



# AT SPEED

## *Emerald Empire Sports Car Club*

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September 29, 2005

### 2005 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

**Monthly Meeting** 1<sup>st</sup> Wed. of each month  
**Time: 7:00pm**  
**Location: The Mission Restaurant**  
**Franklin Blvd. & Patterson, Eugene, Or**  
**Fast Grass Autocross** **Need Venue Bad**  
**Contact an officer with any suggestions or ideas!**  
**Annual Awards Banquet** **November 5<sup>th</sup>**  
**Flyer enclosed, also information**  
**on the website.**

#### WILL ARMSTRONG 3-PEAT IN 2005?

As an incentive to encourage autocross enthusiasts across the state to participate in their club's yearly or series championship, ACCO created the Oregon Shootout Invitational. Each Class Champion and 1st runner-up from the five Oregon clubs is invited in October to compete for yearly bragging rights.

The event is held over two full days of handicap racing (PAX). PAX is a handicapping method alleged to make every car equal if driven to its potential.

Over two days drivers tackle four courses, each designed by a different club Competition Director or course designer. This gives every driver the chance to drive at least one course design they have been familiar with over the season

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- And much, much more

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#### Topeka or Bust

The days are getting shorter, the mornings are a little nippy, and it's time for Nationals. Bonnie, Sean and I loaded up the Titan, put the Cobra on the trailer, and headed off to Kansas for the SCCA Solo 2 National Championships. Meanwhile, Lorin is doing the arrive and drive bit and will meet us at Kansas City in a couple of days. We have the usual "scenic" trip though eastern Oregon, southern Idaho, northern Utah, southern Wyoming, and southern Nebraska, with a tiny bit of Iowa to get to Kansas City. The west has some wonderful scenery, but damn little of it is on this route. Except for the gas prices, this was a fairly painless trip.

After picking up Lorin we headed west to Topeka, and Forbes Field. We first went to check in for our parking spot, and discovered we didn't have one, but that was soon cleared up. The car was then unloaded, and the trailer parked. Then we got some bad news. It seems like Glen Austin, who had the car Lorin was to drive, a real pretty and very quick 350Z, had his race tires and wheels stolen in Salt Lake City.

Well, by this time it was late on Saturday evening and we were hungry. So we headed back to the motel to check in, cleanup and out for a Texas steak, and lots of Corona (what else).

Sunday morning it's back to the track to check in on the Pro Solo, find Lorin a ride, clean the car and truck, register and get teched. Glen decides not to take out a second mortgage

# EESCC Sponsors – Support our Sponsors!!



**Timothy B. Steck**

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and three new styles.

Their times on the four courses are combined and then multiplied by the PAX based upon the car's category and class. The driver with the lowest overall PAX time gains bragging rights as the overall driver in Oregon.

Who competes in the OSI? Every type of skilled driver from the weekend warrior to the National competitor. The 3rd annual OSI saw 81 drivers from all over Oregon compete. 2005 OSI promises to be an even larger event as every driver had loads of fun and promised to talk everyone into qualifying for an invitation.

So how do you qualify for an Invitation to the Shootout? Simply participate in your local club's Championship.

I know of a few people that hope to dethrone Armstrong this year: close competitors last year, like Jim Daniels, Morris Green, and Jerry Jenkins of SCCA. Cliff Ham is driving well this year in his Neon at a number of clubs. Scott Charters in his EM Datsun?? has been on fire this year and will be strong if he can keep his right foot from twitching. Paul Marshall in his WRX or Cari MaCallister have been at the top of every heap they have been at. Will you step up to the plate and give it a run? Be there October 15/16<sup>th</sup> at Deschutes County Fair & Expo Center.

By David Boyd

Chris & Sherry Allen

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### A Little Background on ACCO

My first experience at autocrossing was due to my friends Frank & Cindy Cardiff in 1984. I first attended a Tigers United in Grants Pass, Oregon. Tigers United consisted of a Rally, Conquers show, and an autocross. I just watched and helped out that year. The next year I attended Sunbeam Northwest (SBNW) in Vancouver BC, again no car. But a bunch of Japanese Canadians piqued my interest with some of the wickedest Tigers. How about a 302 ci at 400+ hp with 175hp NOS boost?

Following that event I bought my first Alpine. The following year I restored my first car, a 1963 Sunbeam Alpine S2. With it 90% complete I headed for SBNW at the Inn of the Seventh in 1987. It was at Swampy Lakes parking area that I drove my first autocross. For the next 5 years I moved that Alpine up the list of long time Alpine drivers within SBNW. Then another friend made me the offer I could not refuse, in 1991 I bought my Tiger.

for some wheels and tires and gets a ride with Jerry Jenkins in the Miata, and Lorin hooks up with Dick Willy from the Northwest Region for a ride in his Subaru STI in the STU class. Thanks a bunch Dick.

Monday, it was back to the track for course walks, and more course walks, and even more course walks. We walked so much that we had to buy Lorin and Sean new shoes at Dicks Sporting Goods! (Of course this was across the street from a brand new Starbucks, which had those hot day necessities, frappachinos.) Then back to the track for some more course walks.

