



AT SPEED

Emerald Empire Sports Car Club

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WWW.EESCC.ORG

March 16th, 2011

2011 EESCC Club Officers

President	Ruben Cruz Email: President@eescc.org
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Chief of Registration	Bonnie Mueller Email: Registrar@eescc.org
Chief Safety Steward	Greg Ervin Email: SafetySteward@eescc.org
Chief of Timing	Tim Steck Email: ChiefofTiming@eescc.org

Upcoming EESCC Events

Monthly Meeting:	April 6th 7:00 pm the Sizzler Postal Way and Gateway, Springfield
Test and Tune	April 2nd Coca Cola Bottling Chad Dr.
Events #1 & 2	April 30th May 1st Old Guaranty RV I-5 Lot

Club Photo Site

Bruce Harmon and Seth Britton have taken a bunch of great IceBreaker photos and will take more throughout our race season. If you need prints, check out:
<http://emeraldempiresportscarclub.shutterfly.com/>
or if you want to print your own, they are on our website under the "picture" button on the left side of the home page www.eescc.org.

Want More Icebreaker T Shirts?

We need to order some more of those epic Icebreaker T shirts introduced last week. If you would like any more, please contact Bonnie Mueller by March 22nd with the size and number you want. Just \$15. These are sure to be a classic. Penguins rule!

541-485-4341 or Jzduky@comcast.net.

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The Quest for My B Street Prepared 2006 STI... Part 2 By Robert Steck

Last March my article for this EESCC publication was on my quest for a BSP STI so I figured I would follow up this March's article on how that has evolved. You can find last year's article here: eescc.org/Publications/2010MarchNewsletter.pdf

Last year's article ended with me saying this "Stay tuned and see if the BSP STI prevails." Well... let's just say that last year didn't go as smoothly as I had hoped.

So let's go through last year's highlight reel... Car was not ready for Ice Breaker in March, but we threw it together and pulled out the race, then back to the shop. Drove to Utah in May to the National event and the car immediately started an oil leak, but we pulled it out, then back to the shop. Did the Larison Rock Hillclimb in July and the intercooler pipes (boost tubes) would not stay together, but I pulled out the record, then back to the shop. Day before the National event in Packwood WA in August the car started burning oil... and that was the last straw, I needed to do something different.

Fast forward to today... **I am ready!** I want to take a commercial break and thank my sponsor for the 2011 race season, Performance Race Engineering out of Portland Oregon. preracing.com (Continued next page)

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Finally, a race season is about to start and my car is done! I am just sitting waiting, thinking about the future. Where to race? What clubs I should try to trophy in? How far do I want to drive? Hillclimbs or Autocross or both?

I am going to try to do a little of everything. I race with Team CNOEVO so we plan our team schedule together. This year our planning went in this order: trophy at EESCC, do as many Hillclimbs as possible, do the Spring and Fall Enduros in Medford, do some National Events, and fill in the gaps with anything else we can find, maybe even a drag race or two!

I hope everything keeps going as smoothly as it has since last August. With my team and PRE behind me I think it will!

We love to see friendly and familiar faces when we travel to race, so I encourage you to try to join us at some of our events. For the complete schedule see: [facebook.com/CNOEVO?sk=app_4949752878](https://www.facebook.com/CNOEVO?sk=app_4949752878) And I say this again, stay tuned and see if the BSP STI prevails...

Finish First

by Karen Babb recent SCCA Hall of Fame inductee and course designer extraordinaire

So you're the course designer for an upcoming Solo event. At some point the site utilization plan has been finalized and you know where the pits, grid, boundaries, viewing areas, and maybe even the course area entry and exit will be. Finally, you can get to work on the actual course itself. What should you figure out first? Where to put the fast stuff? Where that diabolical C-box derivative you've concocted will fit in? How close to the stage line to put the timing start lights?

