



REDLINE

Redwood Sports Car Club

Volume 47

Issue 2

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2006 PAX/RTP Index

“Racers Theoretical Performance”

SS 0.837	ASP 0.850	AP 0.865	AM 1.000
AS 0.828	BSP 0.839	BP 0.861	BM 0.942
BS 0.821	CSP 0.838	CP 0.855	CM 0.908
CS 0.810	DSP 0.822	DP 0.844	DM 0.879
DS 0.796	ESP 0.826	EP 0.858	EM 0.886
ES 0.806	FSP 0.811	FP 0.862	FM 0.884
FS 0.805	STS 0.799	STS2 0.803	FSAE 0.960
GS 0.782	STX 0.802	STU 0.818	OSP-U 0.856
HS 0.776	SM 0.838	SM2 0.849	OSP-O 0.856

These numbers will be used this year to calculate this year's PAX Champion. Good luck and good racing!!!

Hi Again!!

Yes, you have to put up with me for another year.

I am so glad that we will be able to race again.

Man, I miss it. Just to get a fix, I went over to Redding for an autocross. It was great. I got to drive Danny Ide's adorable bug eye sprite, the weather was beautiful and I got to go fast.

Yippee. They race at the Anderson Fairgrounds, so they get to use the parking lot (which has a great surface) and they pit on the speedway. I had such a great time. I can't think of any other hobby that is this much fun. Although I haven't tried skydiving yet. I also highly recommend going to Medford for their races. What a thrill. It always takes my hands and legs a while to stop shaking. Here's to a new and exciting year with my RSCC

family. See you soon.

Tina

A Letter from Italy

Last year I missed the entire season. Your government has become so prudent in issuing visas that it kept this dangerous autocrossing foreigner waiting eight months before letting me back into the USA.

During my time in Italy, I missed many things in Humboldt County. One was my MR2. Driving my mother's 17 year-old Renault 5 wasn't quite the same. Therefore, one day last Spring I looked up the Henry Morrogh Racing School at the Magione race track on the internet on the off chance that I might be able to get in some interesting driving experience.

Yes, they did rent racing cars, Formula Ford single-seaters, per lap, per course, per race or per racing season.

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

"Can I just turn up and drive without taking any test?"

"Yes." Mrs Morrogh is English and I think she was pleased to speak her own language for a change. "We have a race on Sunday and a two day course on Monday and Tuesday. If you come on Tuesday morning, we can measure up a car for you and you can do a few laps."

Great. My heart was beating a little faster in anticipation as I put the phone down.

Then the Pope died and this country came to a standstill. No football (you call it soccer), no basketball, no TV coverage of the Bahrain Formula One Grand Prix. Nothing on TV at all except for the Pope. They also cancelled Henry Morrogh's Formula Ford Championship opener. Not the driving course though.

On Tuesday morning, therefore, I was up early and drove against the Pope traffic coming into Rome.

Henry was as pleased as his wife had been to speak English. He provided overalls, a helmet, and a car that fit me. The overalls didn't. Not many Italian racing drivers are taller than 5 feet six. So I had to walk a little stooped in order not to tear the overalls. Henry mentioned shoes. My moccasins were not quite what you'd expect in a single-seater, but at least they didn't have a protruding sole.

"There's nothing more dangerous than a protruding sole. Your foot gets stuck against the side of the brake peddle and you're screwed."

"I know," I said, "remembering Keith Lund running, an approaching shed, and a bang."

I went out for a few laps in a FIAT saloon car just to learn the track.

You come from the pits out onto a short section of the start / finish straight. Then there's a long second-gear 190 degree corner, a short acceleration into third gear, braking under the foot bridge, second gear and a 180 degree left-hander. Foot on the gas again, third gear and a quick left hander in second just before the slow first gear hairpin. Acceleration out of the hairpin towards the sweeping right hander that takes you to the long back straight. Up through the gears to 100 mph in the saloon car. Braking at the 100 meter mark, third gear and a double apex sweeping right before the Mickey Mouse esses which take you back onto the start finish straight.

