



AT SPEED

Emerald Empire Sports Car Club

P.O. Box 1204, Eugene, Oregon 97440

Email: President@eescc.org

WWW.EESCC.ORG

February 12th, 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 Event

Timing School	11:AM February 22 See Article Below
Monthly Meeting	7:00 PM Mar 4th The Sizzler, Springfield
Monthly Meeting	7:00 PM Apr 1st The Sizzler, Springfield
Icebreaker (#1) and Event 2	Apr 25th and 26th Valley River Center, Eugene
Emerald Empire TSD Rally	12:30 May 4th Information to Follow
Autocross - Events 3 and 4	June 8th and 9th Douglas County Speedway, Roseburg
Autocross - Events 5 and 6	June 20th and 21st

Timing School

By Tim Steck

Tim Steck is again hosting a Timing School at Tim & Peggy's house in Cottage Grove. Open to anybody that wants to learn Timing and Registration (brief introduction). Tired of chasing cones? Would you like to sit on your butt for your work assignment? Get out of the sun or rain and

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help out with timing? Also, this is a good time to brush up on your skills if you already are a timer.

Again, that's at Tim and Peggy's place, 74845 Reservoir Rd. Cottage Grove, OR on Saturday, February 22, 2020 and it will start at 11:00 AM SHARP. There is a lot to go over. Just a note, the last 3 Timing Schools lasted close to 4 hours each.

Again, food and sodas will be provided. EESCC members (or non-members) don't starve. Please go to the EESCC website and pre-register for the school or just click this link

<https://form.jotform.com/50402593135145>

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What's Your Lucky Autocross Number?

How did you pick your autocross number? Is it your birth year, or graduation year? Was it your age when you started autocrossing? Or, was it because registration suggested it would be an easy number to make as in #1 or #11 (We aren't allowing blue tape as numbers or letters anymore but more on that later). Or, was it because of a famous connection, say a F-1 Driver, NASCAR, or IndyCar driver you like or root for? There have been many famous number connections in the racing world, and yours just might be one.

Formula 1 had no set way that it assigned numbers in the earlier years. It was not until the 1951 F-1 season that the reigning world champion would be assigned the #1, "usually". It was still not unusual to give the number to another car if the organizer decided to, as in 1963 when the Italians (at Monza) gave the lowest number to Bandini's Ferrari and the reigning champion Graham Hill #12. Or in 1964 when the Belgian organizers gave the reigning Champion Jim Clark #23 and gave Hill #1. So, even though the concepts were in place, the rules weren't in effect. It took many years of various numbering concepts to arrive at the current numbering system, where personal preference prevails. The number 1 is still reserved for the champion, but as is the case since 2015, the winner has opted to keep their own personal career number. Also, the #17 has been permanently retired after the death of Jules Bianchi and the #13 is not usually used because of superstition.

Unsurprisingly then, in F-1 history, the #1 has more wins than any other number, with over 180, but next would be #5 with more than 133. Of course, the current champion is Lewis Hamilton who campaigns the #44 on his Mercedes. Fan favorites are #77 Valteri Bottas, #5 Sebastian Vettel, #16 Charles Leclerc, #10 Pierre Gasly, #33 Max Verstappen and #3 Daniel Ricciardo. Are you using one of these numbers?

But, what if you are an **IndyCar** fan? Well, what is the winningest number in Indy Motor Speedway history?

The #3 car has won 11 times with the #2 car winning 9 times. Last year's winner was Simon Pagenaud, who campaigns the #22.

The winning driver in the 2019 Indy car series was #2 Joseph Newgarden driving for Team Penske. From what I gather, Indy car basically has control over number assignment, but the official rules are that if a team owner had a number the previous year, he will be able to get it the next year. Seems like Penske likes 2, 3, and 12, but I am seeing that Joseph Newgarden is going to run #1 in this year's series. Other favorite drivers and numbers are #88 Colton Herta, #30 Takuma Sato, #28 Ryan Hunter-Reay, #27 Alexander Rossi, #15 Graham Rahal, #12 Will Power, #9 Scott Dixon or my favorite, #10 Felix Rosenqvist. Are you using your favorite driver's number?

