

REDLINE

Redwood Sports
Car Club

Volume 48 Issue 5

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Performance Driver's School Goes off without a hitch!!!

2007 RSCC Club Officers

President	Tina Johnson	707-441-1603
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Treasurer	Claire Turney	707-445-5798
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Doug Pulver	707-845-8731
Oliver Taylor	707-834-8212
Brett Gronemeyer	707-845-2217
David Price	707-845-1538

Some of us meet for breakfast at

THE CHALET HOUSE OF OMELETTES
At 1935 5th Street in Eureka.
We meet an hour before gates open for
a no host breakfast and everyone
is invited.

Check your oil !!!

This is just a friendly reminder.



2007 Schedule of Events

Jan. 27&28	Winter Series#1	Non Points
Feb. 24&25	Winter Series#2	Non Points
Mar. 17&18	Winter Series#3	Non Points
April 14	Drivers School	Non Points
April 15	Drivers School A/X	Non Points
May 6	Rhodycross	Points Event
June 2	Mega cross I	Points Event
June 3	Mega cross II	Points Event
July 15	Firecracker	Points Event
August 19	Back to School	Points Event
Sept. 15	Die Hard I	Points Event
Sept. 16	Die Hard II	Points Event

2007 Event Day Schedule

Gates Open - 7:30
Registration - 7:45 to 8:30
Tech. Inspection** - 7:45 to 8:45
Course open to walk - 7:45 to 8:59
Drivers Meeting - 9:00
Gates Close - 4:30 approx.

** Vehicles must be 'race ready' at time of tech inspection. This includes 'Annual Tech' cars. Cars must have race tires mounted on vehicle and interior must be clear of all loose objects.

Hoopa Hillclimb Is a GO!

Mark your Calendar's for the
Tech inspection will be held at
Leon's Car Care Center
on Friday the 26th of July.
from 6-8 pm

It's Official!!!

Hoopa Hillclimb time is here. I just got approval from the Hoopa Tribal Council to run our 21st Hoopa Hillclimb on the 28th and 29th of July, 2007. Mark your calendars.

We also stopped by the Tsewenaldin Inn in Hoopa and reserved the whole motel. There have been some changes in the last year though. The motel is now managed by one man who also manages the Casino and he decided that the room prices were too low. The cost is \$90 for a two bed room and \$85 for a one room bed. They only charge per bed NOT per person. Hint Hint. There are only 21 rooms and there are already 6 rooms reserved so don't dawdle. Tech is also set up for the 27th at the same Fire Station that we have been using in past years.

We will be getting the Hillclimb packet mailed out and on the website by May 15th (if all goes well). Hurry and register because I have a feeling that we will have a full hill this year. I look forward to seeing all of you this summer.

We also have an autocross coming up May 6th and it is the first points race of the season. McCrea Nissan is the sponsor of the event so if you happen to stop by McCrea Nissan make sure that you tell them thanks. Without the very generous donations from these businesses we would definitely have a hard time keeping these events running. Mike Hendriks and Jon Solem have volunteered to chair the event so we know that a go cart and Honda will do well. We will also be having burgers and dogs on the Barbie, I actually prefer mine on the Ken but out there I will take what I can get. Thanks you guys.

We also had our annual tech and Driver's School on April 14th and 15th. I thought that it went very well. It actually didn't rain on us too much, amazing I know. We had 20 students I believe and they did great. Some came from out of the area by quite a bit and hopefully they had a good time and learned something along the way. We also had a tragedy on Sunday morning. Liz Petersen from Ft. Bragg came up for the school and on her way to the course Sunday, got hit by a lady who ran a red light. Liz is OK but unfortunately her baby, her love, her Mazda RX7 got crunched pretty bad. Make sure you give her a hug when you see her. Thank you also to the instructors who also volunteered their time to be out there spreading their vast knowledge to others. Thank you to Rich and Judy Sloma, George Ellis, Brett Gronemeyer and Doug Pulver. You guys were great!! And I can't forget the other people who were out there just helping with whatever needed to be done. Thank you!!!!!!

Ok, I think I am done now. Bye.



