



AT SPEED

Emerald Empire Sports Car Club

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WWW.EESCC.ORG

July 20, 2011

2011 EESCC Club Officers

President	Ruben Cruz Email: President@eescc.org
Vice-President	Jennifer Ocker Email: VicePresident@eescc.org
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Secretary	Bren Wamsley Email: Secretary@eescc.org
Chief of Registration	Bonnie Mueller Email: Registrar@eescc.org
Chief Safety Steward	Greg Ervin Email: SafetySteward@eescc.org
Chief of Timing	Tim Steck Email: ChiefofTiming@eescc.org

Upcoming EESCC Events

Monthly Meeting: Aug 3rd
7:00 pm the Sizzler
Postal Way and Gateway Springfield
Events #5 & 6 Aug 13th and 14th
Old Guaranty RV I-5 Lot
See Enclosed Flyer

Larison Rock 2011!

It was another great year for the "Rock". The weather was perfect and the road was in great shape. This year we (Bonnie) swept the road twice once the first week of June and another time the last week of June, that along with the blowers at the work party got the road as clean as it will ever get. (You should see Bonnie under a thick layer of road dust.)

A special thanks to all of you that helped in the hill planning and cleanup. These volunteers are what

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makes our club. Thanks Eric Hoffman for the tractor. However, we really need more club members to step up. It is your club.

Our King this year was Bill Cooper who drove his Corvette to a 1:49.809, and our Queen was Soccer Mom driver Jen Ocker who took SM Subaru up the hill in a 1:54.708. Congratulations.

We have several new class records this year, with Tim Steck in BS with 1:55.908, Bob Sherman in FP with a 2:17.024, Marie Sherman in FPL with a 2:26.410, David Lumbrá in GS with a 2:05.114 (sorry Dan), Robert Steck in SM with a 1:51.283, Michael Levy in SMF with a 2:14.541, Jen Ocker in SML with a 1:54.708, Robert Rousseau in SS with a 1:59.958 and Lorin Mueller in ST with a 2:05.146.

Three new people joined the Sub Two Minute club. Rob Ocker, Jen Ocker and Robert Rousseau. Great job guys and gal.

We had a specially designed t-shirt this year with Rosie the Bus racing past the W&J Tow Rig and the Oakridge Volunteer Fire Department Ambulance at checkpoint three. I hope you realize that without these people and their equipment and time we could not have the event.

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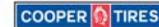
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"For The Love of Competition"
By Stefan Denham

How much do you love competition? To me it is the biggest reason I enjoy sports. I always grew up playing as many sports in grade school as I could. I always thrived on any situation that involved trying my hardest to be the best I could.

Competing against someone or team has always added the most enjoyment to my sports. Even simple hobbies throughout my life have eventually evolved into an avenue of competition.

Larison Rock hillclimb the weekend of July 2-3 exemplified the love for competition I have had throughout my life. The previous week to the event I spent many a late night working feverously on my race car adding extra custom parts that I would try and utilize at the hill and hopefully set a faster personal best. Not only did I spend that time on my own car I also put in a couple hours helping last years King of the hill prep his car for the event. The car I had helped prepare ended up being more trouble than it had seemed and had to be cast aside. Bummed about the king not returning to the hill I went back to work on my preparations. Later in the week I found out that a fellow racer had donated his car to the efforts for the king to return. So excited I was to hear that, that I began to aid in the preparation of the new car for the hill. I donated a set of used race tires and drove across town to help source a set of extended lugs to fit the wheels and tires. With that settled back to my car I went. When I finished my last couple things and loaded up my car I looked up at the clock and realized it was 8:55 p.m. and there was no way I could get to the bio-fuel station before they closed. The joys of running a specific fuel you can only obtain one place in the area. This meant I was going to have to wake up early in the morning and fuel up the car before heading to the hill.

The drive up and tech/registration went smooth and I was in the morning group. I was in the second run group of the morning and after the first run I was holding top time, top pax and fastest in the speed trap. Sweet things were looking good and I was only a couple tenths off my personal best. I knew though that my toughest competition would be coming later in the day. (continued)

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On the line was that competition. Engine racing, 100 feet up the hill, then nothing. Huh, what is going on I thought? Then over the p.a. it seems as though something is wrong with the car, he is coming back down the hill. Robert asks me to jump in the car; he says it was making a loud noise and swerving out of control when he got on it. It didn't take long to figure out that it either had a bad axle or front diff. Over the next couple hours in between my second and last run of the day, I would help get the black bomber running again to keep that competition alive.

Sometimes things don't work out the way you want them to. At this hillclimb, while very enjoyable, I failed to complete my goal to set a new personal best. With a faster car that handled better I somehow managed to get slower as the weekend went on. One reason may have been because I pushed over the limit and managed to get all four wheels of course in the ditch luckily without more than superficial damage. In the end it was my love of competition that made the most of the weekend. The black bomber I repaired beat me, set the new SM class record, top pax, 2nd fastest time, queen of the hill, ladies record, and claimed the second fastest speed trap of the weekend. Even though I did not do as well as I hoped I managed to make the weekend as exciting as can be with the highest level of competition possible. Without the competition it's just another drive in the woods.