



AT SPEED

Emerald Empire Sports Car Club

P.O. Box 1204, Eugene, Oregon 97440

Email: President@eescc.org

WWW.EESCC.ORG

April 25th 2007

2007 EESCC Club Officers

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|------------------------------|---|
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| Chief Safety Steward | Clint Ipock Email: SafetySteward@eescc.org |
| Chief of Timing | Tim Steck Email: ChiefofTiming@eescc.org |

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Upcoming EESCC Events

| | |
|-------------------------------|---|
| Monthly Meeting | 1st Wed. of each month 7:00pm The Sizzler Postal Way and Gateway, Springfield |
| Events # 3 & 4 | June 2nd & 3rd Valley River Center See Enclosed Flyer |
| Larison Rock Hillclimb | July 14th & 15th Oakridge OR |



NOTE RUN ORDER CHANGE!!

Street Mod and Street Mod 2 run with Street Prepared Classes! Please make sure you check the flyer for your correct run time.

It's now getting serious ...

Well, IceBreaker was completed about a month and half ago, which is an event to see if the old race car is ready for another year of racing and if all those parts you put on over the winter are really going to make a difference and put you at the top of your class or get to the elite status of TTOD (Top Time of Day). And for some it is just a time to meet friends that you haven't seen for 5 or 6 months and go for a Sunday drive around the parking lot.

About 3 and half weeks ago we had our annual Test and Tune event. This year it was at the awesome Coca Cola plant where Bonnie made a super course with many of the features you see in a normal autocross. It is a very limited event for members only, this year there were about 57 drivers. We would have had a full contingent of 60 drivers

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but the Muellers broke their motor the weekend before at a national event in California and had to pull out at the last minute. It is a fun and a very relaxed event. No run cards, no timing computer, no announcer and only one person was in the timing trailer to run the timer just in case we had a worker run through the lights or some other minor glitch. Oh, we had a scoreboard person and they just wrote down the times from the display and penalties from the spotter. The drivers were broken into three groups of 18 cars with dual drivers separated into a different group so there were only single drivers in a group. There was no one there bitching about car #'s or classes on the cars, they were not required for this event. The only thing that wasn't relaxed was the safety side of the event. We had a full set of workers with red flags and radios. The first group ran for one hour and got in 5 runs; then we went through the other two groups before lunch. After the lunch break we repeated the cycle for a total of 10 runs for everyone.

But as you might imagine, we had a few car problems. We had a couple of cars that blew a radiator / heater hose and dumped water on the course and we had one that broke an axle. But our great sponsor, Small World Auto Center, delivered the parts right to the site and all the cars were fixed that day and drove home under their own power. Thank you Small World.

If you would like to see the results of Test and Tune please go to the website Publications page and look under Event Results for the link.

About 10 days ago we had our first points event for the 2007 season. It's now getting serious ... but it is just for fun. Some are already thinking about the EESCC IROC event, wondering if they are going to qualify for the first time this year, or will they do it again this year. To able to participate in the IROC event and drive that lovely vehicle you just have to be the class champion for your class. Others are remembering the awesome OSI event that the Bend group puts on each year and wondering if they are going to qualify for it. To get invited to the Oregon Shootout Invitational the qualifications are pretty simple, you just have be the class champion or the runner-up in your class. And if you either missed this weekend or it just wasn't your day, then you still have 6 more events to qualify.

Event #1 was fun for me and with the help of Mother Nature I had TTOD with a 40.660, beating out Russ Schulte by almost 1/2 a second. I really tried to get into the 39's on my last run and was real close with a 40.121. Do you mean those cones after the finish really count? Yes they do, and I really ended up with a 58.121!! To see the rest of the results please check out the EESCC website.

Event #2 was also good for the Steck family because Peggy was third overall with only the boys in the Yellow Rabbit beating her. Good job, Matt Dow (with TTOD) and Phill Akins. Peggy actually got her fastest time while I was in the

car with her and I can tell you from the front row seat that she really drove awesome!! Ok, I'm a little biased.

I actually have to cut this article short because I just noticed that the calculation for penalties was doubled and I have to stop to fix the results before we mail out our Newsletter. The corrected results will be on the website before you read this Newsletter.

Tim Steck

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