.





## In Memoriam: Matthew Yip

We have lost Matthew Yip. In those words, a much larger picture is drawn. Matt was one of the key members of the Region that made things happen in the background that we often take for granite. He joined the SCCA and the WDC Region in 1995. His contributions began from the start and continued up until the Monday before he passed.

Driver Rep, Club Racing Committee, Pit & Grid, among involvement in fund raising, helping everyone around him, building cars and a career all at the same time. Part of that career was to join OG Racing in supply and sales of racing equipment. If you remember an event program called PDX, Matt was a key figure in creating and developing the program we know known as HPDE. In the process, he took the steps to become proficient and licensed in Time Trials Safety Steward, Time Trials Competition Director, Time Trials Technical Inspector, Time Trials and Track Events Driver Coach, and Time Trials Event Lead.

Matthew's friendship and humor knew no bounds. He was open to helping everyone, often offering sage advice in forms of comments of wisdom.

Friends of Matt are working hard on helping sort things out and organize services at an appropriate time and venue. We will post any information as it develops and is released.

- C.W. Armbrust

As many of you are probably aware, Matthew had been struggling and striving through his battle with kidney failure for many years. On November 15, we were informed that he was found at home, on the couch, in a state of eternal rest. We are all very shocked and saddened by this sudden news.

### Retrospective

I have been very fortunate to be close with Matthew for nearly 30 years. He's been a mentor, a guide, a leader, a motorsports yogi, my older brother from another mother, and often in his later years played the role of curmudgeonly crazy uncle. But we loved him just the same. He was more than just a "track friend" or "an autocrosser" or "petrol head" - he'd been to many of our weddings, children's births, shared holidays, and more... for many of us, he was family.

If you know Matthew you know he was full of countless stories, which he loved to share. Whether you'd heard them once or a hundred times "ya know" - he loved nothing more than to share his wealth of knowledge with



anyone and everyone. You can relive some of Matt's stories, in his own voice, on this special podcast episode: <https://gtmotorsports.podbean.com/e/yall-be-yippin/>

Matthew and his Honda were also heavily featured on Jordan Fureman's video "Hooked" where he shares some of his inner thoughts on what Motorsports really meant to him: <https://youtu.be/wt459XO65xk>

Many might not know he was an avid blogger for our organization and his work can be found here: <https://www.gtmotorsports.org/category/hazhatracing/>

Matthew was the epitome of fellowship... always giving of his time without complaint and without want/need for more than anything but to help others. #selfless. Matthew is a larger-than-life personality in our Motorsports community, and he \*will\* be missed.

### Memorial Service

Earlier this year to help celebrate his 55th birthday, we put together a tribute at the following URL: <https://www.gtmotorsports.org/b-f-yall-be-yippin/> - and we will continue to update this URL as part of the Memorial, so please check back often.

- Eric Monterastelli, Grand Touring Motorsports





**Congratulations to the Northeast U.S. Majors Tour champions from the WDCR!**

Top Left - Ben Slechta: Touring 3

Top Right - Tony Stefanon: GT1

Bottom Left - Keith McDonald: Formula Enterprises 2

Bottom Right - Graham Fuller: GT Lite



# 2022 ROAD RACING SCHEDULE

\*SUBJECT TO CHANGE

March 18-20	Racing School for Competition License @ Summit Point
April 2-3	April MARRS @ Summit Point
April 23-24	April MARRS the Sequel @ Summit Point
June 4-5	Lightning Challenge (June MARRS) @ NJMP Lightning
June 18-19	June MARRS the Sequel @ Summit Point
July 23-24	July MARRS @ Summit Point
August 20-21	Summer Thunder Regional (August MARRS) @ NJMP Thunderbolt
September 3-5	Labor Day MARRS Spectacular @ Summit Point
October 8-9	October MARRS @ Summit Point
October 22-23	Jersey Road Racing Classic (October MARRS the Sequel) @ NJMP Thunderbolt



**Program Update: RallyCross**  
**By Josh Hickey**  
**Photos by Garrett Lofland**

DC RallyCross wrapped up another successful season with our last event at our excellent venue at Panthera Training Center in West Virginia on November 14th (single-day event this time). We had yet another high-attendance year in 2021, with much more cooperative weather than prior years, running at both Summit Point and Panthera.

