



AT SPEED

Emerald Empire Sports Car Club

P.O. Box 1204 Eugene, Oregon 97440

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WWW.EESCC.ORG

April/May 2003

2003 EESCC Club Officers

President	Pat Ezard Email: President@eescc.org
Vice-President	Lorin Wamsley Email: VicePresident@eescc.org
Treasurer	Jim Mueller Email: Treasurer@eescc.org
Secretary	Kevin Braunger Email: Secretary@eescc.org
Registrar	Bonnie Mueller Email: Registrar@eescc.org
Safety Steward	Tim Steck Email: SafetySteward@eescc.org

Upcoming EESCC Events

Event #3 & #4	June 7th & 8th, 2003 Location: Valley River Center
Larison Rock HillClimb	July 5th & 6th, 2003 Location: Oakridge, Or
Event #5 & #6	August 23rd & 24th, 2003 Location: Valley River Center
Event #7, #8 & IROC	Sept 27th & 28th, 2003 Location: Coca Cola Bottling
FastGrass AutoCross	October 11th, 2003 Location: Cresswell, Or
Year End Awards Banquet	Nov 8th, 2003 Location: Hilton, Eugene, Or
Monthly Meeting	1st Wed. of each month Time: 7:30pm Location: The Mission Franklin Blvd. & Patterson, Eugene, Or

Other Clubs Events

May 3rd	SSCC Practice Day	Medford
May 4 th	SSCC Event # 3	Medford
May 17th	SCCA – Event #3	Portland
May 18th	SCCA – Event #4	Portland
May 24 th	ACCO Event # 1	Redmond
May 25 th	ACCO Event # 2	Redmond
June 1 st	WMC – Event #3	Salem

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- Event #1 & 2 Article
- Newbie Article
- Event Flyer for Events #3 & #4
- Results from Events #1 & #2
- And much, much more!!

RACING FEVER

It started when I was six. My parents took me to a stock car race at a local paved oval. If they knew what I would do to their cars in the coming years as a result of that one exposure, they definitely would have taken me out for ice cream instead.

Since then, I have broken and fixed more cars than I can count, crewed on a nitro-methane injected front-engined dragster, stood on the salt at Bonneville and watched Ed Roth pinstripe a '58 Lincoln, and sat in the throng at Daytona, misty eyed, steeped in the history of American speed. If you are a car nut,

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EVENTS #1 & #2

Friday started off a little hectic as we needed to wait until the lot was cleared of the trucks. The Coke guys worked their tails off to clear the lots, and we were off like a herd of turtles. Brad, our event chair for Saturday, had a challenging course that all of us had to have our hand in. This is totally normal for us. Brad likes his courses technical, and of course Tim Steck likes something fast and loose. It was a perfect course, nobody was totally happy! Sunday's course was a derivative of Saturday's, with a few pesky cones missing. That was due to Bonnie and Jim being the

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eventually you will end up racing something. The fun may fade out quickly. If it does, you go back to reading "Hot Rod" or "SportsCar" and polishing your Saturday night cruiser. But, if you catch the fever, you are doomed to countless hours cutting things apart, welding them back together, and talking with fellow motor heads, mechanics, and drivers about how to wring out that last two-hundredths of a second.

In my own quest for more speed, the last three months have been spent trying to finish getting a new engine into the Datsun. Actually it was a mix of wanting to go faster, fear of needing to purchase a DEQ hazardous release permit to use it as it was, and being embarrassed by racing a car that produced slightly less smoke than a burning tire dump.

The real season starts in 11 days and the beast is still not ready. Life tends to intrude on racing. The kids have to be fed, shopping has to be done, and then there is that pesky work thing that is always taking up my spare time. A series of mechanical calamities have slowed things considerably as well, including a broken rocker arm stud while trying to degree the cam, an engine swap that went less than smoothly (who said all small block Chevy V8's are the same?), and my own miniature environmental disaster. While removing the old engine I managed to spill two quarts of used motor oil and a quart of antifreeze on my garage floor. In case you have never had a similar experience, you should know that particular combination of materials will spread to cover an area roughly the size of Montana. My brother laughed at me and asked if he could go find a sea bird of some type to throw in it just for good measure.

