



Volumne 51 Issue 2

February 1, 2010

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### Auto Cross Schedule

- January 23rd and 24th
- February 20th and 21st
- March 13th and 14th
- April 17th Drivers school
- April 18th
- May 15th and 16th [first points event]
- June 12th and 13th [points event]
- July 3rd and 4th [non points] tentative test day?
- July 16th, 17th, 18th [24th annual Hoopa Hill Climb]
- August 14th and 15th [points event]
- September 18th and 19th [points event]
- October 16th and 17th [points event]

Hello Everyone!

So, the season has finally started! Two months without racing and I think most of us start going into withdrawals. Throttle feet start twitching and some of us wear our helmets around the house anticipating the start of the new season of auto-crossing.

With the start of a new season also comes the renewal of membership dues. Dues can be paid at:

\*\* Our general meetings: Second Monday of each month at 7:00pm at the Adorni Center (next meeting is February 8th)

\*\* Our monthly event: At the new later time (gates open at 8:30am—next event is February 20th and 21st)

\*\*Or you can mail your dues to us: PO Box 478 Eureka, Ca 95502

Also, our race-morning breakfast get together spot will be at Denny's in Eureka at the new later time: 7:15am. (Can everyone tell I'm excited about the "new later time? If you had seen me last year at the "old early time" you'd be excited, too!) Denny's is on 5th street just before C Street. They have lots of parking on the street as no one is crazy enough to be up that early on a weekend, and they have parking in the back of the restaurant with lots of room for trailers.

Talk to you all soon!

*Jenna Tronti*



## Next Event February 20th and 21st

Another nonpoints event? Not hardly. Let's do something different. Any ideas let Doug Batt know. 326-0200. He and Michael Valls are co-chair. Stop and go? Blindfolds? Backwards? Any thing that is safe.

DON'T FORGET TO CHECK THE WEBSITE FOR THE NEW STARTING TIMES

*Gates open at 8:30 Registration closes at 9:20*

Sometimes we get some awesome weather so let's party. BBQ Beef and Tofu. Turkey dogs and Peanut butter. Did you know that hot dog buns and peanut butter were made for each other? Maybe Potato salad from the store. We could make up Egg salad sandwiches several days ahead of time and not worry about anyone showing up on Sunday.

what do you guys like to have for lunch?.

*Let us know some ideas.*

The January events were fantastic. Most everybody got a little wet behind the ears. Ian and Jessie did a good job. The track setup on Saturday and Sunday was very well accepted and fun to run. The showers let up to let us eat Pizza for lunch and more runs after. Sunday we gave up after six runs each.



Bobbie



Nicole

New member Bob Blick came all the way from Santa Rosa. Shantaram Jones made good time Saturday in the Red car. New to autocross participants increased our fun both days. Jessie introduced us to Nicole Daniels. She drove Jessie's car Saturday but opted to drive her own Honda on Sunday. Might have had something to do with the power steering, or lack thereof. Bobbie Nakamoto drove his 2000 Mustang GT both days to real good times for a new driver. Phil Browles drove his 74 Dart. This was a lot of car to handle on the corners but it took to the Slalom surprisingly well. His

times lowered every run as he figured out what the car wanted to do. Nicolas Polito drove his 92 Honda Prelude giving Andrew Enos a good close run. Nick gets my Kudo's for bring Amy. She helped with the score board in the rain. That was not much fun as she was not driving. Thank you Amy. Dimitry Vasilyev drove his Cougar XR7. He is home between postings in the U.S. Army. Good work Dimitry. Justin Fenzel found a number of ways to run the course and finally figured out the right one to get timed. His Nissan Sentra 94 model will get faster and faster as he develops its potential. Even though the results on the back page do not show it, Jenna Tronti, Tina Johnson, and Doug Pulver were there to help with event even if they did not drive.



Nick and Amy



Bob Blick

## Techie Notes

Supplied by Leon's Car Care  
copied but reworded

Words to describe the handling characteristics of a car are Understeer, Oversteer and Neutral. What are they? How to adjust the performance of your car? You have to decide what you have and what you want the car to do for you.

