



AT SPEED

Emerald Empire Sports Car Club

P.O. Box 1204, Eugene, Oregon 97440

Email: President@eescc.org

WWW.EESCC.ORG

August 30th, 2005

2005 EESCC Club Officers

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Upcoming EESCC Events

Monthly Meeting	1st Wed. of each month Time: 7:00pm Location: The Mission Restaurant Franklin Blvd. & Patterson, Eugene, Or
Events #7 & 8	September 24th and 25th Coca Cola Bottling, Chad Drive Flyer enclosed and on the website
Fast Grass Autocross	October 8th
Annual Awards Banquet	November 5th

2005 Year-End Awards Banquet

Mark your calendars! The 2005 Year-End Awards Banquet is fast approaching. It's a great time to celebrate this year's events and to commiserate with your racing friends. It will be held Saturday evening, November 5th at the Hilton in Eugene. Registration forms will be included in the late September newsletter. You will also be able to register on-line via our website, www.eescc.org. There will be multiple door prizes including \$50 in cash!

During the event, back by popular demand, we will hold our 3rd annual Pinewood Derby. If you are interested in participating, you can purchase your “Boy Scout kit” at the

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AutoCross - A Life Changing Experience

What a ride! It was the month of June, 1998 that I attended my first autocross event. I went as a spectator to watch my son Jason race the same '85 Camaro Z-28 that we run today. I guess I need to admit that the Camaro we race today is not the same as it was then since it has undergone extensive metamorphosis. I had the pleasure of riding as a passenger on that day. Little did I know what the impact would be on my life? The adrenaline rush was exciting and I concluded that it had to be exhilarating for the driver. I believe it was Bert Jacobson who commented to me “You ought to start autocross racing”. When I informed him that I didn't have room for another car for racing, he responded “You don't need to get a car; you won't find a much better car than Jason's”. After going off course and killing numerous cones my first EESCC event I realized that autocross racing wasn't as easy as it appeared, but by this point I was “hooked”

My second event was the Solo II National Tour Event in Kent, WA. held one month later. Normally this would not be the progression for a novice. However, Jason who had been racing for several years, was ready to experience running against the big dogs. This was an education for both of us but for me it was like jumping from the frying pan into the fire. I had no realization how big and fast the national autocross courses would be. Jason finished next to last running 11 seconds behind the 1985 Mustang GT driven by Wayne Reuter while I was last by 18 seconds. Again

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Timothy B. Steck
Owner@TBSenterprise.com

TBS Consultants
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September EESCC events, or at your local Boy Scout office. Last year's cars are acceptable to enter. Remember, we will be using the Boy Scout rules posted on the website and the car must pass inspection to qualify for the race. There will be prizes for 1st, 2nd, and 3rd place plus People's Choice, and Butt Ugly.

There will also be a new "Modified Class". These rules are also posted on the website. A 1st place prize will be given for this class and these cars will be eligible for People's Choice and Butt Ugly as well. Hope to see you there!

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A Hoot at Hoodoo

What a week-end! ACCO held our July week-end of autocrossing at Hoodoo Ski Bowl, and it was one of the best week-ends of racing in our 4 year history! And we are talking about not only the racing, but the setting and the people. Arriving at Hoodoo about 4:30, we found David Boyd and Platt Green already setting up the course for the next day. The view was superb - the beautiful green mountain and the awesome rock cliffs covered part way with trees, the sun shining down, the half moon just beginning to show in the east.

People trickled into the camping area all evening - ACCO members, Eugene members, Salem members - we had them all. The evening was spent getting camps set up, checking out the course, and getting acquainted (and reacquainted) with each other.

Saturday morning weather was a little chilly but nobody seemed to mind. Racing started almost on time (that's about all we can ever hope for!) with over 40 drivers/cars set to go. The course was open and fun, and everyone got 5 runs. After that, there were fun runs - and FUN was had by all, with over 130 extra runs being made.