So why put up with the mayhem, late nights, and broken parts? Autocross is a way to participate in motorsports without taking out a second mortgage on your house. You will run into and maybe become friends with some great people. You will definitely learn about your own driving skill, and if you're interested you can learn a lot about what it takes to make a car fast. Be forewarned, once exposed, you are unlikely to ever be the same. Last year I gave rides to five friends. One will drive with me this year, and another has promised to race if I ever get over to his shop and get his GLHS going. If the fever does not yet have a good hold on you this season, at least come out and watch. You can't catch it without being exposed. And if you come out and watch you will notice something. Everyone who has this illness ... is smiling. See you on the asphalt.

Good Speed!

by Scott Charters

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event chairs for Sunday, and they drive a pony car. We had a great turnout, 113 drivers on Saturday and 103 on Easter Sunday. The weather gods were very friendly.

Make sure you make it to the next four events. You will like Valley River Center. The pavement is great, the pit area is much larger, and you might be able to talk those non racers you might have in your family into coming out, or maybe not, as that could get expensive with the mall nearby!

See you next time.

* * * * **For Sale** * * * *

1985 CORVETTE. \$9500, lots of extra parts, all records. 1st in BSP for 2001, 2 hillclimb records. Call Larry at 741-7822.

1975 CORVETTE, convertible, air, auto, new interior, new paint. Great fun-in-the-sun. See to appreciate. Good road car. Bill or Cheryl 998-8068

C5 Corvette parts, new and used, too numerous to list. Programmer; springs; bars; stock wheels; wheelhouses; etc. Call with your needs. Contact Bill at 541-998-8068 or whbaugh@oregon.uoregon.edu

Check out the **For Sale Category** in the [EESCC Autocross Forum](#) for more items that are For Sale and other items race fans are **Looking to Buy**. If you have an item you would like to sell and/or you are looking for a particular part to buy then log on, register and check it out.

The "Newbie"

My name is Stefan Denham and I am one of the newest members of EESCC. I drive a red 1990 Honda Prelude and the Test and Tune at Lane Community College on the 30th of March was my first EESCC event. I have always had a need for speed and now I have found the perfect place to feed that need.

I joined the club about one month before the Test and Tune and counted down every day with great excitement before the event. The event was held during my spring break from college and that gave me an entire week to tinker and make adjustments to my car. Being that it was spring and in Oregon, the week up to the event wasn't very promising for good weather during the event. I prayed as I'm sure all of the other members did for the rain to hold off for one weekend in the month. Ah, Sunday morning 8:00 a.m. grab my helmet and out the door I go, the gods must have been listening because there was not a cloud in the sky the sun was shining bright. This was going to be a great day.

Even though I didn't know but one person in the club when I arrived I was treated as though I had been a member for a while. I was told to be there at nine, but that only gave me about 5 minutes to walk the course. The green-hand sketched map was pretty much all I had to go by and being in the first round I wouldn't get the chance to work at one of the stations to get a good look at the course. "Everyone in round one to your cars and line up". That was my call and now my nerves were setting in along with a healthy shot of adrenaline. I got in line about 10 cars from the front. From how I understood things I knew the line would be getting shorter at a pretty good pace so I was all ready to go, but after about ten minutes and still not a car leaving the gates my shot of adrenaline was making me shake. I soon found out that the timer was not working and the course was being changed a little. Just my luck; I didn't even know the first set up and now it being changed. This only made me even more nervous. With all the kinks worked out and the line moving along it was my turn, "driver ready" "ready as I'll every be" the drop of the green flag and I was off, a big shot of adrenaline and a little too much gas and the rubber started melting, back off of the gas a little and away I went.

For my first run I didn't really care about my time, I just wanted to avoid hitting cones and drive the course so I could get familiar with the layout. After that first run it was all about more speed, better positioning into and out of the gates, and making that timer put up a smaller number every run after. I managed to do just that and by the end of the day I had shaved 10 seconds off of my first run and had met my goal of below 45 seconds with a time of 44.6.

Out of all the things I learned that day I will never forget to bring sun screen because being out on the pavement all day long with the sun beating down on you is the perfect combination for a great bright red face for the next week. It was the last day of my spring break from college and all I got from my friends was where in Mexico had I been "I wasn't drinking cervesa on the beach, I was doing something much better racing my car". Thanks to all the members responsible for having this club. I can't wait until the next event.

by Stefan Denham

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