



# AT SPEED

## *Emerald Empire Sports Car Club*

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[WWW.EESCC.ORG](http://WWW.EESCC.ORG)

March 19<sup>th</sup> 2008

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### Upcoming EESCC Events

**Monthly Meeting:** **Wednesday April 2<sup>nd</sup>**  
**7:00pm the Sizzler**  
**Postal Way and Gateway, Springfield**

**Test & Tune** **Saturday March 29<sup>th</sup>**  
**Sorry, registration is full!**

**Events #1 & 2** **April 19<sup>th</sup> and 20<sup>th</sup>**  
**Coca Cola Bottling, Eugene**  
**See Enclosed Flyer**

### See schedule enclosed for all EESCC events

#### ATTENTION TEST AND TUNE DRIVERS:

Make sure you are there **before 8:30 AM** with your car ready to run.

Everybody must be assigned to run groups then!

#### CLUB DISCOUNTS

The following business are offering special club pricing to members: America's Tire, Small World, and Eugene Service Parts. Just show your membership card, which will be given out at the April Events

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### Icebreaker 42 a Huge Success!

One hundred forty-four drivers dusted off the cobwebs(145 if you count me, but I broke the car before I finished my first run.) It was damp and chilly in the morning, with the track drying through the first run group. But the rest of the day was dry and sometime after twelve that glorious sun came out.

The day went quite smoothly and I want to give kudos to our registration, tech and timing crew. Icebreaker is always a lot more taxing and everyone really helped get us through it without a hitch.

Speaking of registration, those of you who seem to show up late to registration and come knocking at the back door to beg to be registered, how about coming on time! After registration is closed, the work really begins in the trailer with scoreboard sheets, computer input, reconciling cash, and arranging the workers.

Frankly, it is a great imposition on a very nice bunch of hard working folks. It is just rude. Just show up on time and help us all out.

Enough rant, let the season begin.

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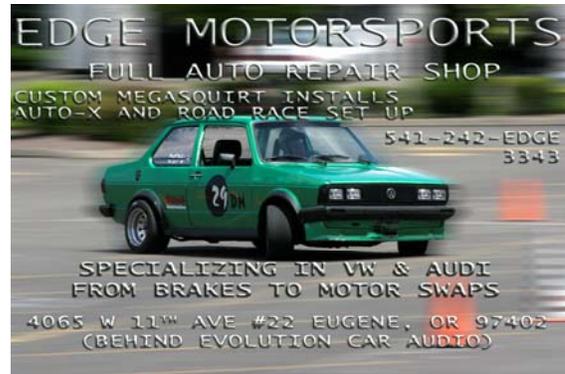
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### Our First Real Race Car

By Rose Reinertson

As some of you know Mark and I have not been true racers in this sport until recently; however, for 18 years we have been doing recovery and managing races at Cottage Grove Speedway. We got involved with EESCC though volunteering our time at Larison Rock Hillclimb, then our son-in-law decided to start racing... We decided at that time it would be fun to be at the other end of the racing spectrum and start racing too.

At that time all we had to race was my 1993 Volvo 850 sedan Mark had given me for Mother's Day, so we started with that.

That first time around the autocross track was amazing. The adrenalin was completely different compared to our weekly racing experiences of getting in the middle of a recovery, pulling drivers out of their cars and away from danger then getting the races started all over again. The more we raced the more we wanted a sportier car than the Volvo could be.

Months later Mark showed me a picture of a Miata that had been in an accident. The front bumper, drivers side fender, head light and the hood would need to be replaced but rest of the car seemed great. He seemed pretty confident that he could repair the car without spending too much.

When I asked when it went up for auction, he told me it already had. At first I was confused until he explained that we needed to plan a trip to Arizona to pick it up, he had won the auction.

Mark made arrangements with my niece's in-laws (Dave and Peggy) to have all the replacement parts sent to their home in Phoenix, as well as for them to pick up the car and store it at their place till we could make it down.

So we purchased plane tickets and started ordering parts.

Since we were going to be in Phoenix for a couple of days we thought it would be fun to do something besides just working on the car. After some research we found out NASCAR was in town Saturday night and the excitement started to grow.

Thursday, 10am almost exactly two weeks later, we arrived in Arizona and then jetted off to the house to see our new, but damaged car.

We pulled into the driveway and there she sat. Nice silver 2001 Mazda Miata. Banged up in the front end, but still a nice looking car. We opened the car up and found the interior to be in great shape, almost new! We closed the doors and walked around the car, then opened it back up... the alarm went off. It took us 6 rounds of the driver's door closing and us opening it up with the alarm going off each time to figure out how to turn the alarm off. We continued examining what else we would need to get it fixed up perfect.

