



# AT SPEED

## *Emerald Empire Sports Car Club*

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Sept 28, 2011

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### Upcoming EESCC Events

<b>Monthly Meeting:</b>	<b>Oct 5<sup>th</sup></b> <b>7:00 pm the Sizzler</b> <b>Postal Way and Gateway Springfield</b>
<b>Oregon Shootout</b>	<b>Hosted by ACCO</b> <b>Oct 15<sup>th</sup> &amp; 16<sup>th</sup></b> <b>Old Guaranty RV I-5 Lot</b>
<b>2011 Year End Banquet</b>	<b>November 12</b> <b>See Enclosed Flyer</b>

### **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

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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 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!

### **"Crossing The Line"** **Or A Girl's Guide To AutoX** **By Rae Heselbach**

As I was throwing around ideas for this bit, a friend reminded me that in order to cross the line you had to find it first! Indeed I spent several of the first events lost in a sea of cones, but I am getting better. So that brings me to my first point.

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Start/finish, it's harder than you think to find your way from point a to point b. This season I've run a whole section of the course backwards, nearly taken out timing twice and generally missed a lot of gates. My best advice, keep calm and carry on. This coming from someone who drives one of the Spinnin' Minis.

Course walking is good for your health, and your driving. I do enjoy a few brisk trots around the track, but they only do so much for my sense of direction. Man those cones come up quick! That said, just because you hit a cone is no reason to slow down. Keep driving like you're being chased by angry bees, odds are most of the other drivers in your class will commit similar faults and that levels the playing field.

You can indeed run in Ladies (girl class, as I call it). While this can be fun, often you're the only one there, which has its pros and cons. My grandmother instilled in me that a lady: always wears stockings, is never seen without lipstick on, and can eat fried chicken with a knife and fork. I don't meet any of these standards so I drive with the boys. Personally, I like running the general class, the only real advantage that the boys have over us, is years more encouragement to drive like nut cases and see just how close they can get to flipping the car over without actually doing it. And I love to watch trophies being given out as one particular girl club member soundly trounces the boys every event! Hopefully I'll get there one day too.

But the most important line I crossed this season was the borderline between "Yeah cars are cool." to "Woo Hoo, let's do that some more!". This season has been so much fun. Our club is full of such an array of goofballs, hard core competitors, and really good people that I'm hooked. I'd been teetering on the edge of full auto sports mayhem for a while, but now I'm in with both feet firmly planted. Can't wait to see what next season brings

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## MaryHill HillClimb

by Peggy Steck

This September 24<sup>th</sup> and 25<sup>th</sup>, WMC and NWAA held the first MaryHill Hillclimb on Maryhill Loops road. Fifty Eight drivers attended and I believe everyone had a fun and enjoyable time. The hill has been a regular vintage event, but never an NHA sanctioned event and our newer cars were not “vintage” enough. If you enjoy hill climbing, you should plan to attend next year. The road was a ribbon of smooth, banked, fairly new pavement. It was racing nirvana. The course was 2 miles, give or take with an 800 ft elevation rise. There were tight corners winding around the grass hillside with slight rights to trick you. There was also a forever 9 (nothing like Larison’s), a cattle gate to remind you that this is the tight twisty section, a couple of fairly straight stretches where some people hit 100+mph, we hit around 90, and lots of winding switchbacks. There were 16 plus the final turn marked, well until the wind blew away some of the signs. Unlike Larison, there were only a few trees, so you could use them for course markers to remember specific sections. And there was a terrific vantage point at the top pits where you could sit and watch the top half of the course as the cars made their way up, perfect for spectators.

The road is closed to the public, so there was no through traffic and they split the drivers in half, 30 in a run group, all going up one after the other, pitting at the gravel lot at the top and coming down together and getting right back in line to go up again. We got three runs each day, just the right amount to get the course down, and work out the mistakes in your previous run. The weather cooperated somewhat. Saturday was 90+ degrees, hot, dry and windy! Sunday the clouds came in, it cooled down to the low 70’s, the wind blew hard, and it kept trying to sprinkle, but the drops never hit the pavement. The wind was an issue for some on Sunday, Dave K had to remove his wing as the wind was blowing him around the road. Sitting in grid with my helmet on, the convertible top down and the window down, my head kept getting pushed over by the wind, so up went the window until the start line.

EESCC had a good showing, taking all the honors as well. Jennifer Ocker (124.680) took Queen, Dave Kipperman (119.680) took King and Robert Steck (121.876) took Top Door Slammer. Tim and I were there, Stefan Denham and Doug Drouet too. There were quite a few novices, I talked to at least 6 people who said it was their first hillclimb ever. It was a good one to start with because about ½ the turns were open and you could see all the way around the turn. For the full results go to [www.EESCC.org](http://www.EESCC.org).

Charles Cope was the chair and he did a great job. I heard that it took a couple of years of work to get this race going, so we all greatly thank him for his diligence and hard work.