



AT SPEED

Emerald Empire Sports Car Club

P.O. Box 1204, Eugene, Oregon 97440

Email: President@eescc.org

WWW.EESCC.ORG

October 10th, 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

Coffin Races Soap Box	12:00 October 27th Skidders Butte Columns
Adopt a Highway	9:00 AM Sun Nov. 4th Gas Station Near Milepost 3 Highway 58
Monthly Meeting	7:00 PM Nov 7th The Sizzler, Springfield OR
EESCC Awards Banquet	6:00 PM Nov. 10th Valley River Inn Eugene OR See Registration Online

EESCC Coffin Races Entry

EESCC is diligently working on a soap box entry for the Eugene Coffin Races. Keith Olsen is spearheading the effort and Bert Jacobson is hosting the work parties. We have a chassis and other parts thanks to Tyler Shepherd. The team name is the "Dead Beats".

***** In this Issue *****

- 2018 Officers of EESCC
- Upcoming EESCC Events
- Coffin Races Entry
- Adopt a Highway Program
- 2018 Year-End Awards Banquet
- 2018 Trophy Winners
- Banquet Registration Online

The carts needs steering and brakes and must look like a coffin. Our Dead Beat drivers are Keith, Bert and Hope Mueller.

Come cheer us on. There will be updates on facebook.

Adopt a Highway

Our next road cleanup is coming up soon. This event in on a **Sunday** on November 4th.

As always this needs "your" help. We can definitely use more participants. Come help us-to help the community.

EESCC will provide food and beverages at Roaring Rapids after we finish. See you at 9:00 AM on Sunday November 4th.

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2018 Year-End Awards Banquet

“007”

By Bren Wamsley



Save The Date! The 2018 Year-End Awards Banquet is fast approaching. It's a great time to celebrate the year's events and to commiserate with your racing family. Most of the evening is celebrating YOU!

We will be returning to Valley River Inn Saturday evening, November 10th 6:00 pm. It will be buffet style. More Information and registration forms will be included in the August/September newsletters. You will be able to register on-line via our website, www.eescc.org. There will be lots of prizes including a \$50.00 cash door prize. Register early to avoid a late registration fee.

Valley River Inn is happy to extend a rate of \$99.00 per night to the Emerald Empire Sports Car Club Year End Awards Banquet attendees for a deluxe guestroom. The \$99.00 per night is offered for the nights of 11/9 and 11/10. To take advantage of this special rate, call the Valley River Inn reservations line at 1-800-543-8266 or the hotel at 541-743-1000 and identify yourself as being with the Emerald Empire Sports Car Club Group. Reservations must be booked by October 10th 2018 to receive this rate. Booking can begin now!

Changes to a reservation should be made directly with VRI's Group Reservations Department.

It's the best time you'll have not behind the wheel. ☺
Look forward to seeing you there.

Why I Like Turning Left and Right

By Tony Chilton

In 1964 I was a freshman in high school and my brother had just started at Cal, living in the dorms on Dwight Ave. Up until then I'd been very interested in cars, especially hot rods. I was an avid reader of Hot Rod and attended every day of the Oakland Roadster Show. My friend's dad built motors for sprint cars so I'd gone to

Continued on page 4

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some roundy round races and thought that was cool. A 57 Chevy with a corvette fuely 327 was my dream car.

My brother's roommate at college was older and had a neat (I thought) hot rodded corvair and was into sports cars. In May he talked my brother into going to Laguna Seca for the weekend to watch the USRRC races, not as spectators but as corner workers. I don't remember how exactly I wangled my way into going on this trip, nor how they got me a corner worker position, but they did. This got us cool white coats with SCRAMP on the back in big letters, and access to anywhere on the track so when not working our assigned spots we went and hung around in the pits checking out the cool cars. One distinct memory is of this one small guy sitting beside a Lotus Cortina calmly catching flies with amazing hand speed – he never missed. That was Jackie Stewart who I watched later that day drive that Cortina around Seca lifting one or two wheels in every corner, inside rears on the way in and outside fronts on the way out. We worked turn 1; there was no chicane then so on Sunday when the precursors to the CanAm cars ran they came straight at us at high speed and slammed on the brakes to get around the corner. It was won by Jim Hall in a Chaparral with Roger Penske third in another Chaparral.

I was hooked. I stopped buying Hot Rod and started buying Road and Track and Car and Driver. My dream car became a Lamborghini. I kept going and working as a corner worker most years until 1972. I don't remember much about the '65 race except during practice Ken Miles stuffed his 427 Cobra into the hay bales at turn one when his brakes failed. He exited the car after removing his helmet and gloves and throwing them angrily in the car before stomping off towards the pits. I got a real close look at it before they came and got it after practice. It was now my dream car sans the bent fender.

1966 was the beginning of the actual CanAm. The rules were wonderful – basically no rules. They had to have two seats (you really wouldn't want to sit in the passenger seat), enclosed wheels and a roll hoop, period. The first year brought cars from Cooper, Lola, Chaparral, and McClaren (called a McClaren-Elva). Laguna Seca featured the newly bewinged Chaparrals. These had airplane like wings (upside down though) mounted way up high and connected directly to the suspension uprights. It was actuated by the brakes so you could see it change angle as it came into the corner. No one had ever seen anything like it. They took pole and first and second in the race followed by John Surtees in the Lola. Parnelli Jones finished finished 3rd after punting Surtees off track. Jackie Stewart's car failed to start the race. Big name drivers, fast cars with roaring V8s, this is heaven.

By 67 I had my drivers license and was terrorizing the world in a crumpled bright yellow 36HP bug bought from a friend of the family who forgot to set the hand brake and watched it roll over as it descended their driveway in reverse. I bought it for \$100. Miraculously none of the windows had broken. I missed the race, won by the McClarens, due to having too much fun with my new car, but I went again in '68, worked corner 8 (the middle of the corkscrew), camped in the rain and watched John Cannon, an unknown, run off with the race in an old uncompetitive car because he had rain tires and no one else did.

I graduated high school in 68 and missed the 69 race, but went again in 1970 and saw the amazing Chaparral 2J sucker car take pole. It had giant sliding side skirts and a snowmobile engine powered fan at the back to suck air out from under the car. It was pretty ugly, looking somewhat like a squared off roomba, but it sure was effective. That car was stuck. It was the later FIA decision to outlaw "movable aerodynamic devices" that drove Jim Hall and Chaparral from competing.

The last time I went was 1972. It was the end of McClaren domination and the beginning of the Penske/Porsche 917K juggernaut. The 917s were

Continued from page 4

incredible cars. They had dominated Lemans and WEC in 70 and 71 and then Porsche moved them to the US because the WEC introduced a 3 liter limitation. In 1972 the car had a 5 liter twin turbo flat 12 that produced 900HP at 1.5 BAR (21 lbs) the next year they were getting 1500+HP at 2.7BAR. I saw an interview with George Follmer where he said the cars were so fast you had to be thinking several corners ahead because you were there by then. The two Penskes took first and second with Francois Cevert third in another Porche. David Hobbs, Deny Hulme, Mark Donahue, Peter Revson all were in the race.

I was forever hooked on sports car racing and turning both left and right. I wish they would start up the CanAm again with the same lack of rules. It was cool.