



AT SPEED

Emerald Empire Sports Car Club

P.O. Box 1204, Eugene, Oregon 97440

Email: President@eescc.org

WWW.EESCC.ORG

June 9, 2011

2011 EESCC Club Officers

President	Ruben Cruz Email: President@eescc.org
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Chief Safety Steward	Greg Ervin Email: SafetySteward@eescc.org
Chief of Timing	Tim Steck Email: ChiefofTiming@eescc.org

Upcoming EESCC Events

Larison Rock Meeting	June 22 6:00 PM 885 Sundance, Eugene
Larison Rock Hillclimb	July 2nd and 3rd Oakridge OR
Monthly Meeting:	July 6th 7:00 pm the Sizzler
Events #5 & 6	Postal Way and Gateway Springfield Aug 13th and 14th Old Guaranty RV I-5 Lot See Enclosed Flyer

Larison Rock Is Just Around The Corner!

If you haven't registered for the 24th annual Larison Rock Hillclimb be sure to go online and do so! Don't want to miss out on all the fun.

*****Hill general meeting: 6:00 pm Wednesday June 22.**
Burgers & beverages served. At Muellers-885 Sundance Street, Eugene. Last meeting before hill cleanup June 25th. Come one, Come all.

*****Hill cleanup: June 25th, Saturday 9:00 am at hill.**
Workers needed, bring weed eaters, fuel, backpack blowers, fuel, chainsaws, gloves, hats, ear & eye protection, cold drinks. Lunch furnished afterward in Oakridge.

*****Workers! We need your help. If you are not the**

***** In this Issue *****

- Officers of EESCC
- Upcoming Events
- My "80" Rebuild
- Larison Mini Flyer
- Results Events 3 & 4
- Top Ten Drivers Events 3 & 4
- Events 5 & 6 Flyer

hillclimbing type, we can still use your help at the event. If you come and work one day (either Sat. or Sunday) without running the event we will furnish your lunch. If you come and work both days we will give you lunch both days and a t-shirt. We need all types of workers, there are jobs aplenty.

Please contact Bonnie by June 22rd @ 541-953-1064 to arrange helping the hillclimb weekend . One day, both days: anything is appreciated. (The shirts will be ordered then, we will try to have a few extras)

Website Has New Pictures!

There are 2900 new pictures from all the events this year. Check them out!

My "80's" Rebuild by Alicia Andrews

I knew this year was going to be exciting but it proved to be more eventful than I thought. We have been working on a Starion we picked up a few years ago. This year we were really starting to see it come together...and then there was Ice Breaker. The event proved to be fun. The car was starting to hook up better and I really felt like I was getting faster with it. Then my husband decided on his last run to change the rev limiter. I thought, he is in big trouble if he breaks anything. He came back and everything seemed fine until we got home. He pulled into the garage and just before he turned it off he gave me that look. He told me he thought he heard a knocking noise. We waited until the car cooled down and started it up again. Sure enough, there was a knocking noise. This was the beginning to a long project.

We promptly began removing everything from the motor we could. Drained the fluids, disconnected vacuum lines, cut out a bunch of zip ties and got the car up on blocks. We dropped the tranny and everything looked intact. Next, we took off the oil pan to begin examination of what we thought

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was the true root of our problem. One by one, we pulled off the rod caps. The rod bearings were looking rather worn but not noise makers. Then on the #2 cylinder we found the victim; no bearing dropped with the cap. Once found, it wasn't a pretty picture. Not only was there no material left on the bearing but it was hammered so hard it took material off the crank and rod!

From then on it was complete disassembly. Lots of plastic cups full of nuts and bolts and very dirty parts getting bathed in brake clean. The cleaning wasn't complete until the removal of all of the aluminum flakes in the oil pump, pan and pickup. Next the block was off to the shop for further inspection.

The preliminary report was good. The crank was warped 40 thousands but was fixable. The block was solid and cylinders looked clean. When we took it apart we had discovered someone had already gone through the motor and done some work we wanted to do anyway! A balance shaft eliminator kit and new timing chain had been installed. Because of this the whole motor was to be balanced from the flywheel to the front pulley. It was going to be a practically a new motor!!

Seven weeks later, the motor was back from the shop and all the parts were here. When it came time to start putting it back together it seemed a much longer process than disassembly. We painted the block and a few other accessory parts. Everything was cleaned and de-greased. After many pots of coffee and a case of brake clean the motor was ready to go in the car.

Getting the motor in was a small battle but it was finally in!! From there it went really fast. Slapped the tranny back in, found a home for all of the bolts, and started putting in the fluids. Then after working out a few bugs it was time to start it up. My son, who is completely obsessed with the car, and I were the honorary start crew while my husband made the final adjustments under the hood. Once everything was set she was ready for the road. My husband drove it around town a couple of times to test it out. We then decided to take it out for a longer trip. We took it up to Woodburn to watch the Import Face Off drag races. It was the longest trip we had made in the car. It was a fun drive and it was great to watch my friend who inspired my interest in turbo cars make a great run! It really brought everything together to bring the car to the drag races.

The drag strip is where I learned I had a passion for fast cars and my friend has helped us along the way getting the Starion road worthy. There are many people I would like to thank for help along the way. Thank you Dave Halladey for your constant support (and for selling us the car), to Jeff Bush for all your help with putting it all together, Roger Tobias for the seat and the make it sound cool blow off valve, Andy at CarQuest for your awesome machine work, and of course my husband who really put it all together but let me be a part of it all and taught me everything I know about cars!!!

Final touches to the car include some awesome numbers from Halli Williams and Catherine Reed and a sticker I found on eBay that I couldn't pass up. It's a Starion warning sticker that says, "Driver of this vehicle is a STARION FANATIC. This is demonstrated by the driver's persistence to drive a car that scream's 80's...." Come check out the car to see how it ends!!

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2011 LARISON ROCK HILLCLIMB

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July 2nd & 3rd

IT IS ALMOST TIME FOR THE TWENTY- FOURTH ANNUAL RUNNING OF LARISON ROCK HILLCLIMB, THE OLDEST CURRENTLY RUNNING HILLCLIMB IN OREGON presented by Emerald Empire Sports Car Club of Eugene, Oregon.

HOW TO ENTER:

You may register either on the web or by mail. To register online, see the hillclimb pages on our **website** <www.eescc.org>, and pay either online using PayPal, or by mailing in your check. Your payment must be received within one week to hold your pit position. To register by mail, or to mail payments for online registrations, send forms and checks payable to **Emerald Empire Sports Car Club** to Peggy Steck, Registrar, Larison Rock Hillclimb, 74845 Reservoir Rd., Cottage Grove, OR 97424. Phone 541-767-2100.

ENTRY FEES:

Online entry *will close June 27th or when entry limit is reached if earlier.* **Register early- all fees increase after June 22nd, entries after that date must pay the full late fee.** Mail in registration closes June 22nd. Do not mail an entry after June 22nd, please go online to enter Also, you must order your shirt by June 22nd to guarantee one. A limited number of shirts will be available for sale at the hill.

	<u>PRE-REGISTRATION</u>	<u>LATE ENTRY</u>
Both days (four runs per entrant)	\$70.00	\$85.00
One day (two runs)	\$55.00	\$70.00

For additional information call Jim or Bonnie Mueller at 541-485-4341 or Tim & Peggy Steck @767-2100.

NOTE: Videos of the hill are available through our website <www.eescc.org>.

For full details please see our website www.eescc.org

PS Hillclimb pit assignments are on the website under Publications/Event Flyers.