Coming into the final event there are a number of close battles in some of the heavily-contested classes, while others will be putting a bow on their championships. In Stock RWD (SR), John Storey will try to hold off John Mullins for the title. In Stock AWD (SA), Allen Byram leads Colin Sheidler by 7 points, with each having won three events this year, and Robert Hill likely to lock up third. In Stock FWD (SF), long-ago MR champion Roberto Moreton holds an 8-point lead in his Mazda2 over Chesty Frank.



In Prepared RWD (PR), 2021 National Champion Shawn Roberts already locked up the class championship with DC in his Miata, with co-driver Katie Orgler guaranteed second for the season. In Prepared AWD (PA), Jim Golden once again will win a championship in his GC Impreza, with Andrew Williamson second and Julia Steward third. In Prepared FWD (PF), Steven Bowman will take the championship with Gabe Oliver second.

As is often the case, the Modified classes all have ongoing championship battles right down to the wire.



In the huge Modified RWD (MR) class with 15 drivers in the points, 3-time class champion Nick Drymalski leads in his M3, but is still within striking distance from former class champion Stephen Nichols. The battle for second place is tight, with Nichols, Eric Eisele, and Neil Cox all within the points spread in their e30s. In Modified AWD (M4), Adam Kimmett leads, but Mike Julian still has an outside shot to catch him. Tom Gsell has already locked up third no matter what. In Modified FWD (MF), Sprio Voudouris holds a slim 2-point lead over Gregory Helm, with each taking

four wins this season. Stephen Parsons will win the first-year UTV class, with Alex Maximov second.

Also, a big congratulations to DCRX members who put on a great showing at 2021 SCCA RallyCross Nationals – Shawn Roberts taking the PR championship, Andy Thomas taking the MF championship, Mike Golden taking third in MR (in an MR2) behind multi-time national champions John England and Brianne Corn. Nick Drymalski and Rick Landis competed well in MR, while Dan Shirley was competitive in MA.

Make plans to join us next year!



## Program Update: Autocross By Alan Claffie

WDCR SCCA wrapped up a successful first season at Summit Point Motorsports Park's Washington Circuit with 107 participants in early October. On a course designed by Super Street's Mark Canekeratne, Danny Kao wound up taking the fastest time of the day over Brian Karwan in an XSA 1-2 result. Canekeratne was top PAX, followed by Street Touring Roadster's Jeremy Hebbel and Street Touring Extreme's Lenworth Woolcock.



The club ran seven points events, and one optional event co-hosted with Philadelphia Region at Aberdeen's Ripken Stadium. This optional event meant that while each driver's worst three events were dropped from the points totals, a good result in that Philly autocross could be used to wipe out a sub-par day at Washington Circuit.

In the season standings, we find one class with a tie for the title after drops were applied. Will Cruz and Chad Williams, both driving Toyota Supras, earned 57 points in A Street competition to claim a share of the championship. The next closest competition was seen in C Prepared, where outgoing Solo Chair Sam Vassallo prevailed over Pennsylvania invader Dennis Latshaw by two points.

Three points seemed to be a popular margin of victory, as that was the case in B Street (Jack Raymond over Clyde Caplan), C Street (Jack Crissey over Lance Heinrich), Street Touring Hatch (Gabriel Ado over Kenny Santos), and C Street Prepared (two-time Rallycross National Champion Shawn Roberts over Tom Carroll).

Domination was in order for a handful of classes. Pat Gaffney was the standard-bearer, winning all seven times he ran in his F Street BMW M3. Aure DeLaitre went six-for-six in his D Street Ford Focus RS, while Josh Booth won E Street going four-for-four in his Miata. Also notching four wins in four tries this year were Sean Glazer (Street Touring Unlimited Mitsubishi Evo) and Dean Escobar (Street Modified FWD Acura RSX).



Since we're here crunching numbers while the leaves fall off the trees outside, we see that the most popular class this past season was C Street, which attracted 31 different drivers. H Street saw 25 entries, with B Street and STX showing 22 each.

SCCA's Solo National Championships happened in the time since we last penned an update in this space. WDCR (and DC-adjacent) sent 36 drivers by my extremely unreliable count to Nebraska to compete. While none brought home a coveted National Champion jacket, a couple did get close. Cody Hunt ran second in SSR, a class where DC drivers made up fully half of the 12-car entry. Sam Strano was third, and

Rusty English fourth. Tom Layton, who has moved on to California but we'll still claim him when it's convenient, was second in F Street. Pat Gaffney co-drove Tom's M3 and wound up fifth, while DC legends Terry Baker and Curtis Staples co-drove a Camaro to top-fifteen finishes in that class.