Driving School

As usual, it rained. And, as usual, we talked about the advantages of a slippery pavement for honing our driving skills. Over twenty students came to the Samoa Cookhouse for breakfast and for Rich Sloma's instruction on the theory of car control at speed. Rich talked about driving position, apexes and the ever changing balance of a moving vehicle. After that we divided the class into five groups and transferred to Samoa where we practiced what we had learnt on three sections of asphalt: a braking zone with a removable slalom, a decreasing radius bend plus slalom which, in reverse, became an increasing radius bend, and a short circuit laid out at the north end of our available pavement. The rain stopped but the surface remained wet enough for students to experience sliding and, in some cases, spinning.

We had five instructors: Rich and Judy Sloma, Doug Pulver, Brett Gronemeyer, and George Ellis. Team work between instructors helped when one sat in the car and another watched from outside. This allowed a more thorough analysis during debriefing than is possible for one instructor on his, or her, own.

After the final practice runs for students we closed the three courses in order to reassemble them, with the same essential characteristics, for the following day's autocross.

On Saturday a cold wind had swept away the clouds and the rain. There were murmurs about the rain being less uncomfortable than this wind. Nevertheless, forty drivers turned up to negotiate our one minute fifteen second course. We had four runs each and a few drivers opted for fun runs in their competitors' vehicles. It was particularly edifying, at the end of the day, to see Dave Turney holding on to Doug Pulver's slithery Yellow Streak and then to watch Tina Johnson leaning into corners atop Mark Chandler's childhood go-kart. Tina's time on the 125cc go-kart was under 80 seconds demonstrating that she would be faster than most of us even if she were riding a lawnmower.

Fastest time of day went to Doug Pulver in his Yellow Streak: 65.87". Next fastest was Mark Chandler in a Datsun with a Chevy V8 engine: 71.46". Third was Terry Jones in his Merlyn Formula Ford in 71.84". Daniel Rhoads impressed in his new A Stock Honda S2000 with a time of 73.56". When he gets softer tyres, as he has already threatened to do, he will surely be competing for top time of day. Gerald Mugele, also in A Stock, was quick in his Mercedes SLK 350 with a best time of 74.89". Both drivers come from out of town - Daniel from Leggett and Gerald from Fort Bragg. To know what impression our club and our weather have left with Gerald I refer you to the article that he has allowed us to publish in this edition of Redline.

Other impressive drives were Mike Hendricks' 73.22" in his black Civic and Oliver Taylor's 75.88" in a stock Miata. I predict that the 2007 season PAX champion will be one or the other of these two drivers.

Thank you to everybody who participated and to those of you out in the wind working the stations. Thanks to Dave Turney, Terry Jones, Mike Hendriks, Brett Gronemeyer who help lay and sweep the course, Loren Fisher, Dave Turney and Mike Hendriks who teched the cars, Tina Johnson and Mike Hendriks who ordered lunches and helped out whenever necessary, and, of course, to Rich and Judy Sloma, Doug Pulver, and Brett Gronemeyer who instructed.

George Ellis



ESCA member Guy Southern spoke glowingly of his experience last year at Redwood Sports Car Club's High Performance driving school at Samoa, California. I was intrigued and decided that I could use a bit of guidance, so I reserved a place in the class with a check for \$65 and booked a motel room for a couple nights in mid April.

The drive up to Humboldt Bay is long, especially on a Friday afternoon when traffic gets annoyingly jammed up in Willits. Nevertheless I arrived in plenty of time for the Friday night tech inspection at Leon's Car Care Center right on US 101 in Eureka. It was raining as I pulled into the completely vacant parking lot at 5:45 and the place was locked up tight; no one around. This seemed odd. I put the top up as the rain continued and I checked my copy of the flyer again to be sure I had the correct time and address. Yup, this was the place and tech was to begin at 6:00. Hmmm... So, at 10 to 6, I went to the Best Western a couple hundred yards further up 101 and checked in. No problem there.

After washing off the road grime accumulated during the trip from Glen Ellen, I returned to Leon's at 6:05. There was well over a dozen cars there now and the place was buzzing with activity. WOW... these guys are on time! Everything was very nicely handled. There were about eight cars in line for inspection before me. I watched as each was thoroughly gone over. Each was checked inside and out, they looked in the trunk, the cockpit, wheel wells, checked the engine, battery, clutch, etc. Then they ran each car up on the lifts, checking brakes, hydraulic lines, clutch cables and such. It was a most impressive tech. The facility is donated by the owner of the shop and it's a beautiful, modern and well maintained set up. Leon's also sponsors some of RSCCs events.