NASCAR fan? I found a great current article on nascar.com that highlights every number used and every win for those numbers in a "premier-series" event. See if these are any of your lucky numbers.

Car #11 is the winningest number in Cup Series history, with 217 wins for 2024 starts, and top 10 finishes more than 50%. Most of those wins were with Cale Yarborough at the wheel, but Ned Jarrett, Darrell Waltrip, Junior Johnson and Denny Hamlin also drove #11 over the years.

Car #43 has 199 wins for the number, with the majority of those wins by Richard Petty.

Car #3 has 99 wins, with Dale Earnhardt driving 67 of those. #3 was also driven by Jr Johnson and Richard Childress.

Also, there is #2 with 95 wins, #24 with 93 wins, and #21 with 92 wins. Are any of these your lucky number?

Here are a couple of NASCAR numbers that seem to be the unluckiest with wins per starts - #36 zero wins/746 starts and #67 with zero wins/638 starts.

I looked at last years' EESCC results and found that the most popular numbers were #7, #17, #25, and #66. At the start of my article I joked and wrote that some of you have numbers because we, at registration, have suggested those numbers because they are easy to make with blue tape..... **We have decided to actually follow our previously publicized rules and not allow blue tape numbers** except in extreme circumstances. Legal size numbers and letters with proper contrast is the new thing, NOT blue tape. You will not be able to pass tech until you have the proper numbers and letters in the correct size and contrast on your car. Please refer to the "EESCC Car number & Class Requirements" that is in the rules section on our website for guidance.

We are going to have available at registration magnetic numbers and letters for sale at a very reasonable price. The numbers are a gloss black on a rectangular white magnetic surface. Price will be \$3 per number and \$2 per Letter. For \$20-\$24 you can get a quality set that allows you to run at any autocross, including SCCA events. If you know you will be needing to purchase these to be allowed to run this year, please contact me at registrar@eescc.org to let me know what you need. If you don't already have an assigned number, I can help you with a number and class. You can do this on your season pre-registration online also. I would encourage you to pre-register if you can.

Here's to a great season of autocrossing!

Bonnie Mueller

Larison Rock Hillclimb a Call for Help

Hey, did you know that EESCC has it's very own hillclimb? Did you know that you can be a part of it? Not only is it open to compete in but much like every autocross event it requires an army of volunteers to get the event set up and make everything run properly. I, as the event chair last year had the opportunity to meet the many people that lurk in the background of this

Continued on next column

wonderful event, many of these people are not competitors and work very hard for no easily discernable reason, to provide a great event for those who do compete. It turns out that working these events is a very rewarding experience itself, and a great way to meet some great members of our community. We are always in need of additional volunteers to join this group and ensure the survival of this event so if you have ever considered working an event or just want to be part of a group, we would love to have you. If you have any questions please feel free to contact me at mikglas@yahoo.com or call at 541-829-3977 and look for a planning meeting call out in early March. Get your hill on!! **Mike Glass**

The End of a Racing Career

By Jerry Braunberger

After a season when I did not race, I have had time to reflect on my 21-year career of Solo Autocross racing. Although I refer to this period as a career, it probably should be referred to as a hobby. However, I think career sounds more impressive and I believe I can call it anything that I want.

I got hooked on Autocross racing the summer of 1998 when I experienced the "adrenalin rush" riding with my son Jason. After heavy encouragement from my good friend Bert Jacobson, I made the jump into the driver's seat. Little did I know then what this decision was going to cost me. After running one EESCC event, my next event was a SCCA National Tour race in Kent, WA. The key memory of this event was the magnitude of the course and that I had survived the experience. This experience made an impression on me, confirming that I was hooked on Autocross and I generally went to two national races each year thereafter.

I raced the same car, an 85 Camaro as a co-driver with Jason, which was Jason's everyday driver and ran in the C Prepared Class. After an accident, when a truck

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ran a red light in Portland causing extensive damage to the front end, the insurance company deemed the car a total loss. Jason purchased the car from the insurance company for \$350. and it became a dedicated to racing and a “money pit”. During these early years, Jason would drive the car from Portland, and I drove my pickup with all our equipment from Springfield to the race venue. The power plant was the original 305cc engine which stood up well to the abuse that it received.