Highlight of the day was the action INSIDE the green Jetta of Phil Akins - seems while driving the course, a mouse decided he'd had enough and ran across the dash of the car! Phil, never one to mess up a perfectly good run, reached over, grabbed the mouse while still driving, finished the run, then deposited the little critter in the rocks next to grid. Wonder if that adrenaline rush helped him make such good times that day?!

The evening found everyone ready for food. We had told

entering this event in 1999 we faired no better. However, in the years 2000, and 2001 after completing some suspension modifications Jason reduced the time gap to 8 seconds and 4 seconds respectively between our Camaro and the Mustang, which had dominated the Northwest. It was then that we realized our Camaro with its stock 305 engine generating less than 235 horsepower was not capable of running with the big dogs.

It was following the 2001 autocross season that we made a decision that would have a significant impact on our life of autocross racing. Modifications on our car had made it very competitive at the local level but not at the national level. We could not resist the temptation of finding out if our Camaro could compete with the big dogs. A new engine with design specifications for autocross was ordered. Not only did this impact our life, it had a significant impact on our pocketbook, which is probably the reason for the impact on our life.

We just recently returned from the National Solo Event held in Packwood WA. where 17 EESCC members competed. Attendance included Phil Akins, Jason & Jerry Braunberger, Matt Dow, Bert & Robert (Jr.) Jacobson, Evan Lumbra, Brad Moffett, Bonnie & Jim Mueller, Ty Smyth, Lorin & Ryan Wamsley who live in the local Eugene, Springfield area. Other EESCC members who reside in the Salem-Portland area competing were Jim & Tami Daniels (Gladstone), Dick Lang (Salem), and Caleb Veach (Jefferson). This event provided confirmation as to whether our Camaro could run with the big dogs. Jason finished first in the C Prepared class last year over Wayne Reuter by 1.6 seconds. He confirmed that the Camaro is a big dog by again winning the event over Wayne's GT Mustang. Other individuals who brought home trophies this year included Jim Daniels (1st-C Street Modified), Tami Daniels (1st-C Street Modified Ladies), Robert Jacobson Jr. (1st-Formula Junior 2 Kart), and Brad Moffett, (5th-D Modified)

Although the rest of us did not trophy, we all have a great experience. Packwood has an asphalt surface that measures about 350 by 300 yards. A covered warehouse structure was large enough to pit about 175 cars under cover. In addition to enjoying a barbeque with our group Friday night at our campsite, we were treated to a phenomenal barbeque put on by the Packwood Fire Department. Packwood is in a very scenic mountain location. The 65-mile drive from I-5 to Packwood up Hwy 12 toward Yakima is lovely. The total drive is about 245 miles. I encourage anyone who has not had the experience of running a national autocross event to do so. The event next year at Packwood would be an excellent opportunity. You might find it to be a life changing experience.

The purchase of our enclosed car trailer was another impact on my life. I blame this on Bill & Cheryl Baugh, who so graciously loaned their uncovered trailer to us during the summer of 2000. It was then that I experienced the luxury of hauling the car to the race site ready to run. Like most of you, we would arrive at the race site, Jason driving the car and I the pick-up with jack, tires, and everything else we needed, where we changed tires, raced, changed tires again, load and went home. I'm still convinced that it rained more often then than it does now. To this day, I maintain that this was one of the best investments that I have made. It is without doubt that some other members of the club

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people we would be having a potluck bar-b-que - bring whatever meat for cooking, and whatever else they wanted to share. We were hoping to have about 10 - 20 people join us - we had over 40! What a great time. Thanks go to the cooks - Peggy Wodtli, Jerry Braunberger and Frank Cardiff - the 3 bar-b-ques were going full throttle for quite a while. Lots of great food, drink, and company. And despite rumors to the contrary, Sunday's course was set up that evening BEFORE the eating and drinking.

But what a course it was! Two laps each run, with a run time of 60 - 75 seconds, and 4 runs total. A lot of fun driving! We witnessed lots of excellent, competitive driving and everyone was grinning from ear to ear. Even with all the interruptions to let RVers through the course to use the dump station at the far end (no, we didn't make them dodge the cones!), it was another perfect autocross day.