Saturday morning we met at the Samoa Cookhouse (an historic logging camp cook house) with the rain still falling. The breakfast was part of the package for the school and it was great fun. After consuming too much of everything, especially coffee, as we were to learn later, we had the chalk talk. George Ellis acted as Major Domo and introduced the other four instructors, went over the basic rules and then covered some basics of high performance driving. Next Rich Sloma went into more of the techniques we'd want to learn to use on the course. It was familiar stuff but presented clearly and seemed to make more sense than ever before.

By then the rain was letting up a bit but I still had the top up as we drove several miles south to the Samoa drag strip.

There was plenty of water standing on the course and more pylons than I've seen anywhere but a highway construction site. The place is pretty rough: rougher than our airport site before the repaving. It's about the same size as our site but is all paved, well, more or less paved. No grassy parts in the middle.

The problem with the excess coffee arose early on as a line developed for the only porta-potty available, this despite everyone having taken care of business at the cookhouse. The men were cautioned in advance; since both sexes were to share the potty, we were admonished to not pee on the floor. Tough lot, those Humboldt County folk.

We broke into five groups, four groups of 4, I was in the one group of five. Doug Pulver was my instructor. He's a very accomplished driver, calm, patient and is impressively skilled. Apparently he often scores TTOD at RSCC events. As the rain continued it became clear that this crowd regards the elements as part of the challenge. "The rain will allow you to make your mistakes at lower speeds so that you can better see what's happening."

There were several exercises set up and each group went to one. Our group started at the decreasing radius turn which was in an especially puddle and marble covered section. Doug took us each around it several times in his new RX-8 and then through a tight slalom. The deepish puddle in the middle of the exit provided some spectacular clouds of mist and steam. It was very helpful to see how late the apex was in Doug's line. Then we each had a go in our cars. We took 5 laps back to back and I could easily tell that my line was improving on each run.

Then it was off to the braking section where we were to learn just how much braking capability we have in our car. Again, a useful exercise. By the time we broke for a hot lunch, supplied as part of the fee, the rain was intermittent. We continued with the various exercises until about 4:30. That makes a VERY long day. As we were winding down for the day Guy Southern appeared and told us that the ESCA event had been canceled because of the rain. I think I heard a few snickers from the soggy local crowd. The following morning we would run the open AutoX so it was time for some rest.

Sunday morning was mostly dry but was very brisk and extremely windy. The temps never got above 51 degrees throughout the day; I could see snow on some of the peaks in the distance. Despite the sun everyone was bundled up all day. The wind was relentless and was blasting enough to shake the parked vehicles. During the course walk I realized that the complete AutoX course was made to include the instruction sections from the day before. That was nice since we had plenty of practice on each section, only the connecting bits were new.

There were forty entrants for the AutoX including all but one of the participants from the previous day. ESCA members Guy Southern and Doug Batt both ran. It was the most fun I've had at an event in a long time. Those RSCC guys are a kick. I suspect we could have gotten the club participation award if they had one. Do any clubs do that anymore?

Anyway, I think we need a tour for one of their two day events later this year. When I get a date picked out I'll let you all know.

