



# AT SPEED

## *Emerald Empire Sports Car Club*

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March 22<sup>nd</sup>, 2016

### 2016 EESCC Club Officers

President	<b>Robert Jacobson</b> Email: <a href="mailto:President@eescc.org">President@eescc.org</a>
Vice President	<b>Hope Mueller</b> Email: <a href="mailto:VicePresident@eescc.org">VicePresident@eescc.org</a>
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Chief of Timing	<b>Tim Steck</b> Email: <a href="mailto:ChiefofTiming@eescc.org">ChiefofTiming@eescc.org</a>

### Upcoming EESCC Events

Monthly Meeting	7:00 PM April 6 <sup>th</sup> The Sizzler, Springfield OR
Road Cleanup	9:00 AM April 9 <sup>th</sup> Superior Tire Goshen
Wine Tour	April 10 <sup>th</sup> See Flyer Online
Events 1 & 2	April 16 <sup>th</sup> & 17 <sup>th</sup> Bald Knob Lumber Creswell OR See Flyer Online
Revival Rally TSD Rally	Pre-registration highly encouraged 1:00 PM May 14 <sup>th</sup> Willamette High School See Flyer Online Pre-registration highly Encouraged

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#### **NOISE PROBLEMS!**

**By Jim Mueller**

Icebreaker showed that there are several drivers that are over the noise limit for our events. You know who you are. We heard a lot of lame excuses as to why you couldn't meet the noise limits, but the reality is if you don't, we are going to lose our sites and the you will not have anywhere to race.

<http://www.eescc.org/Publications/EESCCNoiseRestrictions.pdf> will get you what you need to adhere to.

We watched several cars that backed off the throttle to stay under the sound limit. **This is not acceptable.** It doesn't matter to the people who control the sites, or to their neighbors. While you're at it, get your car down to 92 or lower on the db meter. **Loud does NOT mean fast.**

Please, we have already lost sites due to noise. Be considerate of others

#### **Autocrossing, Our Early Years – The 70s**

**By Jim Mueller.**

Specifically, I am talking about Bonnie's and my early years. (Not the first years of autocrossing, I am not that old!)

My first recollection is the Plaza II autocross in May of 1972. This was at the old Plaza Shopping Center in

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Klamath Falls, Oregon.

I was there in my '69 Mustang. Bonnie came to the next event in June: the Chargers autocross, with her new '72 Pinto. I was there as well, but I didn't know who she was or vice-versa. Back in those days we didn't use the SCCA classes, we used ones by the insurer.

This event and all events in Klamath Falls were sponsored by Sports and Imports of Klamath Falls. I would say that all events would be classified now as postage stamp events. We held them in small lots at shopping centers and grocery stores. They were a blast. The lots would not be considered safe by today's standard, but we didn't have any serious issues with accidents.

Later that year the club traveled to Eureka, California for an autocross at the Samoa airport. This site was huge and the speeds were way up. I was really hooked. I was hooked in more ways than one, as this was Bonnie's and my first date. So racing cars and love does go together. I drove Dan McKennie's new V8 Gremlin X. That was a blast. It handled really well and went like stink.

I traded in the Mustang in the spring of 1973 for a Courier pickup. For those of you too young to remember, this was the small pickup for Ford that was built by Mazda. It handled well for that era and was a blast to autocross, but not as fast as the Pinto. Bonnie and I married in June of 1973, just after I graduated from college. So I got to drive the Pinto at all the events. I was accused of marrying her for the car, but that definitely not the case!

1974 was an exciting year for autocrossing in Oregon as Medford opened Jackson County Sports Park <http://ssccmedford.org/Track.html>. This autocross and go-kart track was utopia for autocrossers. For those of you who have not been there, you need to check it out. There was no paved parking at that time so we parked and camped on the hillside to the east of the track. We didn't realize at the time that this area was frequented by rattlesnakes. O the thrill of

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autocrossing...

Siskiyou Sports Car Club and Sports and Imports became pretty close allies with a lot of members going to each other's events. We even held an event together at a Snowmobile parking lot halfway between the cities at Lake of the Woods.

Well, by 1975 the Pinto and Courier became too slow for our tastes so we traded in the Pinto for a 1974 Porsche. It was ravenna green and I still wish we had that car. We joined the Porsche club and regularly embarrassed a lot of 911s.

In 1977 after Bonnie graduated from college we moved to Eugene and became joined EESCC, which was named Via Currus at the time. (I think that meant to travel by car.) I'm glad we changed the name back to the original. As you might expect we became quite involved with me becoming president in 1978. (I was talked into it at an ambush.)

