



# AT SPEED

## *Emerald Empire Sports Car Club*

P.O. Box 1204, Eugene, Oregon 97440

Email: [President@eescc.org](mailto:President@eescc.org)

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

September 28<sup>TH</sup>, 2010

### 2010 EESCC Club Officers

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<b>Chief of Timing</b>	<b>Tim Steck</b> Email: <a href="mailto:ChiefofTiming@eescc.org">ChiefofTiming@eescc.org</a>

### Upcoming EESCC Events

<b>Monthly Meeting:</b>	<b>Oct 6th</b> <b>7:00pm the Sizzler</b>
<b>Postal Way and Gateway, Springfield</b>	
<b>2010 Banquet</b>	<b>November 13<sup>th</sup></b> <b>Hilton Hotel Eugene OR</b> <b>Flyer Enclosed</b>

### **Introducing OSPO #44**

I first became interested in SCCA events while in college in the 1980's. I worked weekends at Byrd's Arco in Oakland California and the owner raced a Fiat 850 spider at Sears Point. I think I was hired because I drove a Fiat 850 at the time. My boss gave me parts that weren't good enough for the race car but were fine for street use. Between college and working weekends I didn't have time for competition except for high speed runs on Redwood Road between Oakland and Fremont during the middle of the night. Tabitha's first car was a Renault 10 in the 70's, then a '64 Chevy Nova, and then she has had several mid-60's Mustangs including her current '68 Mustang undergoing a restoration.

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We've been members of EESCC for about five years and last year I started coming to events with my convertible TR7 for competition. I thought I should introduce my car to the club and describe some of the technical details. I chose number 44 in honor of the famous Group 44 Racing that raced in the 60's, 70's and 80's. They raced mostly Triumphs and were very successful with the Jaguar XJR.

OSPO#44 started life as a 1981 TR7 with fuel injection. I purchased a wrecked TR8 and replaced the drive line in the TR7 with the TR8 drive line. I fabricated a simpler engine bay wiring harness that included extra relays and fuse panels to include more electrical circuits. In its current configuration it has a 3.9 liter Rover block with 4.0 liter Rover heads, two SU HIF6 carburetors, headers, an Erson street cam, MSD 6 ignition with a Mallory distributor and a 3.08 ratio in the rear axle. I liked the way the SU carburetors look and I think I get the same performance as a four barrel carburetor. The suspension has been upgraded with lowered springs, Koni shocks and struts, a modified brake pressure valve and a set of four pot calipers sourced from an Austin Princess up front. It still uses the original 13 inch wheels so the next major upgrade will probably be to go to fourteen or fifteen inch wheels for a better selection of tires. I use OSPO#44 as a daily driver so none of the

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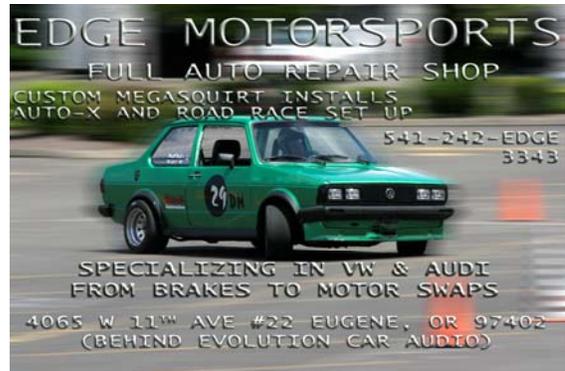
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modifications are going to be very radical and it still remains streetable.

I would like to thank the Tech crew for their help in ensuring the safety of the participants. They have a hard job and they only have about five minutes on each car. As competitors we or someone we trust needs to thoroughly go through the car checking its condition before going to tech. If the Tech crew asks you to replace a heater hose or throttle return spring do it; the suggestion isn't for their benefit. If anything has changed or you made a modification between events you should tell the Tech crew so they can double check it if they desire. Also if something doesn't feel right out on the course it probably isn't and for everyone's safety you should end your competition there. We don't need a front wheel or steering rack coming off out on the course. The Tech crew is very helpful when answering questions about mechanical safety issues.

Phil Carson

### Events 7 & 8, The Wet Ones

September 18<sup>th</sup> and 19<sup>th</sup> were wet. The only dry group of the weekend was the group that ran in the first half of the afternoon on Sunday. We had everything from a fine mist to a gully-washer.

Our turnout was down for the weekend, but part of that probably had to do with SCCA Oregon Region and Siskiyou Sports Car Club having events the same days. (we still had about 20 more drivers than Portland.)

On Sunday we had IROC and I'm afraid that this years winner may be determined more my the conditions than the excellent driving shown by our contestants. Pat Ezard has all the times and he ain't telling 'till November 13<sup>th</sup>.

Anyway, now that the season is over we all work on improving our cars. I know you will want to get working on them soon, as I know nobody waits until the day before Icebreaker to see if their car even runs!

See you at the banquet.

Jim Mueller

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**2010 Year-End Awards Banquet  
 “Let’s Make A Deal”**

Mark your calendars! The 2010 Year-End Awards Banquet is fast approaching. It’s a great time to celebrate the year’s events and to commiserate with your racing friends. It will be held Saturday evening, November 13th at the Hilton in Eugene. Registration forms are included in this September newsletter. You will also be able to register on-line via our website, [www.eesc.org](http://www.eesc.org). There will be lots of door prizes including \$50.00 in cash.

Remember the show “Let’s Make a Deal” where Monty Hall would walk through the audience and ask for random items? Do you want to win some money? Be prepared! Bring some random items (ie battery, bandaid, etc.). Our own Monty Hall, Brad Moffett, will be asking for these items throughout the evening. If you are the first person to come up with the appropriate item, you will win money.

We will also hold the Pinewood Derby again this year. If you are interested in participating, you can purchase your “Boy Scout kit” at your local Boy Scout office. Last year’s cars are acceptable to enter. Remember, we will be using the standard Boy Scout rules posted on the website and included in this newsletter. The car must pass tech to qualify for the race. There will be prizes for Standard 1<sup>st</sup> and 2<sup>nd</sup> place, Modified 1<sup>st</sup> and 2<sup>nd</sup> place, and People’s Choice, and Butt Ugly.

We hope to see you there!

Bren Wamsley

**LOST & FOUND ITEMS**

The following items were left and found at our last two events. These items can be claimed by calling Jerry Braunberger (541-913-2962).

Event 5-6 on Aug. 15 & 16

California Innovations Softside Cooler with the following items: Physical Therapy Logo aluminum water bottle, Blue Ice Pack and 3 Salty Peanut Granola bars.

Event 7-8 on Sept. 18-19

1. Coleman Lil’ Oscar Cooler (White)
2. Cutter Buck Umbrella (Black)
3. Beaver Logo Folding Chair (Orange)
4. Group of items left under the RV Trailer of Catherine Reed/Halli Williams
  - Manual “Aerodynamics For Naval Aviators”
  - Manual “Open Water Diving”
  - (2) Oregon State Logo aluminum water bottles
  - Purple Ice Radiator Additive (Btl)
  - Johnson Brake Fluid (Btl)