



AT SPEED

Emerald Empire Sports Car Club

P.O. Box 1204, Eugene, Oregon 97440

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WWW.EESCC.ORG

April 18th, 2017

2017 EESCC Club Officers

President	Robert Jacobson Email: President@eescc.org
Vice President	Hope Mueller Email: VicePresident@eescc.org
Treasurer	Jim Mueller Email: Treasurer@eescc.org
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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	7:00 PM May 3rd The Sizzler, Springfield OR
Revival Rally	12:30 PM May 13th Bob Keefer Sports Center 250 S 32nd Springfield OR See Flyer for Details
Autocross Events 3 and 4	June 3rd and 4th Douglas County Fairgrounds Roseburg OR See Flyer for Details
Larison Rock Hillclimb	July 1st and 2nd Oakridge OR

Rally!

Join us on May 13th for our TSD Rally. It will be a lot of fun-anyone can do it. A rally is not a race, but rather a navigational challenge on the streets and roads of Lane County.

Go to our website and read the flyer and get registered. Registration will be allowed at the event also, but make your life easier and ours by registering online. See you there.

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- Autocross Event #3 & #4 Flyer
- Results, Icebreaker(#1) and Event #2
- Top 10 Drivers, Icebreaker (#1) & #2

Roseburg Fairgrounds Back!

June 3rd and 4th we return to the Roseburg fairgrounds for the first time since 2002. What a great location! It is as large as Coburg, with excellent pavement. We are able to run courses there without having to do multiple laps or worrying about overlap. There is a large parking lot nearby for motor homes and trailers. I can't wait!

This event is expensive for the club, so we need your participation. Plan on running both days. This is also a good event for those of you from the Rogue Valley. You can hone your skills at cone autocrossing.

Corner Weighing Your Car*

By Tony Chilton

The club has scales. Use them to make your car's handling better and more predictable. The only thing that connects your car to the track is the tires. A tire's grip is dependent on the vertical force exerted on the tire and the coefficient of friction between the racing surface and the tires' contact patch. Uneven weight distribution causes some tires to work too hard and others to not work hard enough, an overall loss of traction.

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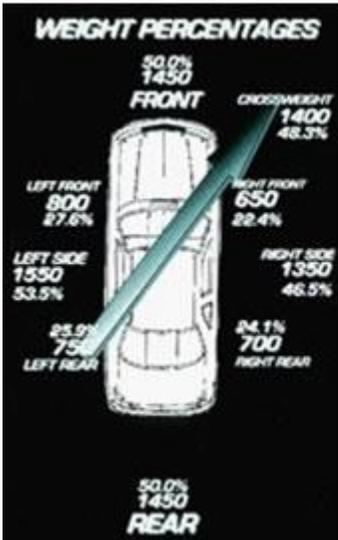
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Static weight distribution is the weight resting on each tire's contact patch with the car at rest, exactly the way it will be raced. You need two percentages to analyse weight distribution. Use left weight percentage and rear weight percentage. Right weight percentage is 100% minus left weight percentage and front weight percentage is 100% minus rear weight percentage.

The only way to change the static weight distribution percentages is to physically move weight around in the car. Jacking weight will not alter the left side or the rear percentages very much at all. You hope to approach 50% left weight percentage minus equal weights side to side. Rear weight percentage varies with the type of car a

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Porsche will have a high rear weight percentage while a Rabbit will have a low rear weight percentage.

Cross-weight percentage compares the diagonal weight totals to the car's total weight. To calculate cross-weight percentage, add the RF weight to the LR weight and divide the sum by the total weight of the car. Cross-weight is also called wedge: If the percentage is over 50, the car has wedge; if below 50 percent, the car has reverse wedge. One of the problems with cross-weight is that it will change the handling balance from a left to a right turn. This can make maneuvering in traffic difficult, even dangerous. On a road course, the cross-weight percentage should be very close to 50 percent, within a half-percent either way, to keep the handling balance similar in a right-hand turn compared to a left-hand turn. (This whole paragraph stolen from Grassroots Motorsports)

To set up your garage to weigh your car you'll only need a few things.

- . Go buy some cheap vinyl flooring squares. You'll need at least two for each wheel and more if the floor is not level.
- . A level
- . A straight edge as long as your car's wheelbase
- . To be more exact, include a friend or other dead weight to mimic driver's weight.

*Much of this information is taken from the Grassroots Motorsports article "[Understanding Corner Weight](#)"

Put your car where you want to weigh it and mark the floor where each contact patch is. Put it up on jack stands. For each wheel take two vinyl squares, put a light coat of oil or light grease on the shiny side of one, and then put two down on each contact patch - oily shiny side to shiny side. These are your poor man's slide plates. Use the straight edge and level to check level both front to back and side to side. Add squares as needed to make the four spots level. You can use other things like plywood but the vinyl works well on relatively smooth concrete.

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Put a scale pad down on each stack of vinyl with the electrical connection pointing outward. Put your car down on the scales and connect up the control unit. Push on the corners of your car to make sure it settled on the spring perches. The slide plates facilitate this by allowing the tire to move laterally as the suspension is moved. Set tire pressures and double check ride height.

Remember to change left or rear weight percentages you have to move weight physically around in the car. To change cross weight change a corner's ride height. If you raise the ride height at a given corner (put a turn in or add a round of wedge), the weight on that corner will increase, as will the weight on the diagonally opposite corner. The other two corners will lose weight. Make small changes to achieve 50% cross weight without overly disturbing ride height. Recheck ride height. If it's now way off, you may need to compromise on cross weight.