**UNDERSTEER:** the car feels like it is not following the direction you are turning the steering wheel. It is under-responsive to the inputs you are giving it with the steering wheel. Pushing, Plowing, Understeer. In autocross as on the street this usually means that at speed the front wheels are sliding sideways instead of rolling in the direction they are pointed.

You have to realize that the car handles differently in a corner when the brakes are on, when the throttle is neutral and when the car is under acceleration. Brake friction, weight transfer front to back and side to side and acceleration all contribute.

**OVERSTEER:** the car wants to over-respond to the steering action. The driver feels that the car will spin in the corner. The rear of the car feels light and unstable.

Brakes and throttle contribute to the weight shift that can lessen the grip of the rear tires. "Driving with the rear tires", "Driving with the skinny pedal" Using the throttle to 'slide' the car around the turn can be faster if controlled. The driver is using oversteer to move the cars rear end to increase the turn angle of the front steering. Hopefully momentum is saved and the driver is able to get on the throttle sooner as the steering straightens coming out of the corner. This is very visible with excellent drivers in light cars and high horsepower cars. For those of us with less skill the result is different.

**Neutral:** the car is neither oversteering nor understeering. It is more responsive to steering inputs.

Again speed, braking, and throttle will change this neutrality.

Once you have determined what your car is doing and what you want it to do the chart below will head you in the right direction. Caution---small changes at a time. Big changes are more noticeable but usually take you someplace you did not want to go. Usually

you don't know where you went or how to get back. This does not talk about alignment of the car or tire size. Caster, camber, toe-in, toe-out, underpressure, tires should all be checked before changing suspension dynamics. Tire size and treadware, also affect handling and should be standardized before starting modifications.

Testing is hard part. To push the car hard enough on the street is difficult and not safe. We do not have any test and tune days at the track. Why not start? Different autocross courses, corners and traction differences at different portions of the course have to be considered in your evaluation of your cars characteristic...