Nope. The finish should be done first. Too often the finish design is left to the last, after the rest of the course has been laid out. Doing this can lead to—among other things—insufficient runout distance, car-upsetting final maneuvers too close to the timing lights, and/or overuse of exit lane cones. The designer may have become so fond of the course route and planned content that he/she is reluctant to give up some of it toward the end of the course in order to allow space for a safe finish. That's putting the cart before the horse; safety is always first, and the sanctity of what Roger (Houston) Johnson humorously calls "Your Glorious Creation" is **always** a secondary consideration.. (Continued on the next page)

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You have to design your finishes for all kinds of potential unpleasant scenarios; wet and/or dirty surface, fast approach, powerful heavy car, bald (or slick) tires, insanely late braking, no ABS, driver with more aggression than skill, brake system problems. Laying out the finish first allows you to decide important features like where it will aim (think of it as a loaded bazooka; where do you want it pointed?), and how long it needs to be (typical 60-zero braking distances of normal street cars are well over 100 feet, and while not all finish lines are crossed at 60 mph or more, almost no drivers hit the brakes immediately upon crossing that line). If your site dimensions or features constrain the length of your finish for some reason, you'll need to allow for that in designing your course's final maneuver(s) so that finishing speeds are reduced.

When I look at a designer's draft map, the most obvious sign that they did the course first and the finish last is an exit lane of something like 60-90 feet in length with tons of cones on both sides and a cone wall at the end, with something nobody wants to hit—or someplace very unsafe to go—shortly beyond it. That's not a calculated element, it's an afterthought. What should have happened is that the exit lane, finish line, and finish approach should have been designed first, and the rest of the course then made to flow into that sequence.

In the case of a course for something like a Divisional or Tour that will be used forwards and backwards, doing the finish job right should mean designing **two** finishes. Why? It's generally easier to change a finish that works into a start that works, than to do the inverse. A start doesn't typically require the kind of length, careful timing equipment placement, or other safety margins that a finish does. If enough room is allowed—and enough care is taken—to create a successful finish, it's reasonable to think that the component should be safe and sane, with minimal revision, to use backwards as a start. You might have to add a bend to keep a relatively straight exit lane from becoming a drag-race start, and you'll probably (though not necessarily) have to move the timing lights. But if you thought about both uses of both ends when you laid them out, the switchover should be pretty easy and you should get to the Saturday night party before all the food and beverages are gone.

So what's a good after-the-line length for a finish? I'm happiest if I can get at least 200 feet, more at a big event like a Divisional, Tour or the Nationals (where the crazies really come out and nobody wants to brake early). That's not a hard-and-fast number by any means, just an order-of-magnitude guideline. It's entirely possible to have a safe finish-and-exit that's 150 feet long, or an unsafe one that's 250 feet long. But it's at least a place to start. Once the rest of the course is filled in, I may extend the exit if there is room and it turns out the last course elements allow greater-than-average speeds. If I don't have room to do that, I'll revise or move or delete some of those last elements. Shortening the course up a second or two is better than putting cars, drivers, workers, and property in jeopardy. 45 mph = 66 feet per second, so two seconds is 132 feet at a typical average Stock class speed. At 60 mph (88 fps) it's 176 feet. You can make that finish a lot safer by giving up a very small amount of course length in terms of time.

In all cases it's important to look at what's past the end of the exit, where that finish car is going to slide when the driver comes in too fast. Open space? Paddock? Grid? Sanikans (yikes!)? Concessions? Curbing? Buildings? Another part of the course? If that exit lane can be aimed somewhere comparatively harmless, it's a good idea to do so. If not, it needs to not only be plenty long (with extra distance after the coned exit lane ends), but the last elements need to rein in the speeds. Like the rule book (2.2.A) says “the fastest portions of the course shall be those most remote from spectators and property.” In most cases the finish and start will be in the same general area (to facilitate grid access), and that's not likely to be “remote.”

Maybe you should have a dense lane of cones after the lights to “make them be careful and slow down” for safety? Simple problem with this: they won't. This feature may be effective on a few newer drivers, but experienced competitors know that cones are just hunks of flexible plastic, and those drivers will take whatever chances they think they have to in order to finish as fast as they think they can. If they miscalculate and take out a wall of cones at the finish, workers will be scrambling to get them all back up when the next car comes through, likely as not in a similar out-of-shape attitude. That too is a safety issue. Keep the exit lane obvious but simple and easy to maintain.

In summary, the finish can be the most trouble-prone area of the course, just because of where it frequently is located and how people usually drive it. Safe finishes are a critical component of safe courses, and our odds of making them that way are much greater if we think about them first, not last.