After the last course walk we went the Evolution School meeting, where the instructors gave us their idea of how to run the courses. As usual I am much better at running the course on paper that I am with a car! Then we went to the Welcome party, which was at the Kansas Historical Museum for a little barbeque, cheap beer and a little native vino.

By now it was time to get some rest, so we could get back to the track early, so you guessed it, some more course walks! After a couple of more walks in semi-darkness, we got the Cobra to grid as Bonnie was in the first group, and we didn't want to miss any of her runs. Right! Just before the first runs started the skies opened up, the rain came, and with it came the lightning. Well, you can run in the rain, no problem, but in Kansas, the lightning strikes the ground about anywhere, and with course workers being hard to replace, the event was shut down for two 1/2 hours.

Bonnie finally got to run on the drying course, and had some good runs, was in the mix and gaining of the first place driver, who couldn't seem to find any additional time on the drying course. Bonnie on her third run had the fastest scratch time of the day in FSL, but got that darn cone which knocked her down to third, just out of the trophies. She had some work to do the next day.

Meanwhile in the third group, Sean and I were finally ready to go. I was heading for the line on my first run and the course was essentially dry, when all of a sudden huge raindrops started hitting the windshield. These were Kansas's raindrops, not Oregon mist raindrops. By the time I left the line, the course was wet and by the third slalom cone the rain was so heavy that my wipers had no chance to keep up. The rain stopped a while later, and Sean and I also had a drying course, and our runs improved, but we really didn't have any goods ones.

On the other course, the conditions are much worse. The drainage on that course creates rivers. Along with the rivers the cars were destroying the northeast part of the course, and the event had to be shut down, and the course altered. Of course they had the same start time delay we had so they are even farther behind, and with six run groups things were going to get interesting.

Lorin ended up 15<sup>th</sup> after the first day and he was only about 8 tenths behind the eventual class champion, tough class! He did

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That year at SBNW I found myself back down in the cat pile as the stock Tiger does not handle like the Alpines. Something about Ackerman angle in the steering and the extra weight in the front. I would drive into the corner and right off the course. The wheels were turned but the car would not; I learned about understeer that year. In 1992 I moved to Medford and joined the Siskiyou Sports Car Club. They ran autocrosses on a multi purpose track without cones. There I learned about running an autocross club. I also learned more about adjustments and handling from friends I made in friendly competition.

In 1997 I was lucky enough to have the opportunity to move to Bend. Upon arriving, I looked up Ric at Monkey Wrench, whom I meet in Medford. Ric built the 289 that was to replace the tired 260 that continually used the hydraulic lifters as a rev-limiter. With the new 289 in the Tiger I began experiencing the heating problems Tigers are known for. So for five years I did little autocrossing until the heating was worked out. With little opportunity in the area and our time to put on SBNW Frank, Cindy and I started Autocross Club of Central Oregon. That year we put on SBNW and two open autocrosses, and ACCO's premier event the Oregon Shootout Invitational. That was 2001; today I am ACCO's President. I still love to autocross. I am interested in your thoughts as to what we can do to make this club fun.

David Boyd

continue from page 3 (right side)

real good considering he had never driven an STI before, let alone race one. AWD and street tires were new experience.

Well the north course had to be shut down before the runs were done, leaving one run for group five and all of group six to run Wednesday morning. Watching CMod Formula Fords run in near darkness is scary enough, actually doing it must be really nuts.

Wednesday morning we got up at 4:45am to get to the track really early, as the racing start time was now 7:30am so we could do some more course walks. We didn't do any the night before as it was pitch black on the north course.

Wednesday morning was perfect weather! Yea!

We watched the CP cars oil the course in the first run group and the resulting cleanup which added about 45 minutes to their run group time. We finally got going on Bonnie's run group. Bonnie smacked a cone on her first run, but got a good run on her second time to move into second place. Her position was sealed when the competition smacked a cone on her last run, but Bonnie had an even better last run to seal her spot in second and last trophy position. Yippee!

On the other course Lorin kept his position in 15<sup>th</sup>, only about a second and 1/2 out of first place! Keep in mind this is over two days of 60 plus second courses.

The banquet that night was more fun watching Bonnie get her trophy, and Tami Daniels getting her second place trophy as well.

Jim and Tami both had their problems, as the car wouldn't start and they had to get loaners. You might want to ask Jim about the experience, but then again maybe you shouldn't ask him about the experience!

Thursday morning, it was back to the rain. It was a steady rain all morning, getting everything thoroughly soaked. It was a good day to stay in the truck and watch. Friday was another gorgeous day for watching and cheering on our friends.

Friday afternoon we went to Heartland Park to see the 2006 Nationals course location and all the other improvements they are making. The pad for the Solo 2 nationals is 1 million square feet of racetrack grade asphalt! It was gorgeous. In addition the road course was totally torn up for its shot of new pavement for the 2006 runoffs. This place is going to be like Disneyland for drivers.

Another Nationals and more great memories. If you get a chance, you really should experience it. Just imagine a National Tour with 5 times as many drivers, five times the competition and five times the fun!

Jim Mueller