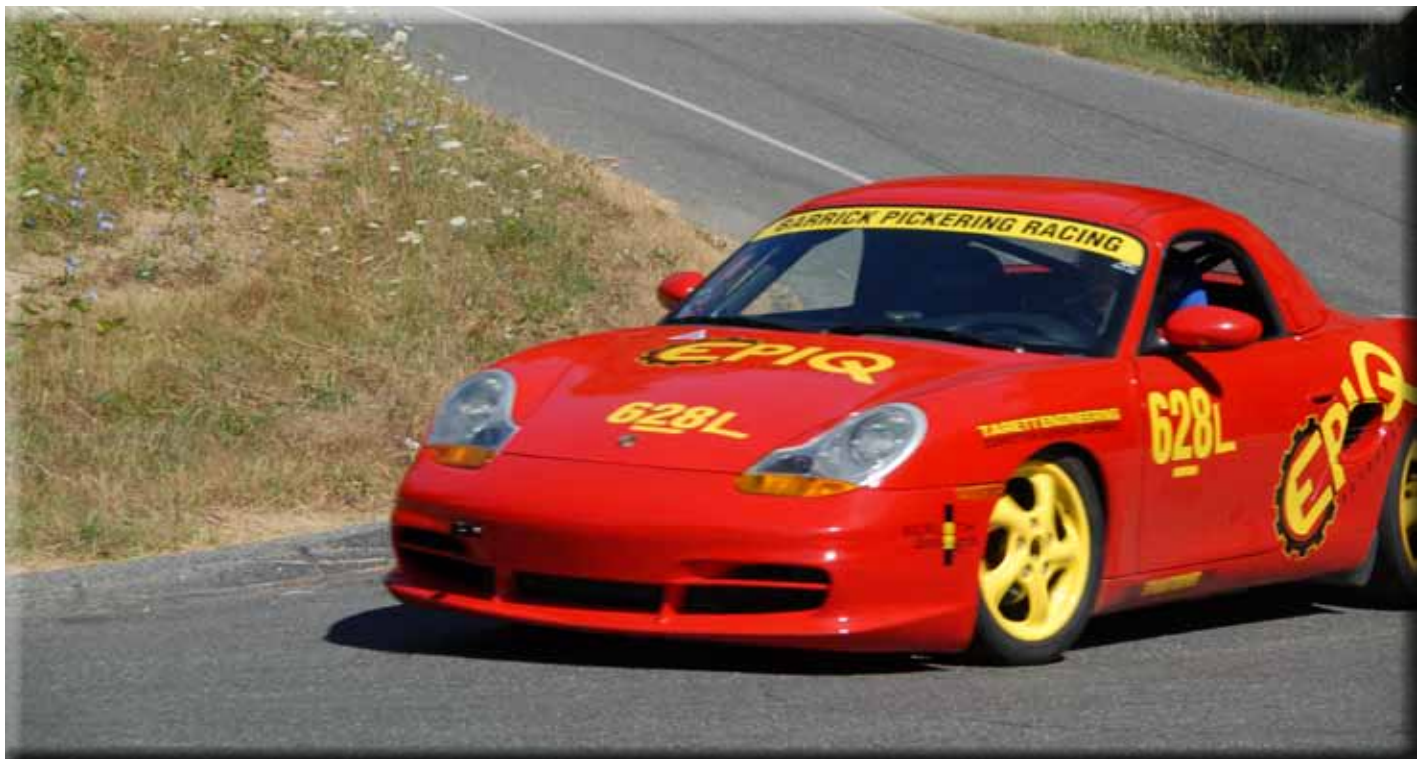
Mike Hendriks and Terrie Jones



Jenna Tronti's Miata

## *Suspension Component Chart*

Suspension Component	Less Understeer More oversteer	More Understeer Less Oversteer
Front spring rate	Lighter [smaller dia. torsion bars or <u>spring wire dia</u> ]	Heavier [larger dia. torsion bars or <u>spring wire dia</u> ]
Rear spring rate	Heavier [larger dia torsion bars or spring <u>wire dia</u> ]	Lighter [smaller dia. torsion bars or spring <u>wire dia</u> ]
Front sway bar	Lighter, or adjust to <u>lengthen arm</u>	Thicker or move <u>adjustment to shorten arm</u>
Rear sway bar	Heavier, or adjust to <u>Shorten arm</u>	Thinner or move <u>adjustment to lengthen arm</u>
Weight distribution	More rearward	More forward
Front shock setting	Softer	Harder
Rear shock setting	Harder	Softer
Front wheel camber	More negative	More positive
Rear wheel camber	More positive	More negative
Front tire width	Wider	Narrower
Rear tire width	Narrower	Wider
Front tire pressure	Higher	Lower
Rear tire pressure	Lower	Higher
Front track	Wider	Narrower
Rear track	Narrower	Wider



