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through again, even when they were busy with other calls, they managed to staff our event. Chris from W & J Towing and his crew did a great job, as he has done for 18 years. Thanks so much to Cheryl Baugh for being there to help with anything and everything.

As usual, I cannot tell you all they people who helped with the event, as that would require extra postage, but I would be remiss without mentioning my wonderful wife, Bonnie. Without her, there would be no Larison.

Well, let's look at some of the results of the competition. There were eleven new class records!! Mary Jane Hopkinson in GT2L, Charles Cope in DS, Dominic Maraglia in GS, Marie Sherman in FSPL, Matt Dow in OSPU, Peggy Steck in OSPUL(also our Queen of the Hill), Dick Ullian in FP, Ty Smyth in SM, Bonnie Mueller in SML, Sonny Smith in SPO(also our King of the Hill), and Andrew Bacon in ITB.

We had a bunch of new drivers in the "Sub 2 Club" including Harry Cadell in that pretty Yellow 911, Ty Smyth with a smoking 1:53.776, Lorin Mueller with the same Focus that has the class records in HS and STS, and Jerry Akins on his first run on Saturday. Kris Meyers has the award for the closest, but no cigar with a 2:00.268. Next year Kris.

There was quite a bit of competition for the Stuff Occurs Trophy. The two finalists came down to Tyler Fee and Dave Kipperman, with Dave winning by a wheel.

What a hell of a year. God, it was great to be back behind the wheel again!

Jim Mueller

Dave's Great Experiment

Well, we all survived another wonderful hillclimb at Larison Rock. There were a few glitches, but nothing we can't work on for next year. Tech inspection had the usual bunch of extinguisher problems. People, we are serious about the rules, please try to comply. Sorry about the driver's meeting late video. It won't happen again, I assure you. The door prize party was fun as always. Love the new look Brad! Ty Smyth hid out most of the weekend. At first I thought he was chicken because of all the guys looking for payback for all the water jokes. Then I realized he was being serious about running the hill this year with the new motor. It paid off big time. Nice run Ty!!! I am very happy for Jerry Akins getting the new car up the hill in under 2 minutes. Great job and thanks for filling in with the hill setup on Sunday when my assistant was sleeping in. Thanks Mark for helping take down the signs and cones on Saturday night. It made Sunday morning so much fun as I hiked 15 feet down the cliff to retrieve them. I think I heard Bruce Shelton laughing while I was struggling up the bank. Payback? We had a little excitement at the finish line.

One driver pounded one of our finish cones and spun out keeping it mostly on the pavement. One driver stopped just after the finish not knowing quite where to go. Driver's meeting? Another driver kept racing all the way to the top pits. **Never saw the finish line????** Maybe we can get bigger cones next time.

My experiment was to only run Saturday and spend one new group in each of 4 checkpoints on Sunday taking pics and chatting with the workers. That was a blast! What awesome vantage points there are on this hill. My wife and I started at checkpoint 5 with Mark, Rose, Jamie and the dogs, and then skipped 4 because it is boring unless Tim is driving something fast.

(continued on page 4)

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Next stop was #3 with Angie and friends. Chris the tow truck driver was lounging in his chaise hoping we wouldn't need him. We stopped at B with Debbie Dow and Dominic? Nice view from above the drivers. Last stop was the hairpin with Steve and Michelle. I have never watched drivers go by from that spot before. I was shocked to see how bad some of us take that corner. I saw the worst lines I have ever seen. Mike C. I apologize for the bad line comment I made to you. There are much worse lines going through there. I swear some drivers lost 5 seconds in that one corner alone. It was a great experience and I am glad I did it. Why did I do it? Well I have wanted to do it for 10 years and have always been caught up in the competition and was never willing to sacrifice any runs just to spectate. This year I was running my 2005 tires for the third time that were well past their prime and knew I couldn't match any of the top VWs. So, it was the perfect year to do it. I made my first run on Saturday relaxed and figured I ran a 2:05 or so. I made several little mistakes and the car drifted in several corners. I got a 2:01.1, faster than I have ever run on a Saturday. Big surprise for me, my second run was much smoother but a tad slower. Story of my life, but I was happy with the results. Says something about being relaxed. All in all, it was a good year and I learned a lot. I wasn't as grumpy as normal (so says Rindy) and there is next year to make plans for. I was glad to see the Porsches show up. I sent them some pics I took and they assured me they would be back because they all had a good time. That's why we put this event on, to have some fun, make some new friends and have a great time driving. Thanks Bonnie and Jim for all the effort. Glad to see you two behind the wheel again!

Dave Lumbra