By this time, we were autocrossing a Honda Civic that we purchased for road racing with SCCA. We couldn't afford the Porsche any more, as I also picked up a spitfire for road racing. We didn't autocross the Spitfire much as it was always broken. That was the end of my attraction with British cars.

We later acquired another Honda Civic, as I was still trying to get my Road Racing License, and Bonnie was having a blast road racing. This was a regular Civic, and it really kicked butt on the autocross course.

As you can tell, we went through a lot of cars in our life. In 1979 we purchased a new Capri Turbo. The 1979 Capri was the same except for trim and sheet metal as the new fox body Mustang. We took Lorin to his first autocross in that car. As he was only a couple of weeks old, he didn't drive...

Anyway that is a glimpse of our autocrossing experience in the 1970s. Between road racing, TSD rallies, hillclimbs and autocrossing we were extremely busy.

## **Change All The Things by Hope Mueller**

After 4 long years of racing the Nissan, with its original stock motor and many, many miles, we had to make a decision. My times had become pretty consistent and I often found myself goofing off on course simply because there was nothing else to do while I waited for the car to accelerate. Basically, I had reached the maximum potential for the tired old 240 and it was time for a change. My dad had started driving with me during the 2015 season, and we agreed that we needed more power. After many hours of research and much deliberation, we decided to go the "cheap" route, and rebuild to original motor.

Little did we know, there is no cheap route to a race motor, but we chose to proceed as planned.

In the traditional Bad Hippie fashion, we procrastinated. First we put in a lift. That was great, and wonderful to have. Nothing makes working on cars easier than improving access to the whole vehicle. Next, we pulled the 62 VW Truck out and ground a bunch of rust off, because we apparently needed a distraction from the actual task at hand. In working on the truck, we found that the garage seemed suddenly small, and short. Obviously, this simply wouldn't do, so we decided to build a garage. Unfortunately, the building process is long and slow, and involves a lot of waiting, so we were left with no choice but to work on the race car. Slowly, we began the process of dismantling a car that had never, in 24 years, failed to operate. I was a basket case. I kept taking stock to make sure I could still fix everything I had destroyed. Eventually I could not. That is when I finally relaxed. With a little help from our friends, we had the motor ready for the machine shop. One month before the start of the season.

Big changes can take time, but I'm sure it will be worth the wait. I am looking forward to getting my car back to the track as soon as possible, but in the mean time I'll be learning the many jobs at our events, and riding along as much as possible and learning what I can from the skilled drivers at EESCC.

Have a great 2016 race season!

## **One Hell of a Fourth of July Weekend** **By Mike Mullikin**

While preparing for Larison Rock, I got the car finished on Thursday with a rebuilt turbo and got up to the hill on Friday. We set up camp, unloaded the car and I drove up the hill to check to make sure everything was ok and to set the boost pressure. When I saw a plume of blue smoke behind me I knew my weekend was over. So I just came down and loaded the car back on the trailer but decided to stay overnight to help set up the hill in the morning and help all day. When the race was over on Saturday I asked my wife if we should stay or go home, and we decided it was best to go home to get some chores done around the house the rest of the weekend. That fateful decision averted a hillclimb disaster. We got home safely and decided to unload it Sunday morning. At about 9:30 pm I looked out the window and saw that my camper was on fire in the driveway in front of the garage. My wife called 911 and I ran out to try to shut off the propane tanks with my trusty garden hose in hand. I got the tanks shut off with only a couple of minor burns on my arm. Then I ran to get my big fire extinguisher from the shop. By the time I got back I could not get anywhere near it. The fire department arrived a minute later and immediately called a second alarm. Can you imagine if it was sitting in the field at Larison Rock and we were sleeping in it with our 3 dogs?!? Since it was parked under the fir trees, they would catch on fire. Also the fire was so intense it killed every plant growing within 30 yards, totaled my work truck, burnt the soffits on our house above the garage, and melted everything plastic on my wife's car that was parked in the garage. The fire department said we were lucky the house has a tile roof and stucco siding or it would have been worse. Insurance covered everything.

In August, Bob Kramer and I drove up to Tacoma to pick up my new/used truck. When we were coming back towing my wife's car the transmission suddenly dropped into 4 low and destroyed itself and yet again started another fire. Bob Kramer and I got that fire out using water bottles and cans of pop. I have a whole new respect for fire safety and everything I own has an extinguisher in it because even if I don't need it I could help someone else.