1/23/2010		Redwood Sports Car Club, Eureka														
RSCC		Using 2010 PAX values														
Jesse Dejager and Ian Sharp		(times are in seconds.)														
<b>46.67</b>																
LAST NAME	CAR	CLASS	BEST TIME	1ST c's	2ND c's	3RD c's	4TH c's	5TH c's	6TH c's	7TH c's	8TH c's	PAX INDEX	PTS			
ROBERTS	MR-2 SPYDER 2000	CS	46.67	50.85	2	50.97	56.94	48.81	46.67	2	48.34	48.18	1	48.14	39.20	1000
TAYLOR	MAZDA MIATA	CSP	49.23	DNF53	1	50.22	DNS	DNS	49.23	1	50.44	DNS		DNS	42.49	672
ROSE	MR-2 SPYDER 2000	CS	49.24	53.21	1	50.87	51.94	51.41	49.24	2	53.13	49.61		49.85	41.36	784
BATT	91 MIATA	CSP	49.40	57.71	2	72.32	DNF	57.57	52.98		55.04	50.08		49.40	42.63	657
TAYLOR	BMW 325ES 86	DS	49.40	DNS		DNS	50.96	49.40	DNS		DNS	49.51	1	51.25	40.76	845
DEJAGER	89 RX-7	SM2	49.67	52.11	1	50.54	54.32	51.79	59.62	1	51.37	49.67	1	55.27	43.86	534
GOSS	98 HONDA CIVIC	FSP	50.23	DNF86	4	DNF106	DNF 84	61.40	50.30	4	52.76	50.32	1	50.23	42.09	711
HENDRIKS	98 HONDA CIVIC	FSP	50.59	56.54	1	54.75	54.52	54.11	52.32	1	51.55	50.59	1	51.80	42.39	681
ENOS	97 PRELUDE	SM	50.60	58.28	2	54.89	53.84	53.26	52.10	2	50.60	51.03	1	62.44	44.38	483
SHARP	89 RX-7	SSM	50.67	56.18	1	54.44	50.67	51.85	53.31	2	51.61	64.64	1	61.85	44.74	446
FISHER	CHRYSLER CROSSFIRE	BS	50.79	53.55	1	53.93	59.60	51.85	57.37		53.28	51.62		50.79	43.02	618
McLEOD	MR2 SPYDER 2000	CS	51.72	79.11	1	54.92	65.67	52.24	51.72		DNF52	73.31		54.24	43.44	576
BENNETT	BMW 325ES 86	DS	51.76	57.54	1	54.91	53.18	55.81	DNF		51.76	64.50	3	61.22	42.70	650
NAKAMOTO	FORD MUSTANG GT 200	FSP	52.56	60.71	1	57.49	59.38	58.48	58.04	2	56.28	55.01		52.56	44.05	516
DANIELS	MAZDA RX-7 89	SM2	54.45	DNF	1	62.73	59.61	58.66	57.76	1	55.44	54.45	2	58.32	48.08	112
JONES	MAZDA MIATA	CSP	56.01	79.95	1	69.75	DNF67	66.93	57.02	1	56.01	56.05		DNF61	48.34	87
BLICK	MAZDA MIATA 97	ES	58.08	DNF		DNF	DNF	DNF56	68.78		DNF	DNF	3	58.08	48.15	105
POLITO	HONDA PRELUDE 92	ST	59.99	DNF	1	DNF	59.99	1	DNF 53		DNF	DNF	2	DNF	49.55	0

1/24/2010		Redwood Sports Car Club, Eureka											
Thanks to: RSCC		Using 2010 PAX values											
Jesse Dejager and Ian Sharp		(times are in seconds.)											
<b>49.68</b>													
FIRST NAME	LAST NAME	CAR	CLASS	BEST TIME	1ST c's	2ND c's	3RD c's	4TH c's	5TH c's	6TH c's	PAX INDEX	PTS	
JESSE	DEJAGER	89 RX-7	SM2	49.68	50.90	50.59	49.68	49.86	49.78	1	50.09	43.87	899
IAN	SHARP	89 RX-7	SSM	49.69	56.14	53.81	52.13	52.36	55.86	3	49.69	43.88	898
OLIVER	TAYLOR	MAZDA MIATA	CSP	49.87	51.42	51.03	M0.67 DNM1	50.94	49.87	2	53.38	43.04	982
DOUG	BATT	91 MIATA	CSP	51.83	69.13	56.10	51.98	53.64	54.18	B	51.83	44.73	812
ANDREW	ENOS	97 PRELUDE	SM	51.87	61.84	53.35	53.76	51.87	52.62	1	73.51	45.49	736
NICOLAS	POLITO	HONDA PRELUDE 92	ST	51.88	66.80	56.31	53.90	53.28	52.29	1	51.88	42.85	1000
BOB	BLICK	MAZDA MIATA 97	ES	53.67	75.50	58.36	55.68	53.73	56.03	D	53.67	44.49	836
BOBBY	NAKAMOTO	FORD MUSTANG GT 200	FSP	54.46	71.25	56.85	54.46	57.19	57.07		67.23	45.64	722
NICOLE	DANIELS	HONDA ACCORD COUPE	GS	55.54	58.74	56.61	55.96	59.34	55.54	2	61.55	45.10	775
JUSTIN	FENZEL	NISSAN SENTRA 94	HS	60.47	DNF	1	DNF	DNF	DNF		60.47	48.56	430
PHILLIP	BROWLES	DODGE DART SWINGER	HS	63.19	81.12	72.81	78.82	67.29	65.14		63.19	50.74	211
DIMITRY	VASILYEV	MERCURY COUGAR XR7	FS	90.21	90.21	122.74	DNF	DNF	DNF		75.51	0	0



Redwood Sports Car Club  
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