Gerald Mugele



DRIVERS SCHOOL AUTOCROSS				Redwood Sports Car Club, Eureka										
Thanks to:	LEON'S CARE CARE CENTER			April 15 2007				Using 2007 PAX values						
	non-points event.													
Chaired by:	George Ellis and the Board			65.87										
				BEST	c's	1ST	c's	2ND	c's	3RD	c's	4TH	PAX	PI
FIRST NAME	LAST NAME	CAR	CLASS	TIME		TIME		TIME		TIME		TIME	INDEX	PTS
DOUG	PULVER	12A STREAK	AM	65.87	2	75.89		DNF73		67.87		65.87	65.87	439
DANIEL	RHOADS	02 S2000	AS	73.56	1	76.20		74.49		74.46	1	73.56	61.64	862
GERALD	MUGELE	SLK 350 '05	AS	74.89		DNF88		76.83		77.23		74.89	62.76	750
STEWART	GREGORY	CORVETTE '85	ASP	89.40		DNF107		DNF90		89.40	1	89.53	76.71	0
MIKE	SHAPIRO	05 350Z	BS	75.81		77.40		75.81	2	77.78		76.26	62.77	749
WILLIAM	GOFF	RX 8 '05	BS	76.16		82.14		78.71		78.67	1	76.16	63.06	720
MARVIN	GOSS	PORSCHE 928	BS	79.12		82.97		79.12	2	80.81		DNS	65.51	475
MIKE	SCOGGIN	PORSCHE	BS	80.40		81.32	1	80.64		80.40		108.83	66.57	369
GUY	SOUTHERN	Datsun 240Z	BSP	75.74		87.30		76.64	1	76.93		75.74	64.61	565
TERRY	JONES	77 MERYLNN	CM	71.84		DNF77.87	1	77.59		DNF74		71.84	65.30	496
GEORGE	ELLIS	01 MR2spyder	CS	76.57	1	DNF80	2	84.58		79.35		76.57	62.94	732
TINA	JOHNSON	91 MIATA	CSP	73.65		77.25		76.51		73.65	2	DNF83	62.23	803
DAVE	TURNERY	86 RX7	CSP	74.36		DNF73		75.16	1	75.72	1	74.36	62.83	743
BRETT	GRONEMEYER	MIATA '99	CSP	75.26		76.71		76.40		76.51	1	75.26	63.59	667
DOUG	BATT	91 MIATA	CSP	78.57		DNF82		90.42		78.57	1	83.93	66.39	387
CLAIRE	TURNERY	86 RX7	CSP	79.41		81.09	2	93.08	1	79.41	1	80.38	67.10	316
MIKAL	BAKER	240SX	DSP	75.34		78.07		76.62		75.61		75.34	62.98	728
OLIVER	TAYLOR	91 MIATA	ES	75.88	1	DNF83		76.89		76.62		75.88	61.61	865
GREG	MANN	RX7 '91	ES	86.73		90.12		88.52		89.66		86.73	70.42	0
JOE	WASETIS	RX7 '84	ES	86.73		90.29		86.73		DNF101		DNS	70.42	0
DANIEL	BROWN	03 LINCOLN	FS	80.69	1	84.11		81.57		80.69		81.68	65.28	498
MIKE	HENDRIKS	98 CIVIC HX	FSP	73.22		74.90	2	77.13	1	73.22	1	75.46	60.26	1000
MIKE	STRANDE	03 ACCORD	GS	83.89		87.44		83.89		84.32		84.47	67.36	290
JOSH	DAVIES	84 COROLLA SR5	HS	79.82	1	84.39		82.18		79.82	1	80.97	62.98	728
BOB	RODRIGUEZ	MINI '04	HS	80.89		85.83		84.47		81.17	1	80.89	63.82	644
BRANDON	CHANDLER	KART	KK	95.92		DNF111		103.81		107.00		95.92	863.28	0
MARK	CHANDLER	DATS-A-V8	OSP-O	71.46		77.18		74.41		71.46	3	74.48	61.17	909
DON	CHANDLER	DATS-A-V8	OSP-O	79.32		DNF95		82.41		DNF79		79.32	67.90	236
DAVID	PRICE	CRX	OSP-U	72.93		73.77		73.34	1	74.15	2	72.93	62.43	783
AARON	BROWN	85 CRX	OSP-U	76.96		78.45		79.48	3	92.75		76.96	65.88	438
LOREN	FISHER	73 MGB	OSP-U	77.55		80.50		79.31		77.55	2	163.81	66.38	388
MARSA	JORDAN	MGB	OSP-U	80.55		117.33		DNF71		83.32		80.55	68.95	131
IAN	SHARP	87 RX7 TURBO	SM2	73.67		78.94		75.05		74.7		73.67	63.50	676
KEVIN	DOBOSH	90 CRX	SM2	77.68	1	82.42		78.48		78.43		77.68	66.96	330
TONY	MILES	SHELBY COBRA	SS ?	81.77		DNF96		DNF85		81.77		82.30	69.34	92
LEONARD	SHUMARD	CHEVY NOVA	SS ?	93.60		96.10		DNF98		93.60		DNS	79.37	0
TREY	SHUMARD	NOVA	SS ?	108.32		108.32		DNF94		DNS		DNS	57.94	1232
LARS	VEDBORG	ACCORD '95	STS	84.33		89.10		88.71		84.33		84.71	67.89	237
RAN	PERRY	WRX '05	STS	85.26		95.63DNF		91.66		89.72		85.26	68.63	163
JOHN	HUDSON	DEL SOL '93	STS2	78.99		80.54		78.99		DNF81		80.39	63.67	659



**Redwood Sports Car Club
P.O. Box 478
Eureka, CA 95502**



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