



# AT SPEED

## *Emerald Empire Sports Car Club*

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February 10, 2015

### 2015 EESCC Club Officers

<b>President</b>	<b>Ruben Cruz</b> Email: <a href="mailto:President@eescc.org">President@eescc.org</a>
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<b>Chief Safety Steward</b>	<b>Bill Randleman</b>

### Upcoming EESCC Events

<b>Monthly Meeting:</b>	<b>March 4<sup>th</sup></b> <b>7:00 pm @ The Gateway Sizzler</b>
<b>Poker Party</b>	<b>Cancelled</b>
<b>Scavenger Hunt</b>	<b>Cancelled</b>
<b>Wine Tour</b>	<b>Saturday, March 28<sup>th</sup></b> <b>11:45 am @ West 11<sup>th</sup> Target</b>

*\*\*Please check your email and Facebook for additional information on these events.\*\**

### **Getting Ready for the 2015 Season**

*Maintaining and Setting Up a B-Street Car*  
**By Bruce Harmon**

This is sort of a how-to story, but mostly it's about what I'm doing to get my 2007 Pontiac Solstice ready for the 2015 Solo Racing season. One can't help but notice that many competitors' cars at local Solo (autocross) events are modified from a little to a lot. For example many are fully prepared race cars, like those exciting CP cars. It finally dawned on me that there is a lot more to Solo racing than just showing up and running on various summer weekends. For people in this sport, the fun and enjoyment is as much or more

Continued on next column

### **\*\*\* In this Issue \*\*\***

- 2015 Officers of EESCC
- Upcoming EESCC Events
- Getting Ready for 2015 Season – by Bruce Harmon
- No Car No Problem – by Ruben Cruz
- Class and Car Number Requirements (**\*\*\* READ \*\*\***)
- 2015 IceBreaker XLIX flyer

Continued from previous column

in *building and preparing* their cars as driving them at events.

In the Street (or stock) classes little modifying is involved or allowed, mostly just wheels, tires and set-up. So what the heck, I decided to join the fun and create some make-work on my car. And yes, I'm still going to stay in the street class, to save money and still be able to enjoy my sports car on the road — but there's still plenty to do to get the car ready.

So here it goes: For the last two years the Solstice ZOK has been up-graded from C to B Street and is no longer very competitive in its new class. But I'm going to suck it up and stay in B-Street anyway. I just like the car and want to keep it as a nice sports car to drive around on sunny days.

Starting with wear and tear repairs, both door handles and the driver's seatback frame were broken from hard use at all those adrenaline-packed events. Replacing those items was a pain because I had to install the new parts back to original factory condition. Clearly that was a difficult part of the project before even getting started.

Now, for minimal allowed changes: In an attempt to improve it's already good handling, I am replacing one (allowed in Street) anti-sway bar by keeping the factory original front bar and putting a stiffer one in the rear of the car to eliminate some understeer and hope to loosen the car up just enough. (Hope I don't make things worse — actually a lot of thinking went into this change) The process of replacing the rear bar was pure hell in the tightly crowded rear suspension, bumper, muffler, etc. It meant

Continued on page 3

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Continued from page 1

taking out all of the exhaust pipe from the catalytic converter back to access the muffler enough so it could be removed to actually get at the sway bar. Then a rear toe link was loosened and moved out of the way so the old bar could finally be removed and the new, larger one wiggled in. Then, of course all the nuts had to be properly torqued during reassembly.

The brakes: During runs I have noticed that the front wheels tend to lock up under hard braking, (Why am I braking so hard? That's no way to go fast!) so here's my fix for that. To improve the bias toward the rear brakes I am installing new pads all the way around, with a more aggressive compound for the rears. Also the disks are being turned and the brake fluid replaced. Speaking of fluids, the transmission, limited-slip differential and engine oils will be



changed as well.

Now to check the set-up: In a stock car, the main thing one can do is align the four wheels. In my case, the alignment has worked out to -2.4° camber a 6° caster in the front and -1.4° camber in the rear. (Thankfully, the Solstice has plenty factory adjustment capability, though many stock cars don't, so set-up can be restricted in the street classes.) Zero toe-in seems to work best at both front and rear. These numbers work well on most autocross courses and still allow the car to be driven comfortably on the street without severe wear on the regular street tires.

Finally, the all-important autocross tires are next. I have my excellent race tires from last year that proved to be too tall in aspect ratio, so I am going to replace them with a lower cross section for a smaller diameter to lower my final drive gear ratio. (This might help, since this normally aspirated car has relatively low power.) By the way, the current 245-45/ZR 18 Dunlop Direzza Star Spec ZII extreme performance summer street tires, which have at least two more seasons of wear left on them, are for sale, very cheap. Hint hint.

In every step of the way during reassembly, I looked up the torque values and torqued every nut to spec. Now we will have a well-maintained, still stock, if slow, B-Street car with all the nuts and wheel lugs torqued nicely.

I'm getting the idea. It really *is* fun working on my pride and joy. Now if I can just square away that nut behind the wheel...

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MARCH  
**28**



# **EESCC WINE TOUR**

**MEET AT THE TARGET PARKING LOT ON W. 11TH  
AT 11:45, LEAVE AT 12:15.**

**Join us for a back roads drive and local wine and food.**

We're trying some new venues this year.

1st stop - **Domaine Meriwether**. They do sparkling and still wines and will have local food trucks.

2nd stop - **Sarver Vineyard**. They have a variety of red and white wines and local beer on tap. An assortment of meats and cheeses are available for purchase.

3rd stop - **Sylvan Ridge**. They do complimentary tastings but don't have food for sale, you can bring your own snacks in.

