



# AT SPEED

## *Emerald Empire Sports Car Club*

P.O. Box 1204, Eugene, Oregon 97440

Email: [President@eescc.org](mailto:President@eescc.org)

[WWW.EESCC.ORG](http://WWW.EESCC.ORG)

July 9<sup>th</sup> 2014

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### Upcoming EESCC Events

<b>Monthly Meeting:</b>	<b>Aug 6<sup>th</sup></b> <b>7:00 pm The Sizzler</b> <b>Postal Way and Gateway</b>
<b>Autocross Events 5 &amp; 6</b>	<b>Aug 9<sup>th</sup> &amp; 10<sup>th</sup></b> <b>Willamette Pass Ski Area</b> <b>See Flyer Enclosed</b>
<b>Adopt a Highway</b>	<b>9:00 am Aug 23<sup>rd</sup></b> <b>Superior Tire Service, Goshen</b>
<b>Autocross Events 7 &amp; 8</b>	<b>Sept 13<sup>th</sup> &amp; 14<sup>th</sup></b> <b>Bald Knob Lumber</b> <b>Creswell</b> <b>Flyer next month</b>

#### **Willamette Pass Autocrosses!**

Yes it is coming up very fast. My favorite of the year.

This year due to the very bad ski season the lodge will be closed during the weekend. We will have extra porta potties, but there will be no water or power. But camping is free! So just bring extra food and fire up the generator and have a good time.

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#### **Larison Rock # 27**

Bonnie and I are tired but very happy after this year's hillclimb. This year we went to six runs and we plan on continuing that in the future. As always we had great driving and drama.

Let's start with the ladies. We had three contenders for Queen of the Hill: Peggy Steck, Jen Ocker and Brenda Brock. Going to their final runs they were all had 1:59 second runs. Brenda however put in a very fast 1:57 run to claim the title on her final run.

King of the hill had the same kind of drama. Again there were three serious contenders: Dave Kipperman, Harry Cadell and Stephan Denham. In the end Harry's 1:51.4 bested Stephan's 1:51.5. Wow...

Of course we had new members of the Sub 2 club. Brenda Brock, Alan Bowers, Bill Randleman, Michael Wooters, and Jeremiah Church all made it in.

Hill records are made to be broken and they were Dale Seavey in F Street, Michael Wooters in Super Stock Street, William Cosby in Super Stock, Peggy Steck in Super Stock Race Ladies, Tim Steck in Super Stock Race, Bill Randleman in STR, Bret Norgaard in Street Modified Front Wheel Drive and Brenda Brock in Formula Libra Ladies.

We did have one off course excursion that seriously damaged a very pretty Lola Formula Super V. Sorry to Tony Chilton.

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### **Driving a CP Car on the Street** By Ed Gouldsmith

Over the years of racing our 1965 Ford Mustang GT Fastback we've had all sorts of comments about the car. I enjoy when a stranger comes up and starts asking questions. Some say "What are you doing racing this car? It is too collectable". Some say "I use to have a Mustang a long time ago, or is this really a CP car?" "It's got a SP license plate on the back. Do you drive it on the street?" I guess to answer, yes it is collectable, but it had a hard life prior to our ownership and would need a rotisserie restoration, some serious dollars and a lot of down time to do this. And yes a lot of us wish we had kept certain cars instead of letting them go. We race it in CP so I guess it's really a CP car and yes, we drive it on the street on occasion.

Back on a nice sunny day in January, sounds strange but it was a beautiful day, we drove the car over to Corvallis from Albany, our home town for pizza. On the way back home I was having fun with the car, not going to mention exactly how. Now the Old Stang may not be the fastest CP car out there, but on the street it's a blast to let it rip so to speak. Don't get me wrong, I play it way safer than in my younger days! Anyways, we had been home for about five minutes. I had pulled the car in the shop and the doors were open. I was outside getting stuff out of the car and I hear another car coming down our gravel driveway at high speed. I come out of the shop to see a Sheriff SUV pulling in. Now my mind races to think where did he see me or who may have called in a complaint about my letting it rip? So I say "Hi, what's going on" with I'm sure a very guilty look on my face. The deputy is actually acting kind of nervous, looking at the car and the shop door and garage wide open. Then he says he is checking out a silent alarm at this residence and asks me my name and would like to see some ID. Apparently when Michelle disarmed the security system something happened and it set off the silent alarm. So I ask if I can go in the house to get my wallet and I tell Michelle what is going on. We both come out of the house and after checking both of our ID's and checking out the Mustang he says they really like the silent alarm because it's a good chance it's the real deal and explains that's why he came flying down the driveway.