Now that the car was not street-legal we had the problem of transport and storage to address. After using open trailers borrowed from friends during the 2001 race season and winter approaching, I had developed a plan (scheme) to present to my wife. We could build an addition to our garage for storage or purchase an enclosed trailer which would cost less than the addition. I called this “killing two bird with one stone”. She humored me saying “Just remember, I’m spending one dollar for every dollar you spend on racing”. I was extremally fortunate when my associate with the company where I worked suggested a proposal that the company purchase the trailer as an annual bonus with the understanding that it could be used for company business on occasion if needed. I attempted to convince my wife that I did not have to spend any money on the car-trailer, but I don’t think she was convinced. I considered this “Creative Financing”. This trailer was the first major upgrade of racing arsenal. Also, I have not seen any sign that my wife is matching my spending on this career.

With the turn of the century the Camaro began a total renovation designed for Autocross racing. Jason was the brains of our team and I considered him the chief engineer. The engine and drive train were purpose-built for autocross to specifications that he had determined with the builder. An interesting fact is that the transmission came out of a car driven by NASCAR-Driver Jeff Gordon. It probably is only the case, but it does have #24 stamped on it. A dry-sump oiling system was installed on the engine shortly after we experienced oil pressure issues during the first year. We have submitted this engine to 18 years of abuse without any issues. Numerous additional upgrades were completed to the suspension, braking,

Continued on next column

and other systems as other competitors in our CP group made an upgrade that improved performance which then was copied by the rest of us. The result was 3 Camaro’s capable of beating each other and often did. I considered Bert Jacobson and Nick and Dwayne Kerbs as consultants to my race team.

During the next 20 years, we continued keeping the car in Springfield and met at the race site, however the operation was much more efficient with the enclosed trailer. I often commented that my philosophy was, “Build it, I’ll drive It” and Jason’s was “Arrive and Drive”. We generally ran about 25 events including two SCCA National Tour races. These included events sponsored by: EESCC (Eugene/Springfield, ACCO (Central Oregon), ORSCCA (Portland) and SSCC (Southern Oregon). We ran fewer events the last few years when ACCO lost use of its race venues and ORSCCA eliminated the CP class after a class reorganization plan and we chose not to continue entry in their events. During this period our car was the EESCC CP Class Champion 13 years and finished second 4 times and third 3 times. Unfortunately, none of these Championships were mine. I considered myself the “Tire Warmer” and I believe Jason would not have won were it not for me.

The C Prepared Class continues to be extremely strong in the EESCC whereas in some clubs the class does not exist. There is some conjecture that we have more CP cars than any club on the west coast. Since the year 2000 the average number of entries in our club events has been 10 drivers with a low of 7 in 2008 and a high of 13 in 2018. One of the aspects that I have appreciated most about my Auto Cross-career is the relationships that I have developed with other members of the club, some which will be life-long. I will especially remember our CP Family. Memories such as the highway tours with 4 or more trailers in tandem down the road, our group camps, BBQ’s, parties into the night and the fierce competition between cars will remain with me forever. The comradery within our group of drivers was great. Whenever anyone experience a mechanical issue someone was there to help and if it could not be fixed someone was willing to volunteer their car so they could complete there runs. I will always cherish the

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roar of that engine, the g-forces that I experienced and the feel of steering the car with the rear end.

I did not begin my racing career until I was 60 years old. Therefore, I was a little "long in the tooth" so to speak, after 21 years. I recall a best friend, who was 10 years my senior, saying "You're going to find that there is a lot of difference how you feel between the age of 60-70 and 70-80." Little did I realize then, the soothsayer that he was. Although I was in relatively good health, I could feel the effects of aging.

Remounting a race tire was more difficult. Getting up and down was more difficult. I began to wonder if I got down, could I get up again. An incident where I re-tore my left shoulder rotator cuff was the deciding factor. I had a severe tear in my younger days which was repaired. However, the surgeon determined that this was a severe tear and his prognosis for a successful repair was not encouraging. Although, I thought I might still be able to drive the car, after one race I realized that the pain of turning the steering wheel was too unbearable and driving with one hand was not an option. It was now time to hang up my helmet and end my racing career. Although, I have still stayed involved in the club by going to Board meetings, the "hole in the pit of my stomach" still remains.