



# AT SPEED

## *Emerald Empire Sports Car Club*

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August 17, 2011

### 2011 EESCC Club Officers

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### Upcoming EESCC Events

**Monthly Meeting:** **Sept 7th**  
**7:00 pm the Sizzler**  
**Postal Way and Gateway Springfield**  
**Events #7 & 8** **Sept 17<sup>th</sup> & 18<sup>th</sup>**  
**Old Guaranty RV I-5 Lot**  
**See Enclosed Flyer**

#### **2011 Year-End Awards Banquet** **"Deal 2.0"**

By Bren Wamsley

Mark your calendars! The 2011 Year-End Awards Banquet is fast approaching. It's a great time to celebrate the year's events and to commiserate with your racing family. Most of the evening is celebrating YOU! It will be held Saturday evening, November 12th at the Hilton in Eugene. Registration forms are included in this August 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 and/or prizes? Be prepared! "Let's Make a Deal" is back in the form of "Deal 2.0". Some changes will be in store, but the premise is the same. Bring some random items (ie battery, bandaid, etc.). Our own

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Monty Hall, Brad Moffett, will be asking for these items throughout the evening. If you are the first person to come up with the appropriate item, you may win a prize or 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!

#### **Larison Rock 2011 Revisited**

By David Lumbra

Well, another year is in the books. The wet weather kept us out of fire danger. The road was in excellent shape, thanks to all the volunteers who showed up for cleaning. Club members, please help us next year when Bonnie sends out her request. More people definitely make this easier on all the workers who do show up.

The turnout was a little less than some years, but we managed to fill all the worker positions needed. A couple of people had trouble making it all the way to the top of the hill. Hopefully, they will be back again. We crowned a new King and Queen this year. Congrats to Bill and Jennifer.

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I had so much fun taking pics a few years ago, that I decided to do it again with a real camera. I was at turn 11 all day Saturday and got over 400 shots of everyone coming and going. Some of them turned out pretty darn nice, if I do say. Here is what I learned.

#1, the light sucks there. It goes from total darkness to full sun and everything in between. I was shocked to see so many drivers without sunglasses. The light was a challenge all day. I was constantly adjusting my camera for it. It was a good experience. I learned a lot and it was a blast.

#2, lots of the drivers are clueless on how to apex turn 11. Hint, get all the way over on the right side of the road before turning in and the corner is a lot less trouble.

#3, there are a few drivers who think driving through turn 10 in the grass is the proper "line". Evidence is in my pics. I am not naming names, but the guilty parties know who they are. I already talked to them. This may seem faster to you, but should the inside of your right front wheel catch on the edge of the asphalt coming back on the road, you are going to turn right and slam into a rock wall, hard. End of your weekend and your car, period.

Now on to my racing weekend. That is why we go through all this, right? I was supposed to share Nate's VW again, but it didn't survive tuning. Plan B, another VW developed a rod knock on Saturday and was parked. I was offered 3 more rides to share and it was fun deciding which one to take. Turned out that Dan McKennie's ACR Dodge would be my car to share. Having never even sat in it before, Dan gave me some hints, which I really appreciated a lot. Thanks for sharing, too. On Sunday PM, Dan and I had to run the car back to back x 4. His first run was a 2:08. He told me he downshifted at 4, 6, 8 and 12. My turn to go and I missed the 2 to 3 shift at the start and found 5<sup>th</sup> gear. I realized this as I was coasting through turn 2 at 1500 rpms. CRAP! I found 3<sup>rd</sup> gear and finished my run. My thoughts were the car was quick, it has killer brakes and the shifting didn't work for me, especially coming out of 6.

continued

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The 2-3 shift was right before an important spot where I set up for turn 7's apex. I was shocked to see a 2:08 at the top of the hill. My run got Dan's attention as his next run was a 2:06. While I was sitting in staging for my last run, Dan told me I should leave the A/C on for my last run to be more comfortable. Uh, okay Dan. Thanks, lol. About 5 cars before it was my turn, the green Z went off. I had 15 minutes to kill and got out and went looking for water and to check the scoreboard. I thought the GS record was pretty close to what Dan just ran and my curiosity made me go look. Hmmmm, it was a 2:05.8xx. I made up a plan of attack, finished my water and headed back to Dan's car to practice my 2-3 shift. I remembered what Jim Daniels showed me about not grabbing the shifter for the 2-3 shift, just to palm it. After about 50 times, I got it. I also decided to let the turbo drag my butt up the hill and once I got the car into 3<sup>rd</sup> gear, it was staying there, no matter what. Well, I made the 2-3 shift normally and I was thrilled and moving quickly. I used the brakes hard and late at 6, released them before losing my momentum and squeezed the throttle down, once I got near the apex. It worked. I was able to turn in like I want to at 7 without fretting about a shift and the run was a good one after that. For a stock car, it is pretty amazing. Lots of power, great brakes and handling and the A/C at start was a treat! Jim Mueller gave me my time slip at the top and I was ecstatic! Not only did I get Dan, but I got the record, too. My wife has about 3 of them and doesn't even care. I have been working my buns off for 24 years for one and lucked into my first one this year. WOOHOO

I want to thank Dan for sharing his ride with me and the others who offered me their cars to drive. That is part of why I love hillclimbing. People share cars, parts, tools, showers et al. Next year? Who knows, but I may be driving my own car, or taking more pics and begging another ride on Sunday. Thank you Bonnie and Jim for all of your effort putting on such a great event. Thank you to all the workers who made it possible. I loved the shirt this year and the lunches were great. One of my biggest challenges of the weekend was trying to pick up potato chips with the tongs without making chip "dust" lol. Okay, be honest: who skipped the tongs and just grabbed a handful? I thought so. Later,

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### **Events 7 & 8** By Jim Mueller

It seems like yesterday I was waiting for Icebreaker to get here and now I'm doing the flyer for the last event of the year and getting the car ready for nationals. It seem like the summer is over quicker every year. Maybe this year it is because it didn't start until a few weeks ago. However we have had great weather for our autocrosses. Icebreaker was a little cool and the test and tune was wet, but the rest of the season including Larison has had great weather.

Included in this newsletter is a list of IROC hopefuls. The competition this year is better than ever with some new blood at the top of a lot of classes.

Bren Wamsley and her team have started to work on this years banquet. It looks like we will have the pinewood derby cars as part of the festivities so Bonnie, get started now!

Several of us are going to Nationals this year, Rob and Jen Ocker, Robert Steck, Bruce Harmon, Tom McDaniel, Bruce Schlaebitz, and Jim, Bonnie and Lorin Mueller. We will be there with 1000 of our closest friends.