So, with a list in hand of the supplies and tools we would need we took off to the Mazda dealer for the radiator support, crush guard and miscellaneous parts, then off to the local auto parts store for oil and filter.

On Thursday night we removed all of the damaged parts. Then we started looking at the area that needed to be stretched. A lot of work would still need to be done but we decided to take a break and head for dinner and a night of visiting with family we have in Arizona.

On Friday morning we were all up at the crack of dawn. Coffee

and breakfast, then out to work on the car again. Mark went to work on the radiator and managed to get that fixed within couple of hours. I decided that it was time to clean the car out of the previous owners. Not much in there, however it gave me a chance try to fix the seat belts and work on the air bags that were still hanging out. Mark made a call to the dealer and they said that with the new air bags out these days they are connect to the seat belt system. When the air bags go off you need to replace the seat belt system, separate from the air bags. The bill on that would be \$800.00 each.

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Continued from the previous page:

About that time the guys got there to replace the windshield. They were in and out so fast it was hard to tell what they did, except for the crack in the windshield was gone.

We decided to do some shopping at a local speed shop and look into a 5 point harnesses set for replacement belts. The law says you need a shoulder belt for that type of car, and why spend \$800.00 each when we could spend around \$80 to put in racing belts. Lesson number one: Learning how to put a 5-point belt on. I think that took us about 20 minutes.

At about 2 we returned to the house and went straight to work on the car. It was time to stretch the crush plate area out so that, that area could be finished and the fender put on as well as the bumper. Then my niece and nephew showed up and he decided he needed to help with the front of the car. He was 3 at the time and just loved to help so he picked up a socket and went to work at things that needed to be fixed. He was the perfect mechanic, didn't talk much but moved a lot.

So by the time early evening came, the bumper and hood were on the car, we had repaired the front and top of the radiator area, I repaired the air bags with Black duct tape (great stuff), new windshield was in, the new crush guard had been installed, headlight was installed, halo was installed and the belts were in. It was really hard to tell from a distance that there was any damage. Car was clean inside and out, vacuumed and windows washed. There was one thing left to do before we called it a night, a test drive!

The next morning it was coffee, breakfast and out the door again to tidy up everything and shop for our favorite NASCAR stuff. We washed the car really well and put a sealer on the ragtop to clean it up. It looked really nice by the time we were ready to leave for NASCAR, even though the bumper, fender and hood were black with the rest of the car is a pretty silver. That's ok, it is our real first race car.

Then we had to load the car. Oh, small trunk and no back seat. Wow, good thing we thought about packing light. We managed to get all in the trunk and a few things in the back window.

NASCAR was great. We were able to get tickets on turn four just about half way up. We could see the beginning of the pits and the complete front shute of the track. All in all it was a great time, but I don't know that I need to do it again. On TV you can see the replays and move around freely. It was still a great time.

We thanked Dave and Peggy for all of their help and headed out around 8 or so for Reno right after the race.

Not soon after we were on the highway Mark needed to see how fast it really can go. So up the speedometer he went. I think he got to about 80, but later on in the night as we were headed up to Hoover Dam, and I had dozed off he said that he got her up to about 110. I didn't even notice.

He got up to Hoover Dam at around 12:30 and it was time for a bit of sleep. Boy was that interesting for a man that is 5' 10". It wasn't too bad sleeping in the car; however, by 6 am it was time to head out. We planned to stop in Reno for Sunday night to enjoy some gambling and rest. Got up to Vegas and I still had yet to drive for any period of time. It was a nice spring day and just begged to have the top down. So after lunch it was my turn to take us into Reno.

In Reno we rested for sometime before going down stairs for dinner. Played a lot of games and then hit the sack for more much needed R and R.

I started driving from Reno the next morning, put the top down soon after starting. We got up to Susanville and decided to take the old road with more twists and turns rather than the more traveled hwy. So off we went. I was following the speed limit pretty close when Mark said I should test her out a bit. So if it said 20 MPH I would think about slowing down, but for the most part I took most all of the turns at 35-40. It was so fun to drive that road with the top down and getting to know what it could do as a racecar.

All in all it was a great working trip. To have all the replacement parts there and to have all the tools available need to do the work was great. I would do it again, however, I don't think we need another car to race, cause this one is doing us just fine. Every time we race it we learn more and more and also have so much fun with it. That is our first real racecar.