WDCR was well-represented in STR, where Josh Luster was third and Matt Jones (both have moved away but we'll ignore that fact) was fifth. Marcus Pyne was eleventh, with co-drivers Trevor Blackwell and Alan Claffie 18th and 20th. Cindy Marhefka wound up third in STRL.

Another former DC-area resident, now-Californian Danny Gross was fourth in F Street Prepared, while current Maryland driver John Vitamvas was fourth in Street Modified. The Garfield family affair in D Modified saw Julian get seventh followed by dad Brian in eighth, while mom Lisa was third in DML.

WDCR sent a strong entry to B Street, which was paced by Nationals first-timer Dean Moheet who placed 15th in his BMW M2. Clyde Caplan and Kevin Henry co-drove a very orange Camaro to 16th and 21st, followed by Steve Salisbury in 26th and another first-timer, Ryan St. Louis, in 37th. Mama Bear Evanthe Salisbury was third in BSL.



Ian Baker and Little Mike Snyder got the band back together in Mike's Street Touring Sport CRX and were tenth and 20th. A Super Street driver locally, Mark Canekeratne, switched to the former Vitamvas D Street Prepared BMW E46 to run seventh. Fellow WDCR member Doug Keiler was tenth. In STU, Jeremy Hebbel received a last-minute invitation to co-drive a Porsche Cayman and drove it to a nineteenth-place finish.

The father-son Latshaw duo, co-driving a C Prepared Mustang, placed seventh and 23rd. Paul Przyborski earned the headache award for the week when his CP Camaro developed a cooling issue after its first day of competition and forced his withdrawal from the event.

Looking forward to the future, there are reasons to get excited for the 2022 season of WDCR autocross. We can't brag about any specifics until contracts are signed and things are all legal, but stay tuned as announcements are made and schedules are published in the not-too-distant future.





## **Dominion HPDE Celebrates First Full Year by Bob Hasychak**

Since its inception in late 2019, the Dominion Raceway HPDE and Time Trials program celebrated our first full year. It has taken us three years to finally be able to say that! 2020 was a year that most of us want to forget and Covid played a major role impacting every aspect of our lives. Motorsports, as with most activities involving large groups of people, were severely affected by Covid. We rescheduled events, hoping all of this would go away, only to cancel them as things got worse. Our dedicated crew of volunteers fought through all the hardships to ensure our first full year would be successful, and it was!

As with any SCCA program, the volunteers have always played an integral part in the success and longevity of its programs. They have always given their time and efforts, un-selflessly I will say, so that others can enjoy the benefits. Our dedicated crew of volunteers, in no particular order are: Paul Anderson, Roberta Breeden, Trey Albrecht, Jack Macleod, Jeff Walters, James Avellina, Shelly Avellina, Ed Howard, Will Bellows, and Scott Merker. I would also like to thank all the instructors that participated with us and helped build the program over the past year.

On behalf of the WDC Region, I would like to thank every one of the above volunteers. THANK YOU!

In addition to our first year, it was the first time that we were able to use the paddock classroom instead of making the long walk to the main building. What a game changer! We are now able to have registration, meetings and classroom sessions in one facility. The paddock classroom also has a bathroom and a kitchenette and will include showers, audio/visual equipment and an observation deck out the back. Additional fencing and tire walls have been going up around the track and money has been set aside for partial repaving of portions of the road course, which will occur prior to next season.

There is a SCCA banner prominently displayed on the fence as you exit the main registration office with additional SCCA banners to follow. The new hotel, just outside the front gate, is now open for business along with the Sheetz and additional restaurants, hotels and gas stations are all within a two-mile radius of Dominion Raceway. Not many road courses offer this convenience. Track management also allows SCCA HPDE/TT participants free grandstand access to the Saturday night NASCAR races. With the food court and bar open for the NASCAR races it makes for a fun evening but bring ear plugs. It is loud! If you are camping at the track or staying at a nearby hotel, this is an enjoyable way to spend the evening.

