



# AT SPEED

## *Emerald Empire Sports Car Club*

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[WWW.EESCC.ORG](http://WWW.EESCC.ORG)

August 24<sup>TH</sup>, 2010

### 2010 EESCC Club Officers

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### Upcoming EESCC Events

**Monthly Meeting:** **Sept 1st**

**7:00pm the Sizzler**

**Postal Way and Gateway, Springfield**

**2010 Series, #7 & 8**

**Sept 18<sup>th</sup> & 19<sup>th</sup>**

**90855 Roberts Rd Coburg OR**

**Flyer Enclosed**

***NOTE: THE NEXT EVENT IS AT COBURG!!***

### **2010 Year-End Awards Banquet**

#### **"Let's Make A Deal"**

Mark your calendars! The 2010 Year-End Awards Banquet is fast approaching. It's a great time to celebrate the year's events and to commiserate with your racing friends. It will be held Saturday evening, November 13th at the Hilton in Eugene. Registration forms are included in this September newsletter. You will also be able to register on-line via our website, [www.eescc.org](http://www.eescc.org). There will be lots of door prizes including \$50.00 in cash.

Remember the show "Let's Make a Deal" where Monty Hall would walk through the audience and ask for random items? Do you want to win some money? Be prepared! Bring some random items (ie battery, bandaid, paperclip, etc.). Our own Monty Hall, Brad

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Moffett, will be asking for these items throughout the evening. If you are the first person to come up with the appropriate item, you will win money.

We will also hold the Pinewood Derby again this year. If you are interested in participating, you can purchase your "Boy Scout kit" at your local Boy Scout office. Last year's cars are acceptable to enter. Remember, we will be using the standard Boy Scout rules posted on the website and included in this newsletter. The car must pass tech to qualify for the race. There will be prizes for Standard 1<sup>st</sup> and 2<sup>nd</sup> place, Modified 1<sup>st</sup> and 2<sup>nd</sup> place, and People's Choice, and Butt Ugly.

We hope to see you there! Bren Wamsley

### **Missing Hearing Aid**

Cheryl Baugh lost her hearing aid at the last event, If you have it call her at 541-998-8068!!

### **Larison Rock 2010**

Well, another year is in the books. This one started out with a wet spring, to put it mildly. Our hill cleanup was devoted to moss eradication, mostly. Even the usually dry ditches had lots of water in them. At least we didn't have any fire danger this year. Turnout was down a little due to our wonderful economy. I missed seeing some old, familiar faces. Nathan Korstad let me drive his VW again this year. What a blast. It's even fast in the rain! Too bad I didn't have the camera going for my first run, a 118 with a spin! Turn 4 was very interesting. As I was passing the #4 sign, I was giving throttle when all of a sudden I was going 90 degrees to the right, then

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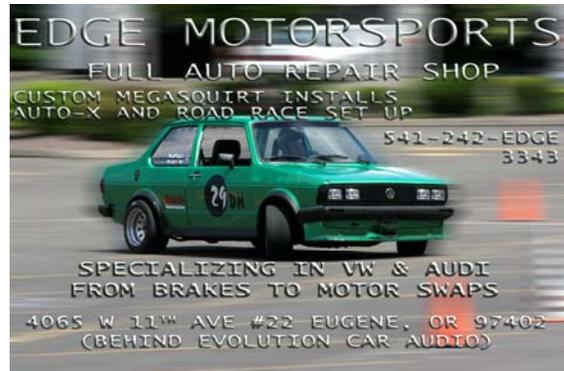
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90 to the left, now 45 to right, and another 45 to the left. I am squeezing more throttle and the car straightens out and here we go. My first thoughts were to save the run and I kept charging. My good friend Ruben rewarded me with a time slip at the top that he wrote SLOW on. Thanks, buddy. In case anybody thought it was timer error, I backed that run up with a 115, before the road dried out for the afternoon. It was fun being "King of the Hill" for the morning. Too bad the sun came out letting all the fast guys nail me after lunch. Bonnie let me run first on Saturday, in case I had to bail on short notice for our son Evan and his wife Brooke. They were expecting twins any day. I made it through the weekend. The babies were born on July 7th. A boy and a girl. Everybody is well. The babies are a blast and really cute. They have my nose, lol. Sorry, kids.