Well I thanked him for checking it out and he was on his way. It would not have been a good time to check my blood pressure! What a great lesson and a reminder that autocross is such a good way to get letting it rip out of my system. Maybe I'll just stick to driving my Focus on the street. It seems to like going under 100mph.

What does CP stand for?

Awhile back all the CP drivers, friends and family were standing around in one of the car trailers having a conversation and joking around like usual. Someone said "Do you know what our class letters CP stand for?" Of course, all of us had something to say and I can't remember all of them, but it was stuff like:

Cash Poor, Cash Problems, Cone Penalties, Crazy Person, Can't Pylon, Course-workers Panicked, Course Physics, Car People, Crappy Performance, Camaro Pride (WHAT!), Chevy Power or Cleveland Power depending on which brand you prefer.

I will say a couple of things got thrown out there that will stay in the car trailer so to speak. Anyways, what do your class letters stand for? One piece of advice, don't ask Dirty Bert for any ideas or help with this. You may not like his suggestions. But if you have any definitions of CP you would like to add or better yet, let's hear from some of you about your class letters. Write an article for the newsletter or just send in your ideas. I'm sure there would be some funny stuff out there!

### **People, Events, and Clubs** By Mike McClellan

I was introduced to autocrossing by my brother Jim. The first one I competed in was at the Eugene Speedway. It was put on by a club called Via Currus. It was 1976 and I managed to get through my first autocross without hitting any cones. I remember one car that wasn't as lucky. It was a late fifties CL Corvette driven by someone with the last name of Cochran. He managed to hit a cement wall. I drove my 65 Corvair Corsa and my brother drove a 74 Civic. I believe two other people also drove a Civic and their names are Jim and Bonnie Mueller. I believe Via Currus was doing WOW (Western Oregon and Washington) events in the 70's and 80's.

I ran the Corvair in the WOW series for a few years. I also ran my first rally in the 70's. It was called das einfach funf (the simple fifth) put on by Via Currus. I was the driver and my brother was the navigator. We came in first in our first rally. Our next one we never finished; totally lost our way.



My brother and I also ran a SCCA regional event in San Francisco in the late 70's. I remember the event well because something happened that I was sure wouldn't happen with our club. Someone came to the event with a nice looking Alfa that he mistakenly went the wrong way with camber. I took one look at the front end and said this was an accident waiting to happen. Somehow he made it through tech and started his first and last run. The first sharp 90 degree turn it tucked under and rolled. It bothered me because it didn't have to happen. I have seen through the years many cars that came out for our events that didn't pass tech.

In the early 80's I went to some autocrosses at PIR. One in particular I remember because they used about half of the front strait. I got the Corvaire up to 100 MPH from turn 9 down to a single cone turn half way down the strait. I hit the brakes hard and they began to fade so I slid the car sideways, went about 20' beyond the cone, jammed the car in first, and took off. I remember this well because it was getting dark and I had my high beams on as I slid sideways. I could see the reflection of light hitting the wide eyes of the spectators.

My first HillClimb was Lord Ellis in California. It probably wasn't the best one to start with. Parts of the road never saw sunlight and parts of the road had pea gravel all over it. My brother and I were running my Corvaire. My first run up the hill I slid out wide on one turn and hit a tire barrier. The car was really straight before the run but now it had a dented up driver side quarter panel. I was lucky compared to someone who brought a pristine Porsche 356. When he left, there wasn't a straight panel on the car.

My brother and I went to an invitational autocross at PIR in the early eighties. It was called an autocross because it had three high speed slalom cones halfway down the front strait. We ran my brother's 74 Fiat X19. His car was a 4 speed so 110 MPH was flat out. We both saw that speed on the front and the back strait. It was a blast!

I miss these days of running events with my brother. He passed away in 1986 and wouldn't you guess there was an autocross the day after his funeral. I went to this event thinking I would not run it, but being a car nut, it's hard to say no, especially when two good friends of Jim and I offered me a chance to run their new GLH Omni. Their car had about 1290 miles on it at the time. It was fast and had the best brakes of any car I had driven up to that point. (Thanks Jim and Bonnie). Thinking about it, I believe running this event would be what my brother would have wanted.

I have found that most car nuts whether they are into Autocrossing, HillClimbs, Car Shows, or Rallies, generally are a great bunch of people. We are fortunate to have so many great car nuts in our club. I have had a lot of fun over the years running our events and others and hope to have more fun as long as I can.

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