One of our instructors, Martin Kriz, has consistently been on top of the TT charts this year with no close competition. In June of this year, he set a SCCA track record of 125.836 in his Mazda Miata powered Exomotive Exocet. A new track record of 125.317 was again set in September, 2021, by Martin Kriz in his Exocet. With a bigger turbo, in the works, Martin hopes to break into the 124's. Good luck Martin!

As you can see much is happening at Dominion Raceway and they have had a great year so far. Road course improvements are occurring





and track ownership is working closely with the Region regarding additional improvements. So, if you have not been to Dominion lately, please give the Region's HPDE/TT program a try. Our schedule for next year is:

- April 9-10, 2022 Instructor Clinic with Intermediate/Advance on Saturday, Full HPDE/TT on Sunday
- May 21-22, 2022 Full HPDE/TT program
- June 25-26, 2022 Full HPDE/TT program
- September 24-25, 2022 Full HPDE/TT program
- November 12-13, 2022 Full HPDE/TT program

If you are unable to make any of our events, then try the Saturday night NASCAR races at Dominion. Several weeks ago, they hosted the Legends World Championship on the paved oval. Grab some food, grab something to drink at the bar and watch from the grandstands or rent one of their air-conditioned suites. It is loud so bring your ear plugs!

As we finish our first full year, I want to conclude with a written statement from Dominion Raceway:

*To the Washington DC Region of the SCCA. Please accept my family's thanks for your support. Every year, with the support of your leadership, our facility is growing; with that support we are able to continue to fill our mission of creating a fun, exciting, thrilling and serious motorsports and entertainment venue.*

*They say Rome was not built in a day and that certainly applies to Dominion. We know that it would take years to complete our facility and move it from fledgling to the great facility it deserves to be. With each year we consistently make steps that get us closer to the facility we all desire and need. Your membership is critical to achieve that mission and the efforts of your leadership have accomplished more for us than any single entity that we are affiliated with.*

*We remain totally committed to achieving excellence and a national recognition that we can all be proud of with an ongoing plan that admittedly will take several more years to realize but is clearly working. Our family, our staff and all of our resources are focused on this plan, management, ownership continuance and facility improvement. I want to thank each of you for your support and for being a big part of Dominion for years to come.*

*Steve Britt, Managing Member,  
Dominion Raceway Companies*



## Parsimonious Racing's 2021 SCCA Solo Nationals Recap By Alan Claffie

This year's SCCA Solo National Championship was going to be different, and possibly better. After having no Solo Nats at all in 2020, coming off a year of missed opportunities in 2019, Parsimonious Racing was probably in its best shape coming to the 2021 edition.

We did not get to run a full season of autocross. Our year started out quickly with a three-week blitz of a Central Carolinas Region local at ZMax Dragway, the Dixie Championship Tour (we were both in the top five there), and the Charlotte Pro Solo (another two-top-five result), all in Marmy the ND. Following that, there was a lot of pretty much nothing. I took Bruce the NC to almost all the WDCR locals, and I think Captain Slow went to VMP once.

When Pro Solo went away after Charlotte in March, Marmy went into hiding. I didn't see it again until the Toledo Pro Solo in July, and that wasn't a great result for me. The only other practice was a one-day local at ZMax, but it was good practice as we got first and third in a star-filled Pro Street Tire class.

I use the term "we" a lot, but didn't necessarily mean everybody in Parsimonious Racing got to participate. Kate was still pretty broken most of the year, recovering from her most recent foot surgery that happened in October. She was the poster child for signing up for events only to cancel her entry as she didn't feel ready to take on driving a manual transmission again. She thought she might be ready for the Pro Finale and Solo Nationals, but one last test-drive around the block a couple weeks before leaving showed that she was not actually ready.



*Perry Bennett/Autoxpix Photo*

With this development, Solo Nationals was very definitely going to be different, as this was the first year that Kate didn't make the trip since we started going to Nationals back in 2011. Fortunately, I didn't think being the only person in the truck handling the driving duties to Nebraska and back was going to be a problem (Trevor was going to fly in and fly out since he didn't have an abundance of available time off). I've done a whole bunch of solo truck trips during the year; none as long as this one, but how much different could it be?

The other big difference was that I did not have a car to prepare. Marmy is Trevor's, and he's been in charge of its care and feeding all year. I did volunteer to swing by and help out with a last nut-and-bolt check a week before leaving, but other than that, I've been pretty much hands-off.