Back to the hill. I was hoping to use the hot tub for my lower back issues. The box with the pump timer was locked the whole weekend. I assumed it was broken. It wasn't until I was checking out to think to ask the manager about it. Her reply? Oops, I forgot to unlock it. It works fine. GRRRRRRR! As far as problems on the hill, things were pretty normal. Our only incidents happened after the finish line. Hopefully, both cars will be back. I am considering adding caution tape to the left side of the road at the finish as a visual element. It most certainly is not a catch fence, so don't try it.

We gave out a new trophy this year, the "Flying Tortoise Award". It is for the driver with the slowest trap speed going by the work truck, won by the birthday girl Marie Sherman in her street car. If you want to be in the running for it next year, I suggest going by work truck casually, in 2nd gear doing the queen wave to the workers in the truck. Kidding, just drive normally. The speed is what it is. I think we need to address the campground area for next year. Cars should be allowed next to the tents if they are camping there. And, this is a big one. Anyone working on either work truck, if you need to respond to an incident, do NOT allow spectators to jump on and go to the scene to take pics. It happened at Peggy's accident and I was shocked. They got in the way and it could have been a safety issue. Only designated workers are to be on the trucks when they need to roll, period.

A funny thing happened at the Saturday night party. I was sitting with Lorin Mueller and Brad was about to give away a book about autocrossing. I asked Lorin if it was a good book. He was telling me that it was pretty good, but was meant for novices, mostly. Brad pulled Lorin's number, of course. In case you didn't know it, Lorin competes nationally in SCCA and is pretty darn good at it. (continued page 4)

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*(continued)* Anybody given a conditional pass at tech inspection this year should deal with whatever we found and didn't like. We kept notes, in case you are wondering. (hint) No second chances on the same issues next year, sorry. I think our timer worked flawlessly this year. Thank you to all involved. Thank you to the safety crew. We could not pull this off without you. And a big thank you to Bonnie and Jim for once again running the best hillclimb in the northwest. Let's do this again next year. by David Lumbr

### Journey for Speed

As the 2010 race season approached I found myself scrambling, trying to decide what car I was going to race. I needed to get some new rubber under me and wanted to get some add ons for my car more because I felt my "incredibly low" Honda was becoming not prepared enough for me. I felt the need for speed. A couple of years ago my husband acquired a Mitsubishi Starion that was in pieces but thanks to his friends that drag race Mitsubishi Eclipses he quickly found parts to get it running. It had been a project car he always wanted to autocross but could never get it going. This year we decided it was the year to bring it to life. To get the complete story – I have to explain how the Starion came to life.

When my husband first told me about the car my reaction was "a Mitsubishi what?" Then it came home on a trailer looking like the beginnings of a DeLorean from Back to the Future. It had a 5 gallon bucket for a front seat, no radiator, no turbo, and held together with lots of RTV and scrap metal. It screamed 80s. I had a sudden flashback of neon clothes and 10 foot bangs. He quickly found the important parts – a big turbo and a race seat. He then found another Starion and was able to make it complete. It was amazing but it intimidated me. I had seen my friends get up to crazy speeds very quickly in their Eclipses on the race track and I wasn't sure I could handle that kind of power – but this year I knew I was ready to give it a shot.

We worked to get it ready in time for test and tune. The finishing touches were put on the car the night before. My first time behind the wheel was driving it to Coca Cola to race it. The car was soo much fun to drive – I was excited to get it on course. The first run I took it easy but it wasn't long before I found I wasn't afraid of the gas pedal. It was my best friend – this was the beginning of my addiction to power. Once I felt that turbo power I couldn't go back to a NA car. I was hooked. After we brought the car home from test and tune a few minor repairs were needed but there wasn't enough time before event 1 and 2 to get it fixed. The Muellers graciously offered to let me race their Focus and I couldn't say no. I knew this was an opportunity to feel what a prepared car felt like. The first time I got in the car was in grid to pull up to the start line. I heard Bonnie yell from timing, "Jim, make sure she knows where the gears are!" I thought I was in trouble...but once I got going I was ok. My first run – not so great – but I quickly found my way thanks to a little coaching from Bonnie and support from my friends and husband. It was a thrill. I knew I was going to have a lot of fun this race season. By event 3 and 4 the Starion was back up and running. The rainy weather loomed over but I knew no matter what I was going to have fun. Again, I found the power, fed the addiction, and gained some confidence. I pushed the car and had a lot of fun – even if I was a little "dirty" and took out some cones. I was learning what the car would do and having fun. I'm looking forward to getting all of the bugs worked out of the car this year so I can get to continue to feed my craving for power. by Alicia Andrews