



AT SPEED

Emerald Empire Sports Car Club

P.O. Box 1204, Eugene, Oregon 97440

Email: President@eescc.org

WWW.EESCC.ORG

April 22, 2015

2015 EESCC Club Officers

President	Ruben Cruz Email: President@eescc.org
Vice-President	Bill Randleman Email: VicePresident@eescc.org
Treasurer	Jim Mueller Email: Treasurer@eescc.org
Secretary	Bren Wamsley Email: Secretary@eescc.org
Chief of Registration	Bonnie Mueller Email: Registrar@eescc.org
Chief Safety Steward	Chris Pokorny Email: SafetySteward@eescc.org
Chief of Timing	Tim Steck Email: ChiefofTiming@eescc.org

Upcoming EESCC Events

Monthly Meeting:	May 6th 7:00 pm @ The Gateway Sizzler
Road Clean Up	May 2nd 9:00 am Superior Tire Service, Goshen OR
2015 Event 3 and 4	May 30th & 31st Bald Knob Lumber Site, 272 South Mill St, Creswell, OR

****Please check your email, EESCC website and Facebook for additional information on these events****

The Underground Grand Prix

Where One Racer Started His Story
By Jeffrey Fields

I like to hear stories about how folks started racing and what got them into the sport. As one of the "older guys" out on the course, I thought it might be interesting to see and read what things were like for me, 40 plus years ago. **In March of 1974, Hot Rod magazine did a nice article on my car club, Clandestine Racing Enterprises.**

CRE was my family for the formative years of my racing. We claimed our circuit, on the street, and played there daily until every inch of that road was imprinted onto our souls.

Continued on next column

***** In this Issue *****

- 2015 Officers of EESCC
- Upcoming EESCC Events
- The Underground Grand Prix
- Gear of the Year Award
- 2015 Event 3 and 4 flyer
- Results Events 1 and 2
- Top Ten Drivers 1 and 2

Continued from previous column

The racing was serious, intense and very dangerous. It was much like a hill climb, except at night and with two cars jockeying for the same real estate.

My weapon of choice was a 1972 Mazda RX-2 (bought it new). Since minimal aftermarket parts were available, everything was custom made. Springs for the suspension were coiled to my specs by a metal company in Hollywood. There were no wheels that fit my car wider than 7 inches, so I had 2 inch bands put into 7 X 13 steelies (9" seemed about right) and the centers to the stock Mazda wheels welded in. After three tries, they finally came out round and didn't leak. I ran Goodyear Blue Streak racing tires (21X12X13) on the street until the cord showed. They weren't intended for street use, but since the hot street tire in 1974 was a B.F. Goodrich Radial T/A (not really that hot), I decided a true racing slick was a better choice for the rarely rainy, Southern California hills.

The author, Cory Farley, understood our intentions and the article reflects that very well. Here, for your vintage reading enjoyment, I give you, "The Underground Grand Prix."

(please go to eescc.org to find the link to the article)

Gear of the Year Award

By Licia Shultz

You too can win this very prestigious award! There is only one of these awards given each year, but there are many ways to win it!

Continued on page 3

EESCC Sponsors - Support our Sponsors!!



TBS Consultants
 Experts in IT Services
www.TBSConsultants.com
 (541) 767-2100

www.LorinsHomeTeam.com



Lorin Wamsley, CMPS, RMS
 Lorin@OpesAdvisors.com
 541-681-8787 Office
 541-517-8758 Cell