Thank you to everyone who came, helped, participated and enjoyed with us!

Cindy Cardiff

Explanation of "IROC Contenders"

Every year after our 6th event I compile the IROC Contenders list. This year I received a lot of questions on who was on the list and who wasn't on the list. I thought I would share with you how EESCC "calculates" these IROC Contenders.

Every competitor must meet these basic criteria:

1. Must compete in 5 of the 8 point events. These events are not point events and therefore do **NOT** qualify: IceBreaker, Test and Tune, Larison HillClimb or FastGrass Autocross. Since there is only two events left a competitor must have already competed in 3 events to be considered at this time.
2. Must complete in the same class for a minimum of 2 events.
3. Have the most points within their class.
4. EESCC only counts the top 6 of the 8 events.
5. A novice event counts in the class they competed in and the ranking is determined using only their adjusted time (includes gates and/or cones) and we do **NOT** use the PAXed time.
6. Only class champions drive the IROC vehicle.

EESCC points are 15, 12, 10, 9, 8, ..., 1 for 1st, 2nd, 3rd, 4th, ... to last place, everyone that crosses the start line will receive at least 1 point no matter how many in their class or even if they don't cross the finish line. The only exception is a DSQ.

The magic number is 84 for year-end points, once you receive 84 year-end points you are guaranteed to drive in the IROC vehicle and take 1st for your class. If you have 84 points then it is mathematically possible for someone else to also get 84 points and there would be a tie for 1st place in that class and both would drive in the IROC event. But once someone has over 84 points the class championship has been decided.

Chief of Timing, Tim Steck

agree. At events away from home, it has become a haven for some club members to sneak into and camp at night like a pack of mice. I have come to refer to my trailer as the "Tiltin Hilton". I am becoming a little concerned since the National event at Packwood when Phil Akins, Matt Dow, Evan Lumbra, Brad Moffett, and Ty Smyth utilized it as a lodging facility. I believe anyone would be concerned when five guys sleeping together in a car trailer start referring to it as the "Love Shack". The car trailer has had an impact on my life. It provides the opportunity to help young people (older too) on limited budgets to participate in autocross events away from home and also the opportunity to meet and develop relationships with other individuals. Hanging out with these individuals can't help but make a person feel younger which is an asset at my age.

Autocross racing has become a major part of my life. Although participation in the events of three car clubs and two national events is very time consuming, it affords the opportunity to meet new friends and see new territory. I am convinced that there is not a more beautiful view from any autocross race start line than when you are at the Deschutes County Fairgrounds viewing the Three Sisters Mountains during ACCO events in Redmond. Friendships developed with people like David Boyd, President, and Frank & Cindy Cardiff likely would never occur if it were not for autocross. Although I contend that I do not have an addiction for autocross racing (My wife probably disagrees), I definitely got hooked. The adrenaline rush that occurs most every time I take a run is almost euphoric.

The most important impact of my life has been the opportunity to spend two or even three weekends each month during the race season with Jason. Once your children are grown and embark on their own life, the occasions are limited for spending time together. Most fathers never have the opportunity that I have had and I know that I would not have had it if it were not for autocross. Sure I get a little frustrated when he beats me all the time. I am convinced that our Camaro still likes him better than me. I do believe this will change now that I am driving it more often than him. Just as he measured his improvement against Wayne Reuter's Mustang, I've measured mine against him. Before long I think he will be quaking in his boots.

What a ride this has been since I first climbed into the seat as a passenger for my first autocross race experience. During the past years I have had numerous experiences that have had an impact on my life. While serving as President of the EESCC this year I have confirmed the dedication that many individuals provide to sustain the life of our club. It has provided me the opportunity to meet people and develop friendships with many of you. Race event runs have provided me with about 100 adrenaline rushes per year. I have been afforded the opportunity to spend numerous \$. (Advice: Stock Classes will be less costly). Autocross has strengthened my family relations. Social activities have enhanced my quality of life. I am convinced that autocross racing can be a life changing experience.

Jerry Braunberger