I brought Marmy home just one day before leaving for Lincoln, leaving the Blackwells a sorry-looking NA Miata (with a hardtop on, no fun!) in its place. And after a big bowl of Frosted Mini-Wheats and a long goodbye to the puppies, I was off and running in a westwardly direction.



The trip was pretty uneventful. I did have to deal with the rainy remnants of a hurricane through the first four or five hours, finally clearing up as I got to Ohio, but I was still making pretty decent time despite this. Not having Kate on board meant there was no need for a sit-down lunch or dinner, so I picked up an hourish just grabbing a sub at a Pilot and getting right back on the road. With plenty of baseball on the radio, I had no problem staying awake as day turned into night right around the halfway point of the trip passing through Indianapolis.

Typically, Kate takes the after-dark driving shift and, if all has gone well, will get us to the I-80 truck stop before declaring herself done for the night. I got

there still feeling pretty good, somewhere around midnight I think, and decided to keep on trucking. My entry for The Nationals Snap Crap Challenge photo scavenger hunt was actually shaping up pretty well considering I was traveling solo, and one of the items on the list was a Tesla Supercharger station. I figured there had to be one near the I-80 truck stop, but a search showed the closest one was in Coralville, Iowa, another hour or so down the road. Since it was the middle of the night, I figured I could get there and get a picture without messing up traffic, so I set off for that. I found it, got my picture, and pretty soon after I got back on the highway, I found a rest stop that made for a convenient place for a nap.

Up and at'em before the morning got too late, I was back on the way west. I had another time-saver as we usually stopped for a sit-down breakfast (Cracker Barrel west of Des Moines), but I felt no need to stop as I had Pop Tarts and a desire to get to Lincoln. Never mind the fact that I was going to get there right around noon, and the odds that I'd be able to get into the hotel room that early were pretty remote, but moving is better than not moving when I had somewhere to be, so I just kept chugging along.

Note to self: noon is indeed too early to check into the Staybridge Suites. They said they could have a room ready in thirty minutes, but I said there wasn't any need to rush since I had places to be and things to do. I went to the Airpark and dropped Marmy off in trailer jail, then grabbed a pizza from Davinci's. By the time I got back to the hotel, the room was ready, so I moved in and enjoyed lunch. After that, I did the grocery shopping and even got in the hotel's pool for some laps, the whole time thinking that I probably could have gotten away with not getting into town until Friday since there wasn't that much else to do until the Solo Nats site opened.

Friday's first mission was to go to the Omaha airport, which is actually in Iowa, to get Trevor. We got the car on site, cleaned it up, got it through tech, and got to look forward to the Pro Finale.

Overall, the Finale was pretty terrible for me. This comes as no surprise, as I have never done well





in any Pro Solo in Lincoln. I could get wrapped up in that and wonder why this always happens, but then I remember that the Finale, for me at least, is just a test & tune for Nationals later in the week. Results aren't all that relevant as long as I learn how to drive better for the big show on Thursday and Friday. Trevor also wasn't doing that well, whether he wasn't in the right place head-wise or just tired from having to change his night-owl schedule. Dinner was at Toast, where his margarita was not up to snuff and he wound up sending it back and receiving no replacement. He declared that he needed beer, so we stopped in the Super Saver around the corner.

We were checking out at the supermarket when Trevor got a call from Kate. She asked for me, and when I answered, she was very upset. I instantly knew what had happened.

Carl, our nearly seventeen-year-old pug, was definitely winding down his time with us this summer. While he still got around pretty well and didn't seem to have any glaring signs of approaching the finish line, the fact that the time was near was impossible to ignore. Before I left on Wednesday, we had a very long goodbye where I asked him to be strong, be a fighter, and be a good boy for Kate. I don't think it was unreasonable to ask for him to hold out for a couple more weeks and we'd make sure that, if he were suffering, we wouldn't prolong that. And I thought at the time that he was on board with that by the way he was acting.

Kate had spent most of her Saturday with Carl, letting him enjoy the fresh air and grass of the front yard. Pictures showed him to be alert and posing for selfies. But around dinnertime, with him lying next to Kate on the couch, he had a couple little coughs, and that was it. He left this world quietly, causing as little trouble for his mamas as he could.