Real Estate Lending

Calm, Diligent
 Professional



NMLS 203789 | OR ML 4902

All Rite Roofing, Inc.
 OCC# 167716
541-744-1283
Gutter Team

- 5-K STYLE • NEW & RETRO
- ROOFING SPECIALIST
- GENERAL CONTRACTOR
- DECKS/FENCES • SIDING

EDGE MOTORSPORTS
 FULL AUTO REPAIR SHOP
 CUSTOM MEGASQUIRT INSTALLS
 AUTO-X AND ROAD RACE SET UP

541-242-EDGE 3343

SPECIALIZING IN VW & AUDI
 FROM BRAKES TO MOTOR SWAPS

4065 W 11TH AVE #22 EUGENE, OR 97402
 (BEHIND EVOLUTION CAR AUDIO)

Go Van Gosh
 Specializing in Crap Can Racing

(541)485-4341

Jason Mattes
 Barber

Neals Hair Company

(541) 746-5441

1454 Mohawk Blvd
 Springfield Or 97477

Flyinrabbit@gmail.com

541-485-2888
 In Eugene @ 4080 West 11th

Custom Audio
 Audio - Video & Security

ALPINE
 Boston
 CLIFFORD
 KENWOOD
 Pioneer
MSX AUDIO

se habla español

TIRESPORT

New / Used Tires
 Wheels
 Mounting
 Balance **(541) 654-5420**

1120 Bailey Hill Rd • Eugene, OR 97402
TIRESPORT.com

THE JOSH COOLEY kw TEAM
 KELLERWILLIAMS
 541-359-1999-EugeneRE.com



Continued from page 1

You don't have to be the top in your class, as it turns out you don't even have to turn a wheel. All you have to do is show up and be willing to volunteer for the club. Be willing to raise your hand and say, "I can do that!"

The thing about clubs like ours is that they rely on the generous help of a volunteer group of enthusiasts, people who know that in order for the group as whole to work well they need to step up. Volunteers put on their *can do* attitude and lend a hand to the betterment of the club.

There are many things that the club provides that are completely dependent on a volunteer base. Folks show up the evening before race day and clean up the site and lay out the track, for us to enjoy on race day. Someone has contacted the food cart person to arrange with them to have on-site food and beverages. Some one called to have potties delivered so they are ready for racers and their families. (Sort of unfortunate to follow the food cart with the potties, but oh well.)

The track and the track map were drawn and laid out on the asphalt by a volunteer. The awards that are received at the end of each of the two sessions were designed and set up for production, by a volunteer.

Those folks who are there at the registration trailer, first thing in the morning, rain or shine, frost or fog, they too have stepped up to volunteer for the club. And maybe you need to class you car before you register, or run it through tech - yes, all volunteers.

As you can see by now, and I don't want to sound like a broken record, but all these and many more aspects of a successful race club are dependent on a cadre of hard working and dedicated volunteers.

There are so many areas of club related needs that may cause you to raise your hand or just show up and ask what you can do to help. It's not all just chasing cones you know. Maybe you have an interest in running the sound meter; you will be trained to do that job, and it is something that we need to have up and running at every event.

Just last month we had a changing of the guard, if you will, and Bill Randleman gave up his post as Safety Steward to become the new Vice President. We need to have a Safety Steward at all of the events so Chris Pokorny stepped up to fill that position. And that he did after only one year of racing with the club.

I have volunteered to help with novices, to help them have a better race experience and encourage them to become members of the club. I help them get into as many cars as , I can so that they have a chance to see how it is in a car other than their own. It is also a chance to rub elbows with other race enthusiasts. I love this job; it makes me smile to have a part to play in the club.

Last year I volunteered to help with the awards banquet committee. What a fun group of folks and what a wonderful event! My family and I set up the photo booth for racers and their family and friends to

GARAGE 808
Dynojet
(541)687-8832

 **SIMPLY STRONG**
YOUNGER, STRONGER, HEALTHIER • JUST 15 MINUTES A WEEK

#1
PriorityOne
HEATING & AIR CONDITIONING
(541) 689-1004

Chris & Sherry Allen
**W & J Towing,
Auto Repair**



EMERGENCY ROAD SERVICE

P.O. Box 159 • 47991 Highway 58 APPROVED AUTO REPAIR
Oakridge, Oregon 97463
1-800-305-4491, 541-782-4491
Fax 541-782-2808



**Chameleon Painting
Services**

Residential: New construction &
repaint Interior & Exterior

Eric Hoffman
CCB #162850

Cell 541.912.6165
541.935.6753

chameleonpaintingservices@hughes.net

Continue on page 5

**** 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 4th and 5th 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**

Continue from page 3

have a little bit of fun, with some race themed props and some silliness. (We have the pictures to prove it!)

Like I said earlier *you too* could win this trophy. Add your name to the list of illustrious names. Since the trophy goes home with that years' winner, you probably have not seen the list of names, so I would like to give them to you now.

1999 Lorin Wamsley, 2000 Tim Steck, 01' Bonnie Mueller, 02' Pat Ezard, 03' Jerry Braunberger, 04' Jerry Akins, 05' Bert Jacobson, 06' Jim Mueller, 07' Bren Wamsley, 08' Ruben Cruz, 09' Alicia Andrews 00'Dave Andrews, 11' Peggy Steck, 12' Bill Randleman, 13' DaWayne Kerbs, 14' Licia Shultz.