



AT SPEED

Emerald Empire Sports Car Club

P.O. Box 1204, Eugene, Oregon 97440

Email: President@eescc.org

www.EESCC.org

April 23th, 2020

2020 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	Peggy Steck 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 6:30 PM May 6th

Will be virtual, follow website for further info on how to call & log in.

AUTOCROSS June 6th and 7th

Douglas County Speedway, Roseburg

Keep weekend open! We will update with current news as we receive it.

AUTOCROSS June 20th and 21st

HooDoo Ski Resort OR TBD We will keep website updated with latest news!

NEW on the EESCC website!

Our sponsors are more valuable to us now than ever before. Their sponsorship \$\$ makes it possible for us to pay the fees we are now charged for every race site we use.

So, to honor their commitment to us we are making it possible for you to click on a simple form on the **EESCC website homepage**, to add a positive testimonial for any of our sponsors you have actually used.

Continued on next column

2020 EESCC Autocross Series Sponsor



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

- 2020 Officers of EESCC
- Upcoming EESCC Events
- Coming Soon, Sponsor Info
- Larison Rock
- New EESCC Calendars Available
- I Race My Car on Three Wheels
- Why Race

Thank you,
Lorin Wamsley
EESCC Sponsor and Venue Coordinator

LARISON ROCK

Larison Rock Hillclimb is still planned for July 4th & 5th. We are hopeful that the restrictions will allow it. Stay tuned and please keep that weekend open!! There is a bit of work still to do before we can even open registration. Keep checking with our website.

NEW EESCC CALENDARS AVAILABLE

You can download the calendar in PDF format by logging on to our homepage at eescc.org and follow

Continued on page 4

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the instructions. Pickup of the actual physical calendar is available by calling Steck's (CG) 541-767-2100 or Mueller's (S. Eugene) 541-485-4341 or Jacobson's (Springfield) 541-744-1283. **Call first please.**

I Race My Car on three Wheels

By Jody Leder

I've found that casually saying, "I race my car on three wheels" normally grabs people's attention. By the same token, I've also found that saying, "I race my Corolla around cones" loses people's attention. Autocross is full of extremes. This can be seen from the cars, driver's performance, emotions (or at least mine if I didn't best my previous run), and even down to conversation regarding the events.

One of the most inspiring and extreme things I've ever seen was Thomas Bennet driving that green '93 Accord, doing Mach 3 through an offset box whilst having the body roll of a battleship, and then getting one of the faster times of the day. A surgeon's scalpel is dull compared to the extreme precision of John Montgomery, Garret Cogburn, Alan Bowers, or Lorin Mueller (there are way too many inspiring drivers to list here, honestly) making their cars dance only inches away from some cone that put spider cracks in my bumper. I could easily talk about how extremely proud I am of my friend, Tony, for the insane growth he's had as a racer and as a competitor. I could also mention the extreme kindness of Licia Schultz and Ryan Rink, and how they've taken me under their wings since even before my very first event. I could also talk about the new friend group I now have because of racing.

On the tamer side of things, I could go on about how I need to have at least one Red Bull for

Continued on next column

every session I'm out doing course work, about the relaxed conversations I've had around camp during the cold nights at Willamette Pass, or about the friendly yet inevitable conversations to be had about the BFG Rival S1 .5 vs the Potenza RE-71 R. Even in the most mundane moments of autocross, there's always something to learn. At my last event at the Douglas County Speedway, I had a conversation with a gentleman about looking ahead and using landmarks as indicators of when to apply throttle/brake. My driving has improved exponentially since that conversation, and I think that you could say that's pretty extreme, too.

I could also happily tell you everything you've never wanted to know about a 98-02 Corolla, and how I've had mine in the family since I was 4, but I'm sure that's the kind of extreme we don't want in a newsletter. In the end, Autocross isn't just about the competition. It's about the bragging rights after you beat a car with a Kelly Blue Book value that's literally worth 20 times the value of yours. Autocross is about comradery, self- growth, and family.

When the brain reaches peak efficiency and hyper focuses on a single task, it's in a state that's known as "flow state." For me, I can't race well at all unless I'm able to enter flow state. With that being said, I can't enter flow state unless I'm stress free and can clear my mind of whatever is at hand to focus on the thing that's the most important - driving. The friendships and family I've made with the EESCC allow me to do that. If you told me that I'd be writing an article and would end it saying that I can drive faster because of the people I'm racing against, I would've thought you were crazy - yet here we are.

Continued on page 5

Why Race

By Jerry Shultz

As a life-long environmentalist, I'm sometimes asked by my more left-leaning friends how I rationalize supporting and participating in motor racing. You should see the jaws drop when I give my answer: because racing is Green!

Racing has existed since before the invention of the wheel and has become an aspect of every mode of transportation since that time. Roman chariots participated in the first spoke-wheeled races around 2,000 BC. Even older civilizations no doubt raced their ox carts. In 1830 a steam engine in Baltimore raced a horse-drawn cart on 13 miles of dual-tracked rails (and would have won, but for a broken belt!). Boats race. Planes race. Bicycles race. The first automobile race occurred in France in 1895. The oldest racetrack (self-proclaimed) is in Wisconsin, called "The Milwaukie Mile". The first permanent road racing course was (and is) in Brooklands, in England, built in 1907. Taken in all its forms, racing is the most popular sport on Earth, bigger even than soccer.

Racing is not going away anytime soon. But how is racing green?

Racing marries science, engineering and competitive sports. The automotive garage and the racing circuit are the think-tanks and laboratories of automotive transportation. Imagine how differently our societies may have developed without these replacements for the horse, the mule, and the ox.

While some might suggest that we'd be better off, I for one have come to appreciate many of the comforts and capabilities that the internal

Continued on next column

combustion engine, as well as steam in the past and electromotive engines currently and to come, have allowed.

Many disciplines are involved in motorsports, which may account for the rapidity with which automotive – and other "motive" technologies – have advanced. Elements of physics, chemistry, thermodynamics, materials science, engineering, classical mechanics, manufacturing technology, failure analysis, aerodynamics, sensor technology, data harvesting, and more have all been involved in refining automotive technology. And racing has driven or assisted advancements in virtually every one of these fields, each of which are crucial to the advancement of human societies in this increasingly complex world.

Thanks to racing, we have more efficient power to do our work. Thanks to racing, we have more energy-dense fuels. Thanks to racing, we have better lubricants for our machines, helping them to work harder and longer. Thanks to racing, machining technologies produce better balanced and smoother running engines that are now good for hundreds of thousands of miles, saving fuel and scarce resources.

So yes, racing is Green.

But it's more than that. It's something you appreciate viscerally, in your gut and in your bones. On Easter Sunday Licia and I were sitting outside on the deck when the silence of our rural home was broken by the sound of a neighbor – a drag racing enthusiast – testing a new engine. Unmuffled – magnificently loud – radical cam. "A big block Chevy", we guessed. We could not help but grin. He made the run up our hill to the Dead End about a mile away then idled back down to his garage, and the silence returned.

Continued on page 6

We've learned to love that ferocious high-RPM noise. I'm sure tomorrow's racers will learn to love the high-pitched whine of their electric chariots just as much.