



# AT SPEED

## *Emerald Empire Sports Car Club*

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April 21st, 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

<b>Monthly Meeting</b>	<b>1<sup>st</sup> Wed. of each month</b> <b>Time: 7:00pm</b> <b>Location: The Mission Restaurant</b> <b>Franklin Blvd. &amp; Patterson, Eugene, Or</b>
<b>Events # 3 &amp; 4</b>	<b>June 4th and 5th</b> <b>Valley River Center</b> <b>Flyer enclosed and on the website</b>
<b>Larison Rock Hill Climb</b>	<b>July 2<sup>nd</sup> and 3rd</b> <b>Oakridge, Oregon</b> <b>Flyer to be sent late in May</b>

### **Other Events per Schedule Attached**

### **\*\*\*\* In this Issue \*\*\*\***

- Officers of EESCC
- Upcoming Events
- One Soaking Day
- Tow Soaking Days
- Results, Events 1 & 2
- Events Schedule
- Flyer, Events 3 & 4
- And much, much more!!

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### **One Soaking Day**

The Weather report during the week said that it would be a rainy one, but I didn't want to believe it. I stayed optimistic, and hoped that it wouldn't rain. Boy, I was wrong. The EESCC practice event on March 26<sup>th</sup>, was one of the wettest and soggiest racing days that I can remember.

The practice event is intended to be an event where you see what settings best suit your car to guarantee your first place trophy in November. Essentially, you need dry pavement to do this, which we didn't have, but some people still tuned their car and also fine-tuned their driving in the wet. Driving in the wet is a great way to learn better car control.

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### **Two Soaking Days**

Where in the hell is the drought everyone is talking about! Could we have a little drought for our next two events please?

The weather report was not all that good. It looked like dry on Friday and Monday with two days of "showers" in between. Saturday morning we had rain, and then in the afternoon it dried out and although it

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At the event, we had the club's new scales. I don't know if you know this, but LCC isn't exactly the most level place to hold an event. We found a fairly level (and covered) place to set up the scales. We had at least 30 cars use the scales. Most of them used the scales once, and then came back after adjusting their cars. On the scales you can weigh the car diagonally, by half (side to side) or by front and back. All this can be done with the driver onboard so you can set up the car's suspension. Keep watching the newsletters for the schedule of when we will have the scales available the next time for our club member's use.

We had a fun course set up, with the usual tricky "Bonnie Box", this time one where you entered it from both sides; exiting on the same side. Of course there was the obligatory slalom, whose cones caught their share of abuse.

The fun thing about the day was that although it didn't dry any (it kept getting wetter and wetter) everyone's time kept dropping. There was quite a challenge for TTOD for cars between Brad Moffett and Ty Smyth. At the end of the morning session their times were identical to the thousands of a second, but Brad pulled it out in the afternoon session with a 46.262. Young Robert Jacobson stormed everyone at the event by taking the overall fast time in his go-kart of a 45.649. Dad Bert had brought a set of rain tires that worked!! Robert sure looked like he was having fun!!

There were quite a few new 2005 members that came out for this event and drove some really impressive times. Bruce Harmon, in his stock SVT focus, pulled a quick 48.167, and Chris Henry in his Mini, pulled a 48.592. Another new driver to watch will be Kris Myers in an Evo. He pulled a 48.166. We'll be watching out for these folks at our events this year.

For myself, I had a lot of fun. I had a hell of a battle with my dad. He and I battled it out during the day, in our 2001 Mustang Cobra. On my second to last run I pulled a 53.308, and it took my dad's last run to beat me, which was a time of 53.037, just barely edging it out. My mom blew both of us away with a time of 51.668. I am betting that I will get my dad a couple of times this year. It is going to be a battle of the Mueller's.

Sean Mueller

was cold, it didn't rain. Sunday was looking promising, with Saturday evening turning cold and clear. Sunday morning it still looked good, until about 8:15 when it started to drizzle. Well, by the time the runs started, it was truly wet, and then began a day of heavy showers with short sun breaks in between. We even had one period of hail followed by a cloudburst that drove our timer nuts and forced us to stop the event.

If you thought that this rain would stop any one from coming out, fugggetaboutit! We had 129 cars on Saturday, and 143 on Sunday, for a new two-day event record. We had some wonderful class battles. GS, DSP, FSP, OSPU, and SM all averaged in double digits for the weekend. If you want competition, these are the classes to be in.

In the Mueller family, there might be another changing of the guard. With Lorin already faster than Mom and Dad, Sean broke through with the win on Sunday with a convincing trouncing of us. Bonnie and I are going to be doing our best to keep this from happening all the time.

On Saturday, the fastest times were obviously in the dry afternoon, with Brad Moffett, Jason Braunberger, Lorin Mueller and Don Denning the only drivers to break the 50 second barrier with Brad getting TTOD. In the wet morning Rob Veitenhans had the top time in his FSP Focus.

On Sunday, we never really had any dry runs, and all the classes had somewhat the same conditions, (lousy). The course was great, a real drivers course. Rob Veitenhans had TTOD with David Walko close behind. They barely beat the Wamsleys, a battle where age served notice over youth: (the way it should be).

There were as usual some very dedicated workers, who made these events a success. I want to thank the workers who stood out in the rain, hail, cold and wind. Brave and hardy souls.

Everybody needs to start now in putting their bids for a dry June weekend.

As everybody could see, with the kind of turnout we are getting, we will need to be very diligent in designing courses with lots of overlap, getting to driver meetings and work assignments quickly, getting cones set up as to avoid reruns, etc. etc. If not, we will have to limit our runs to three instead of four. And we all want more runs!

Jim Mueller