I was crushed when I heard the news. I asked if Kate wanted me to come home, which I was fully prepared to do, but she said that there was nothing I could do there at this point, so there was no need to rush back. It was a rough night for me, feeling completely helpless being 1200 miles away from where I really wanted to be. Kate and I had a couple more phone calls, going from shock that Carl had left us to reminiscing about that little dude, and that helped a bit.

We came back to the Airpark to finish the Finale on Sunday, but I wasn't really in the mood. I made my runs and



picked up a little time, but still fell to the bottom of the class. Some might think I'd be disappointed in that, but I wasn't. I've run every Finale since 2014, and my best result in all of those was third from the bottom. For some reason, I've gotten to a point where I drove the courses about as well as I was going to on Saturday mornings, and that was about it. I could have saved some gas and tires and just not bothered driving Saturday afternoon or Sunday, but that's no fun. We learned a thing or two about how the car would behave on the Nationals concrete, and in just a few days the results sheets would be wiped clean and we'd start all over.

After a few days of relative inactivity, punctuated with covering both Super Street Prepared and Classic American Muscle Contemporary for

Sportscar Magazine on Tuesday and Wednesday, it was time to make our own attempts at National Championship glory at the end of Nationals week.

We opened up Thursday in the first heat on the west course. Lately I've been trying to overdrive first runs to get a better idea of what I can get away with and where I need to ratchet back on subsequent runs, as opposed to going out relatively slowly and then have to try and ramp up the speed in the next runs. That first run on Thursday

was a bit of a mess, and I didn't see the course well. A 56-second run when most of what I considered competition was in the 54s was not encouraging, but I got there on the second run. The big improvements stopped there, though, as I was only a few hundredths better on the last run. I finished the first day sitting 22nd out of 34, which wasn't terrible, but there were some drivers ahead of me that I thought shouldn't have been.

For Friday, I took a different strategy than I did for Thursday. For day one, I walked a few times and tried not to get too wrapped up in any one particular section. I don't think that worked, though I'm sure it works for others. I spent Thursday night watching a bunch of videos of the east course from people who drove it earlier in the week, and that gave me a pretty good battle plan. I did a couple course walks in the morning and felt I was going to be in better shape.

Again, that first run was a bit of a mess, but it wasn't a disaster. I was fairly surprised that a messy run resulted in a low 61, which was quicker than a lot of the drivers who went out ahead of me. The second run was a tenth quicker, but I hit a cone that negated that. For the last run, I thought I was going to make a huge improvement. I was hitting all my marks, the car was sticking better than it had been before that point, and I was motoring heading into the last third of the course. But I got greedy exiting a fast left-hander, and the back end came around. I wound up sitting on my first run's time, but I wasn't too bent out of shape. While I don't like throwing runs away, I'd rather throw one away going for it instead of getting too cutesy and careful and underdriving.



*Perry Bennett/Autoxpix Photo*

That first run on Friday was good enough to move me up a couple spots in the final standings, and I wound up twentieth. I continued my record of not finishing in the top half of my class, though I think this is closer to that goal than I have been in the past. I was only eight tenths slower than Trevor over two days, and just two positions in the standings, so that's encouraging. And in the PAX results, I was in the top 200 out of 1,100 entries and that was a pleasant surprise.

Once our heat was done, the car got loaded up pretty quickly and we were ready to head out once we were done working the third heat. With no Friday evening banquet being held, there was no reason to stick around Lincoln any longer, so we rolled out in the early afternoon, had a quick lunch in town, and on the highway west. I dropped Trevor off at his Omaha Airport hotel at 3 p.m. and started on the solo ride home.

The original thought was to cannonball the entire ride home non-stop, though that wasn't a realistic goal no matter how motivated I was to get back home. I was making decent time through Iowa and Illinois, but the combination of being up at 6 a.m. and my allergies starting to become a nuisance put the writing on the wall, I was not going to get much deeper into the night. I stopped just after crossing into Indiana, took an allergy pill, and called it a night. I rolled into the driveway before dark Saturday evening, putting a decent finish on a decent tenth Solo Nationals.



Photos: MARRS Labor Day Spectacular  
By Alan Olson, Former Instants Photography







View the full album here: <https://www.formerinstants.com/Albums/Summit-Point/MARRS-Labor-Day-Spectacular-2021/>

### HELP WANTED (Volunteer Positions)

Charity Programs Director: Aid with development and managing charity programs within the Washington DC Region.

