



AT SPEED

Emerald Empire Sports Car Club

P.O. Box 1204, Eugene, Oregon 97440

Email: President@eescc.org

WWW.EESCC.ORG

June 14th, 2018

2018 EESCC Club Officers

President	Robert Jacobson Email: President@eescc.org
Vice President	Hope Mueller Email: VicePresident@eescc.org
Treasurer	Jim Mueller Email: Treasurer@eescc.org
Secretary	Bren Wamsley Email: Secretary@eescc.org
Chief of Registration	Bonnie Mueller Email: Registrar@eescc.org
Chief Safety Steward	Keith Olsen Email: SafetySteward@eescc.org
Chief of Timing	Tim Steck Email: ChiefofTiming@eescc.org

Upcoming EESCC Events

Monthly Meeting	7:00 PM July 11th The Sizzler, Springfield OR
Larison Rock Hillclimb	July 7th & 8th Registration Opens May 4 th See Flyer Online
Autocross Events #5 & 6	July 28th and 29th Willamette Pass Ski Area See Flyer Enclosed
Adopt a Highway	9:00 AM August 11th Gas Station Near Milepost 3 Highway 58

Larison Rock #31 Coming

July 7th and 8th will be our 31st running of the Larison Rock Hillclimb. We would like your participation and help with putting the event on as well as driving in the event. There are new co-chairmen this year, but the crew is mostly the same hard working group as before.

There is a cleanup scheduled for this Saturday,

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the 16th. Please come and help, and bring your weed wacker, blowers, and other instruments of gardening power.

Online registration is available. You can also sign up July 6th at the registration hotel in Oakridge. Please go to the hillclimb section of our website and read all about it.

Roseburg Fairgrounds Recap

This past weekend we had our first event at the Roseburg Speedway, and the first event since the 1980s on an oval. What a blast. Tim and Bonnie had a extremely fun course that kept the cars safe even though Saturday half of the run groups were wet. Sunday was overcast but dry. As we were driving away on Sunday, it started sprinkling. Perfect timing!

As we were packing up, we were already excited about coming back next year. The fun of actually

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running an event on a real racecourse, with banked turns and great slaloms. The CP class was twelve deep and had cones a flying. The courses led to some close racing, like the DP class finish difference of 2 thousands of a second. Saturday, if you were in the 2 wet groups and had a dry run, you were probably a winner.

We had a great paddock for parking and grid, with flush toilets and covered tables. Also Cindy Lee was back with those Philly Cheese steaks! Good to see you doing better Cindy..

Let's do this again next year!

Club T-Shirts for Sale

We have some snazzy new t-shirts that we are selling for the awesome price of \$20. You can show your colors and let everyone know you are a member or friend of the club.

They will be available at the next autocross, so snap them up before they are gone.

Revival Rally By Simon Levear

Twelve intrepid teams attended Emerald Empire Sports Car Club's Revival Rally on May 19th. Beautiful Oregon spring weather greeted the teams. After a short rally school at the Sizzler restaurant, teams embarked on the odometer calibration transit taking them West on the Beltline and up River road to Marshall Island Park. From there, teams continued north and up Love Lake road. A loop off Love Lake brought them to a T shaped intersection. In most cases teams would go left at a T intersection, but eagle eyed teams noticed the road to the left was labelled "Dead End" by a sign that wasn't visible until just as you started turning left. Teams that went left without noticing the sign soon realized they had gone the wrong way and needed to adjust for the time they lost. Teams then proceeded back to Love Lake Road and North to the checkpoint just before the low bridge.



Paul's Home Team



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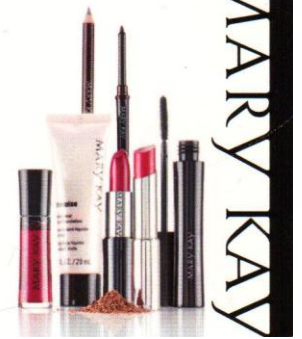


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Leg two took teams up Love Lake, thru the community of Lancaster and up Old River Road looking to Left on Schults Rd. Unfortunately Jerry and Licia Shults missed the road and had an interesting drive to Peoria. Teams that found Schults then went North on 99W and then took Hulbert Lake road and Cox Butte Road to checkpoint two at the base of Cox Butte. Leg three had teams heading South on Territorial and then heading West on Butler Rd to checkpoint three. Leg four continued South on Sheffler to a break in Veneta. After the break teams headed West on Shuttle Road to checkpoint four. Leg 5 had teams taking Knight Road to Sheffler, and then to Butler and checkpoint five. An eastern drive on Butler and a jog to Kirk road took teams to checkpoint six. Teams then transited to the finish at Abby's pizza on Barger Drive. This event wouldn't have been possible without the efforts of many people. Jim and Bonnie handled registration and also covered checkpoints one and four. Hope and Karl covered checkpoints two and five. And Bert and Lisa covered checkpoints three and six. Thanks to Karen for Guinea Pigging the event and completing the scores at the end. Pablo Eklund and Julia Smolyancy took first overall with 34 hundredths of a minute of total error, running in the limited class which allows for some calculating equipment, but not full on computers. I would assume Julia was using a Curta mechanical Calculator, which is quite a marvel of engineering, which was used by many professions before the advent of the pocket calculator. Ryan Rink and Steven Brantley took first in the SOP, or "Seat-Of-the-Pants" class for teams with some experience but no calculating equipment, with a total of 2.17 minutes of error. First place in the Novice class went to Janelle and Ian MacGreger with a total of 3.08 minutes of error. EESCC doesn't have any more rallies scheduled for 2018, but if you want to give rally a try, a great event is Cascade Sports Car Club's "Mountain to the Sea" rally taking place the weekend of August 4th and 5th. Find more information at:

