



# AT SPEED

## *Emerald Empire Sports Car Club*

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Sept 22<sup>nd</sup>, 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 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>7:00 PM September 2<sup>nd</sup></b> <b>The Sizzler, Springfield OR</b>
<b>Oregon Shootout Invitational</b>	<b>September 19<sup>th</sup> &amp; 20<sup>th</sup></b> <b>Bald Knob Lumber</b> <b>Creswell, OR</b> <b>See Flyer Enclosed</b>
<b>Awards Banquet</b>	<b>November 14<sup>th</sup></b> <b>See Information Enclosed</b>

### **A GREAT LOSS** **By Keith Olsen**

Last month we lost a member of our racing family in a non-racing related auto accident, Shunan Zhu. He was the passenger in a car that lost control at a high rate of speed and he lost his life when the car struck a tree on the passenger side. He was 23 years old, just finished his Bachelor's Degree at U of O, and was taken from us much too early.

But let's back up a little bit. Shunan was always

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very enthusiastic about our sport. In the beginning, his skill level was well behind his level of enthusiasm. He came from a place that had a much different car culture than ours and I think he might have been trying to emulate the stunt drivers we see on TV and movies all the time.

There came a time when my regular race car was out of order for a significant period. I was looking for someone who would let me dual drive with them and Shunan was the first (and most enthusiastic) to offer. He wanted me to help him improve his skills and I needed a car to race. It was a perfect match up. Since he was also my direct competitor in my class, that meant I could still qualify for the same class points. For the rest of the season I dual drove with Shunan. We often rode together on our trophy runs. The other person in our class very generously looked the other way while we did this, but truth be told, he was much faster than we were and didn't really have to worry about us catching him, even with our advantage of seeing the course more throughout the day.

Shunan was the first person I tried giving specific instructions to, so the experience taught me a lot too. It really helped me better understand what it takes to be fast. Initially, he was very frustrated by the difference in our run times. I had been doing this for 15 years; Shunan had done it for 2. He was driving it as hard as he could and couldn't close the gap. But he was a good student. He was humble

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and graciously took my advice and applied it well. Pretty soon his times improved and the gap between us grew smaller, even beating me a time or two.

During this time period I got to know him pretty well. His love for our sport was second to none and his kindness and generosity were greater still. He was the kind of person who would literally give you the shirt off his back. I don't believe he ever missed an autocross event and I know he brought many new faces to our club. He went on to be a regular at hill climbs as well and loved to drive the back roads with his friends. Like many new college graduates, he was unsure what his immediate future would hold, but he knew he wanted to remain part of our club. The world is a little darker now, without the light he brought into it, but I am grateful that I got to know him in the time we had and he will always live on in my heart.

### THE BUILDING OF A CP CAR By DaWayne Kerbs

My son bought a 77 Camaro when he was 17 years old. The car was rough but we put a new motor in it went through the brakes and made it safe. Then he said, Dad I want to go to Woodburn and drag race. My response, I don't think that's a good idea. You break too many parts drag racing. Then a month or so later, Hey Dad I heard about something called Autocross. Can I try that? I thought ok how many things can you break driving around a parking lot, Right? So we went and watched and then registered. Some of you may remember his 77 was black primer and pretty ugly. He ran that car the rest of the year adding shocks sway bar, used tires and wheels along with advice from Bert Jacobson. Bert told us "spend \$20,000 more and you can have a car like mine". Ya right I thought. He was running about 10 seconds behind the other CP guys but he didn't care. I tried to talk him into changing car class but he said the CP guys were cool and he was going to race against them.

Well the car went to the body shop that fall for all the paint and body work. It wasn't done in time to start the next

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season. So he ran his Mothers 1995 Chevy Malibu. Some of you may remember it as the Rental car as Brad Moffett announced it. Well the 77 came out of the body shop just in time to drive it to Prom with a beautiful blue paint job and pearl ghost flames.

The 77 was racing again until one fateful day at Willamette Pass. A flat tire and no way to fix it until the Braunbergers stepped up and offered a spare tire and wheel. Out comes the jack in a scramble to get back on the track. Uh oh the lug nuts won't interchange with the Braunbergers wheel. Jason says "hey just get in our car and drive. It's easy you won't have any problem". My son climbed in and finished his runs. When he finished he said. Hey dad we need a 3<sup>rd</sup> gen.

The search on Craigslist began. By the end of the week he had found an 87 V6 Camaro minus the motor for \$250. Bert Jacobson loaded it in his trailer and hauled it home for us. The rest of the month was a scramble to gut the car and build a roll cage. We had a junk motor from another car that ran, but not good. We put in bearings timing chain and gears and gaskets and we were ready in record time for the next event. We ran that car for a few years and a few motors with a lot other tinkering. This car was an ugly burgundy car with a blue fender black hood and white ground effects.

Then one day I made the mistake of saying this car is really ugly wouldn't it be nice to start from scratch on a different car now that we know what we have to do to build it. Dang that was dumb. The craigslist search was on again. This one took about a month. 85 Z28 T tops complete 5 speed car, perfect. Got it home and in the off season gutted it. Then moved nearly all the mechanical parts from the other car shocks, springs, motor, and rear end, built another roll cage and so on. Paint and body work and again a car ready to race. Completely finished in one off season.

Well almost finished. As any CP racer knows the Car is never finished. Then came 3 link, fender flares, and bigger tires, more horse power and then more suspension changes. Sounds good right? Next a smaller 4.8 Ls motor and try to find what else can be cut out of the car to make it lighter. That is pretty much how the car is today. But I can see my

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sons mind working. What next, hmm more Horse Power?

I know this may be a little long but the point is a CP car is more to me than just a Hot Rod. Building a CP Car builds friendships and character. It has been a learning experience, a labor of Love. A Father Son project that has grown from infancy to maturity and continues to evolve. The friends we have made at EESCC have all contributed to this growth and evolution of the car.

The building of a CP car closely follows the growth of my son from teenager to fine young man. The relationship we have built along the way is the real achievement. The car is just the icing on the cake. I can't wait to see how they both continue to evolve in the future.

If you haven't figured it out yet I am very proud of my son Nicholas Daniel Kerbs.

OH YA Bert, We are way past \$20,000!

### **ANOTHER GREAT LOSS** **Jim Mueller**

Tom McDaniel, our member and the winner of AS this year passed away suddenly of an apparent heart attack. He was preparing to leave for the Solo Nationals in Lincoln, Nebraska when he collapsed. He will be missed.

Bonnie and I couldn't go to an event where he wasn't a competitor. I think he raced every weekend. He was easy to talk to and had an opinion on most everything.

I will try to find out more information for a future newsletter.