Awards Program & Banquet(s) Director: Locate sites, develop awards programs, and manage Region banquets.

Interested? Please contact the RE or Region Administrator.



Photos: Helmets Off to Heroes  
By Vincent Mandile



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- Volunteers and Officials

**Region Home Tracks**

- Summit Point Motorsports Park – Summit Point, West Virginia
- Dominion Raceway – Fredericksburg, Virginia





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## WDCR Contacts and Links

Remember we are always here to help!

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<https://www.wdcr-scca.org/contact/> - for more contacts

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### Upcoming Events

Check the [calendar link](#) for a full list of upcoming events.

#### **Virtual Racing Round 5**

Wednesday, November 24 7:00 p.m.

Long Beach Grand Prix

[More Information for virtual racing](#)

#### **Virtual Racing Round 7**

Wednesday, December 8 7:00 p.m.

Watkins Glen International

[More Information for virtual racing](#)

#### **Virtual Racing Round 9**

Wednesday, December 22 7:00 p.m.

Indianapolis Motor Speedway

[More Information for virtual racing](#)

#### **Virtual Racing Round 6**

Wednesday, December 1 7:00 p.m.

VIRginia International Raceway

[More Information for virtual racing](#)

#### **Virtual Racing Round 8**

Wednesday, December 15 7:00 p.m.

Hungaroring

[More Information for virtual racing](#)

#### **HPDE/TT Summit Main**

Saturday-Sunday, March 5-6 2022

Summit Point Motorsports Park

#### **Racing School for Competition License**

Friday-Sunday, March 18-20 2022

Summit Point Motorsports Park

#### **HPDE Instructor Clinic Summit Shenandoah**

Sunday, March 26 2022

Summit Point Washington Circuit

## Editor's Note By Alan Claffie

Firstly and foremostly, I start by wishing a long, healthy, happy retirement to outgoing WDCR Region Administrator, Heidi S. Weir. Heidi was an indispensable help when I took over publishing the Straightpipe three years ago, and continues to be at my right hand as I send this issue off to her for one more round of proofreading before publication. It's been a pleasure working with you, Heidi, and you will be missed as you head off on your next adventure.

For me, what was going to be a non-season actually turned into a pretty busy one. Between Pro Solo having a catastrophic failure in the spring and our STR ND car owner starting a new job with very little time off, the ambitious schedule we agreed to over the winter quickly turned into a lot of cancellations. New Jersey Pro? Off. Finger Lakes Tour? Off. We even had a handful of local autocrosses at big sites in North Carolina planned, but most of those got scrubbed. "Marmy" the STR ND only went out a handful of times this year.



I did get a full season of WDCR autocross in. Adjusting to tighter courses on the Washington Circuit at Summit Point wasn't bad, but it didn't play to the strengths of "Bruce," the STR NC MX-5 backup car. I had good, but not great, results, more along the lines of "that guy doesn't do too badly considering what he's driving," while I'd like to just graduate to "that guy is pretty good." It hasn't happened yet, and it very well might not ever happen, but it's fun trying to get there.

Bruce got to enjoy plenty of track time for its first year doing that, taking over from the '90 "Captain Slow." We got to spend seventeen days on track, going to eight different tracks. In addition to return trips to Lime Rock, PittRace, VIR, NCM Motorsports Park, and our home track of Dominion Raceway, we got to make our first visits to Road Atlanta, Charlotte Motor Speedway, and Carolinas Motorsports Park (thank you, SCCA Track Night in America). Bruce ran every lap of every session, burning through a few sets of hand-me-down brakes and a couple sets of other people's take-off tires in the tradition of Parsimonious Racing.



We did get Marmy out to Solo Nationals, which went fairly well (you probably skipped over that recap to get to this page). We also made the Pro Solo Finale, the Toledo Pro Solo, and a handful of trips to ZMax Dragway where we made some noise in their tough Pro Street Tire class.

Now it's the off-season, and I'll have to blow the dust off the sim racing stuff as that's where our seat time is going to be coming from over the next few months. Before we know it, though, it'll be time to think about maintenance, and possibly some upgrades, for 2022, and putting our schedule together. We'll keep our fingers crossed that, barring more pandemic shutdowns and Pro Solo equipment failures, we'll be able to get to everything we want to and enjoy a successful year.