Five laps to get the hang of it and then I'm back into my Formula Ford.

It's been so long that I can't even remember how you start these things. (You pull a knob and press a button). Then when the engine comes to life

memories come flooding back. It's been thirty years but these cars haven't changed and my body remembers. The low lying position, the straps pulling your shoulders down. The infernal racket behind your head. The short gear lever and, above all, the feeling of being in symbiosis with this machine.

You twitch your foot and the thing lunges forward. You turn your wrists and the steering response is immediate, precise and clean.

So you maneuver slowly out of the pits remembering that the rear wheels are wider than the front ones. And you are on the track shaking, roaring swooping through long curves, hurtling down a straight at 150 mph wondering if you are going to be able to keep this thing straight under braking or that perhaps you are going a little too fast into the right-hander at the bottom. But no, the braking is crisp and, on the correct line, the car flies effortlessly through the double apex.

Then comes the Mickey Mouse esses where many races must have been won or lost. You clip the outside edge of the start finish straight and another lap begins.

1'.36". Pathetic. The track record in these cars is 1'.23". But it's been thirty years. And I've never seen the Magione track before. Then I begin to get the hang of it. Just begin, mind you. I miss my gears a couple of times. I brake a little too late once, but my times improve. 1' 32", 1' 31", 1' 30" 1' 29.11".

It's fun. A lot of fun. But bloody noisy. I tell myself that if I ever do this again I'm going to have to bring earplugs.

Yes. This is what track racing is about. Noise and speed – too much of it for me on the back straight where you have all that time to sit and think and worry about what will happen if... at 1500 mph. And setting up for corners. And precision.

And then I realize that autocross is altogether different. Autocross is so intense. Short but very intense. You have to learn the track so quickly. There's something happening all the time. There's no boredom. And there is, I suspect, actually more skill involved in autocrossing well than in taking a formula car around a track.

Of course, racing a formula car is different. There are other people wheel to wheel with you: dicing, slip streaming, overtaking. But that's another story.

George Ellis

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2006 RSCC Membership Application/Renewal

Name(s): _____

Address: _____

Telephone: _____ E-Mail: _____

Vehicle: _____

Modifications: _____

(Optional)

Fees: \$10.00 Initiation Fee (For New Applicants Only)

\$25.00 Individual

\$30.00 Family (Same Address)

Please send application and check to:

RSCC
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Date Events, Sponsors, and Chairpersons.

Feb. 18-19	Tip Top Tree Service	Doug B./Dave P.	NON-POINTS
Apr. 8-9	Leon's Car Care Center	George E./Dave P.	NON-POINTS
May 6	Frank Jorge Excavating	Tina J.	POINTS
May 7	Arcata Used Tire & Wheel	Doug B.	POINTS
June 3	California Lifestyles Realty	Austin D.	POINTS
June 4	Performance Audio	Mike H.	POINTS
July 15-16	The Detail Doctor	Mark C./Don C.	NON-POINTS
Aug. 26	Cin-Cin Restaurant	Dave T.	POINTS
Aug. 27	German Motors	Laura P.	POINTS
Sept. 16-17	Tip Top Tree Service	Doug B./Dave P.	POINTS

Event Time Schedules for 2006

Gates open: 7:30

Registration: 7:45 to 8:30

Tech Inspection: 7:45 to 8:45

Drivers Meeting: 9:00

First Car on Track: Shortly after drivers meeting.

All cars must be 'race ready' for Tech Inspection.

Course will be available for course walk until 8:45. If you do not attend the drivers meeting, you forfeit your first run. Lunch for the weekend will be as follows: Saturday—Pizza, Sunday—(weather permitting)—B.B.Q.

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Please visit us at RSCC.NET

**General Club Meetings are on the second Monday of the month at The Adorni
Center @ 7:00 p.m.**