AT SPEED

*E*merald *E*mpire *S*ports *C*ar *C*lub

P.O. Box 1204, Eugene, Oregon 97440

Email: President@eescc.org **WWW.EESCC.ORG** March 16, 2015

2015 EESCC Club Officers

President   **Ruben Cruz**
Email: President@eescc.org
Vice-President   **Bill Randleman**
Email: VicePresident@eescc.org
Treasurer   **Jim Mueller**
Email: Treasurer@eescc.org
Secretary   **Bren Wamsley**
Email: Secretary@eescc.org
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: **April 1st**
                7:00 pm @ The Gateway Sizzler
Wine Tour   **Saturday, March 28th**
                11:45 am @ West 11th Target
2015 Event 1 and 2   **April 11th & 12th**
  Bald Knob Lumber Site, 272 South Mill St, Creswell, OR
Please check your email, EESCC website and Facebook for addional information on these events.

Mid-Term Officer Changes
By Bill Randleman

Most of you are probably not aware that due to life events outside the club Tanner Berg was unable to complete his term as Vice President and Competition Director.

As Tanner was unable to attend the club meeting he was unable to formally resign. Per the club bylaws a majority of club officers voted to remove him from office.

Continued from previous column

I resigned from the Safety Steward position and accepted the appointment to the VP and Competition Director Position for the remainder of the year.

Despite only one full season with the club, Chris Pokorny stepped up to accept the position of Safety Steward. He managed to avoid Bruce's lens all year so we'll have to make sure he wears the vest. (Here's a link to a picture of his car in motion: http://eescc.org/Pictures/images/2014E7/DSC_0939.JPG) He seems serious about the responsibility and maybe he won't be quite the rambler on the mic as the old Safety Steward.

Some of the event improvements I hope to make this year include grid operations, penalty accuracy, and worker assignment. Primary among these is worker assignments.

For most, how worker assignments happen is complete magic. It's much like how there are fresh batteries in the radios every event. (If I'm not mistaken that's Jerry Braunberger magic.)

Here's how that's worked for many years. The club VP cuts a printout of all the entrants into strips by race class, then mixes and matches people on the strips with assignments from memory of everyone until all the jobs are filled and there are a reasonably even number of competitors in both run groups. The resulting arrangement of paper strips is then hand

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written onto the work assignment sheet. Usually in only 15 minutes. I've assisted a couple times and it makes my head hurt.

I'm hoping to get the computers to do the work and keeping track of who can and can't hustle cones, who has done timing school, who the "second string" spotters are and such. I don't have the details for the registration team, tech team, and other "non-course" workers. Eventually, I'd also like to include some feedback on how people do at particular assignments.

To help me get going on this I'd like everyone with any preferences, physical limitations, or other worker assignment preferences or arrangements to email me so that I can at least commit the information to spreadsheet for event 1.

Please use the email address CompetitionDirector@eescc.org and include EESCC Worker Assignment in the Subject Line.
Hopefully, I'll figure out how to make the VP/Comp Director position easy enough that someone else will want the position in 2016.

MARCH
28

EESCC WINE TOUR
MEET AT THE TARGET PARKING LOT ON W. 11TH AT 11:45, LEAVE AT 12:15.

Join us for a back roads drive and local wine and food.

We're trying some new venues this year.

1st stop - **Domaine Meriwether.** They do sparkling and still wines and will have local food trucks.

2nd stop - **Sarver Vineyard.** They have a variety of red and white wines and local beer on tap. An assortment of meats and cheeses are available for purchase.

3rd stop - **Sylvan Ridge.** They do complimentary tastings but don't have food for sale, you can bring your own snacks in.

BRING SOME CASH, WATER, AND A SENSE OF ADVENTURE!

** Class and Car #'s Requirements **
(Starting in 2015 EESCC will be enforcing the 2005 ruling as stated below.)

As of the August 2005 event ALL cars were REQUIRED to have LEGIBLE #'s and classes on their car to run. *If you don't, you will not pass tech and if you don't pass tech you WILL NOT RUN.*

Here are the requirements:

- ➢ **Shoe polish will NOT be allowed.** No writing on car or windows will be accepted.
- ➢ All #'s and class must be in a simple font (Arial is a good one) and style. NO FANCY SCRIPT formats will be accepted.
- ➢ #'s must be at least 5" high with a ¾" stroke (width)
- ➢ Class letters must be at least 4" high with a ½" stroke
- ➢ NOTE: If you plan to run any SCCA events these sizes ARE NOT LEGAL they MUST be larger
- ➢ (8" / 1.25" for #'s and 4" / .75" for letters), check your 2015 SCCA rule book for exact specifications on page 39.
- ➢ Must have a good contrast against the car color. Light colored cars use black or other very dark color. Dark colored cars use white, yellow or other light bright color.
- ➢ May use any material or type of lettering. Magnetic, static cling or even paper!
    - You may print your numbers from your computer's printer BUT remember the size requirements. Use one sheet for your number and one sheet for your class. Make the sheet landscape, margins of .25, use the Arial font with a font size of 350 for 3 letters or numbers and a font size of 500 for 2 letters or numbers. These font sizes are possible in most word processing programs, just type in the font size in the font size window. Even though this does not match the size requirements, if you use white paper with black ink and the Arial font and fill the landscape page, it will be legible and acceptable.
    - Or you can PRINT them in very square block lettering by just filling one page with your class and one page with your number.
    - If your class has 4 letters or possibility 5 letters then put the 4th and 5th letters on a second sheet with the same font size and "tape" them together.
- ➢ EESCC plans to have blank paper and black magic markers so you can make your #'s and class sheet at the event BUT do NOT plan on it. It is **YOUR RESPONSIBILITY** to have your NUMBERS and CLASS legible on **YOUR CAR**.
- ➢ If you are a dual driver and you print your #'s from your computer you can "tape" both numbers and both classes (assuming one is an "L" class) at the same time. BUT you must cover up the number of the driver that is NOT running. A suggestion: Tape the #'s sheet on both sides and bottom BUT leave the top open then slip a blank paper in the "pocket" of the number that is not running and it will be covered. This assumes you taped the numbers on the inside of the car's windows. It protects them from the rain!!
- ➢ **Do not** put your number or class in the inside of the window of dark / tinted windows, timing cannot see the sheets.
- ➢ Put the car # to the left or on top of the class.

****** REMEMBER, if you don't meet these requirements then you will not pass tech, if you do not pass tech, then you cannot run ******

*** *If you don't meet these requirements during a run, your run could be DSQ'd.*
*** All decisions on legibility will be decided by the Chief of Timing or Tech