**BRING SOME CASH, WATER, AND A SENSE OF ADVENTURE!**

# **\*\* Class and Car #'s Requirements \*\***

**(Starting in 2015 EESCC will be enforcing the 2005 ruling as stated below.)**

As of the August 2005 event ALL cars were REQUIRED to have LEGIBLE #'s and classes on their car to run. *If you don't, you will not pass tech and if you don't pass tech you WILL NOT RUN.*

Here are the requirements:

- **Shoe polish will NOT be allowed.** No writing on car or windows will be accepted.
- All #'s and class must be in a simple font (Arial is a good one) and style. NO FANCY SCRIPT formats will be accepted.
- #'s must be at least 5" high with a  $\frac{3}{4}$ " stroke (width)
- Class letters must be at least 4" high with a  $\frac{1}{2}$ " stroke
- NOTE: If you plan to run any SCCA events these sizes ARE NOT LEGAL they MUST be larger (8" / 1.25" for #'s and 4" / .75" for letters), check your 2015 SCCA rule book for exact specifications on page 39.
- Must have a good contrast against the car color. Light colored cars use black or other very dark color. Dark colored cars use white, yellow or other light bright color.
- May use any material or type of lettering. Magnetic, static cling or even paper!
  - You may print your numbers from your computer's printer BUT remember the size requirements. Use one sheet for your number and one sheet for your class. Make the sheet landscape, margins of .25, use the Arial font with a font size of 350 for 3 letters or numbers and a font size of 500 for 2 letters or numbers. These font sizes are possible in most word processing programs, just type in the font size in the font size window. Even though this does not match the size requirements, if you use white paper with black ink and the Arial font and fill the landscape page, it will be legible and acceptable.
  - Or you can PRINT them in very square block lettering by just filling one page with your class and one page with your number.
  - If your class has 4 letters or possibility 5 letters then put the 4<sup>th</sup> and 5<sup>th</sup> letters on a second sheet with the same font size and "tape" them together.
- EESCC plans to have blank paper and black magic markers so you can make your #'s and class sheet at the event BUT do NOT plan on it. It is **YOUR RESPONSIBILITY** to have your NUMBERS and CLASS legible on **YOUR CAR**.
- If you are a dual driver and you print your #'s from your computer you can "tape" both numbers and both classes (assuming one is an "L" class) at the same time. BUT you must cover up the number of the driver that is NOT running. A suggestion: Tape the #'s sheet on both sides and bottom BUT leave the top open then slip a blank paper in the "pocket" of the number that is not running and it will be covered. This assumes you taped the numbers on the inside of the car's windows. It protects them from the rain!!
- **Do not** put your number or class in the inside of the window of dark / tinted windows, timing cannot see the sheets.
- Put the car # to the left or on top of the class.

**\*\*\*\*\* REMEMBER, if you don't meet these requirements then you will not pass tech, if you do not pass tech, then you cannot run \*\*\*\*\***

**\*\*\* If you don't meet these requirements during a run, your run could be DSQ'd.**

**\*\*\* All decisions on legibility will be decided by the Chief of Timing or Tech**

# No Car?? No Problem

by Ruben Cruz

A couple of years ago I stopped racing the Scirocco because it just wasn't fun to drive on the street which is what I originally bought the car for. It was very competitive the way it was but I was going to have to tow it if I made any more mods and that's just cost prohibitive. Well that's not the only reason, my co drivers decided to grow up and move away. That kinda tipped me over the edge on my decision to park the Scirocco and throw some paint on it or at least start the process.

I miss my co-drivers and all the fun that went with it. I had a blast teaching him everything I knew and watching him grow into a great driver. I remember scrapping together \$500 for his kart and then all the work that went into building it since it was incomplete and in boxes (Kevin did most of it). Kevin drove that kart for a few years and then started whopping on dad in the Scirocco, I soon had to watch/learn his every move so that I could hopefully beat him again. These were some of the best autocross experiences I've had to date and I think they will be hard to beat, unless I get some grandchildren that is, hint hint.

Not having a car to autocross has not stopped me from having fun. Between LeMons, ChumpCar and autocross I had plenty of seat time. This year I think I autocrossed 3 or 4 different cars in maybe 4 classes, I'm just not sure how many. I didn't even know which class I would trophy in until my name was called at the banquet. I/we are fortunate that the people in this club are so generous with their time, resources and cars. I was offered many cars but felt some were above my level of talent and some that I was just not sure of but appreciated the offers. In the end I

drove what I was most familiar with, VW's. Maybe next year I'll try something with over 250hp and RWD. This might be a great way to get to know some people I don't talk to much.

I'm no stranger to sharing my car either. I like to see others have fun in my car especially if I think they can do better than I can. Years ago Tim had wrecked his car, not telling you where, but he had no ride for the day so I offered him my Scirocco. Tim seems to do well in everything he gets in and this was no exception. After that weekend many of my competitors were asking why I let him drive because he had thrown a wrench in the year end points. I responded by saying that we all need to step up our game, especially me since that was my car he beat us in. Sometimes letting your closest competitor drive your car can teach you a thing or two, especially if you get beat in your own car.

This may sound like my way to ask for a ride this year but it's not. I simply want you to know that the excuse of *my car is not ready, it's broke or I don't have any tires* shouldn't keep you from having fun, getting involved or supporting this great club. There are winter activities and many other events throughout the year that don't require you to have a race car to have fun. Keep an eye on the club website and Facebook page for updates.

One last thing, **GET OUT INTO YOUR GARAGE AND GET YOUR CAR READY FOR ICEBREAKER!!!**