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<http://www.cascadegeargrinders.org/Mountains-to-the-Sea.html>

Racing My Dream Track

by Keith Olsen

It started at the back of the timing trailer at a VRC, Event 7 & 8 last year. Rae and Jamie were working in registration, even though they didn't have a car to autocross. We had blown the engine up at a 24 hour race earlier that year, and the car wasn't ready. They told me they were going to try to make it to a race at Laguna Seca near the end of the year. I was hopeful for them to get the car done, because that track is one of the most historic tracks on the west coast. I didn't plan on being able to join them, because they already had a full team and my budget only allows about 1 Lucky Dog Racing League race a year. Somehow it got around to the fact that I had never been to Laguna Seca, and that's where it ended for a while.

A couple months later I get a message from Rae asking me if I'd like to join their team again for Laguna Seca for the new season in January. It took me about 10 seconds to confirm I would be able to save up the necessary money, before I responded with an exuberant YES! This was in mid November, I had about 2 month. The race was on January 13th and 14th. I'll tell you, Christmas and New Years couldn't get over fast enough. My new favorite holiday was January 13th. I had driven Laguna Seca 1000+ laps on racing simulators. It was always one of my favorite tracks, even in the easy world of SIM racing.

Finally the day arrived, Saturday, Jan 13th. There are 4 drivers, myself, Adam (former owner of the car), Jamie, and Rae. I am the second person in qualifying and I will stay in the car and be the first driver of the day. In my exuberance I didn't realize that the checkered flag meant that qualifying was over and I took a couple extra laps by myself, oops. I got to start the race with a black flag... The race starts and they let the whole

field make a lap before they let me out. That's okay. We have 6 ½ hours of racing to go this day and the first lap of a crap-can race can be a bit crazy. Joining the flow a bit late was just fine by me. Bring the car home in one piece. That's the most important rule. I have been out there for about 20 minutes when I start getting black flagged again. I didn't remember doing anything wrong, but I came in anyway. It turns out our car was too loud. Laguna Seca has a max sound of 90 dB. For reference, our club's 96 dB is one of the lowest in Oregon. 96 dB is approximately 50% louder than 90 dB because of the way the scale works. We were informed that if we get flagged again for sound our day is done. We get one chance to fix it. Fortunately another team brings us a short resonator with a 90 deg bend. They attach it with a couple screws and a bunch of bailing wire and send me back out. They aren't sure if this will help enough and tell me to "take it easy" past the sound meter. For the rest of my stint I basically putt past the sound booth. I would work a whole lap to pass someone, just to give it right back on the next pull up to turn 6. Talk about frustrating. It turns out the fix worked and I was being overly cautious. Yaay! We get to race both days! Because of the additional 30 minute stop and the extra caution we didn't place very well the first day.

Day 2 arrives. This time Adam is the first driver and I'm second. This day is a 7 ½ hour race, which means we get 1 hour 45 minute stints instead of hour and a half. At 90 minutes Adam comes in because the car is cutting out on power on some of the corners. We hadn't noticed it the day before because it we were only racing 90 minute stints. I experience the same issue at about 90 minutes and now we have had 1 extra stop and 1 more driver will get extra time at the end. While Rae is on track Jamie decides she doesn't feel like taking her stint, So Adam and I split the 2 ½ hours evenly at an hour 15 each. At just about that time the mandatory Dramamine I had taken that morning (that's a story I won't get into here) started making me extremely drowsy. I did everything I could to snap out of my haze. I yelled at myself, slapped myself in the face,

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jumped up and down, and drank a big cup of black tea and nothing was working. I have to race again in an HOUR! Finally I ended up taking a power nap for about 30 minutes in a lawn chair, in the pit, with my hat over my face. It worked! I felt great. I popped another Dramamine (I wasn't messing around with motion sickness again) and headed out on track.

Man, am I glad I got this extra opportunity. The car was plenty fast. Adam ended up with the 6th fastest lap that day of 1:50.66. The car was fast enough you didn't have to do anything fancy to pass most cars. Just get a good line coming out of a corner and drive right past the guy in front of you on the straight. It was because of this that I improved my best lap time by 2 seconds on this stint. Two cars that had less power, but better racing lines got past me on the climb to the Cork Screw. I was able to close the distance on the straights so they didn't get too far away before they would pull away again through the next corner. I followed those 2 cars for 30 minutes and learned their brake points and corner speeds. Eventually I was able to get back by both of them. I ended up getting my best lap time of 1:51.2 and was running much more consistent lap times. We came in 9th over all and second in B class. If we hadn't had those 2 extra pit stops (and a black flag I got for passing under yellow, oops) we could have had a B class win and finished in the top 6.

I am very grateful to Rae and Jamie for having me on their team and sharing their awesome race car. I could have never had the opportunity of making my Laguna Seca dream come true without them. And if any of you autocrossers have a little more budget and are looking for a bit more seat time, crap-can racing is an awesome way to get on a real race track and compete in real wheel to wheel racing. Most races will give you 2 ½ – 3 hours seat time. Give it a try.