



# AT SPEED

## *Emerald Empire Sports Car Club*

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July 12<sup>th</sup>, 2006

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<b>Chief of Timing</b>	<b>Tim Steck</b> Email: <a href="mailto:ChiefofTiming@eescc.org">ChiefofTiming@eescc.org</a>

### Upcoming EESCC Events

<b>Monthly Meeting</b>	<b>1<sup>st</sup> Wed. of each month</b> <b>7:00pm The Mission Restaurant</b> <b>Franklin Blvd. &amp; Patterson, Eugene</b>
<b>Autocross Series Events # 5 &amp; 6</b>	<b>July 29<sup>th</sup> &amp; 30<sup>th</sup></b> <b>Willamette Pass Ski Area</b> <b>See Flyer Attached</b>
<b>Autocross Series Events #7 &amp; 8</b>	<b>Sept 23<sup>rd</sup> &amp; 24<sup>th</sup></b> <b>Coca Cola Bottling</b>
<b>Fast Grass Autocross</b>	<b>TBA</b>
<b>Awards Banquet</b>	<b>November 4<sup>th</sup> 2006</b> <b>Hilton Hotel, Eugene OR</b>

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### **Let's Get Ready for the Pass!!**

One of our favorite events is set to happen the last weekend of July. Yes it's time to go skiing at Willamette Pass Ski Area!

Wait, wait, its July, we can't ski, so it must be time for our autocross in the parking lot there.

This always is a great event. The Lodge does a great job welcoming us. This year they have a great breakfast buffet and a sumptuous dinner menu including prime rib, pasta and salmon.

This is a nice big parking lot, with two of Tim and Peggy Steck's fun courses to test your adrenaline level.

Make sure you read the flyer, come on up, camp, party, and race. See you there!

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**Larison Rock Revisited 2006**

This year started off warm and really humid. At tech inspection on Friday, it was muggy with threatening thunderstorms. It sprinkled on the hill, but stayed dry in town. Bonnie Mueller gave every man, woman and child a squirt gun to play with. This year's theme is water. No water balloons, though. We flooded the motel last year and they weren't thrilled to repeat that experience. Somehow Ty Smyth was involved. What a surprise that it was his room under water. This year while the rest of us had our teeny squirt guns, Ty had a 2-gallon turbo Super Soaker. Kind of like bringing a knife to a gun fight competing against that thing. While Brad Moffett and I were teching, lots of water was flying. There was supposed to be 3 guys teching, but Mr. Phill Akins was busy making the training video. Last minute? Nahhh! After the driver's meeting, we got to see Ty thrown into the pool. I managed to capture it in a pic, but it came out poorly. Saturday night door prizes involved even more water. At one point I saw Bonnie getting squirted from 10 directions! Then things escalated between Ty and Matt Dow. When they started running around with full pitchers to throw at each other, the place emptied like someone called FIRE! All weekend at the hill there was water flying, and Ty was always in the middle of it. Not saying he was the cause, but you come to your own conclusions. The highlight of the water weekend came at the trophy presentation. There was a conspiracy to get Ty and it involved coolers of ice water. We pretended to get all the VW drivers gathered around Ty for a group photo. He was sitting in his chair grinning like the Cheshire cat awaiting his court to surround him and then it happened. The coolers got dumped on him like a football coach after winning the big game. He couldn't even breathe. The rush of cold water sucked all the oxygen from his lungs. He never saw it coming. And all I can say is....there is justice in this world sometimes.

Oh, was I supposed to write about racing? Well, there was sure a lot of that. Lots of new faces at the hill, lots of new records were set. Nobody crashed. A few of us found the ditches and one of us needs a windshield because of it, but I won't mention it was Brad Moffett. Russ Schulte set the bar even

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higher for door slammers. He ran a 1:50!!! Holy crap!!! That is formula car territory. His wife, Dale, got Queen of the hill and Dave Kipperman got Top Door Slammer in his gorgeous red Datsun Z car. Dave Halladey lunched a motor, spent all night swapping it only to find out there was a knock in the new one. Typical of this club, he got an offer to drive someone else's car. One more reason why we have the best car club in Oregon. People always share and help each other out. I think there were 4 VWs with second drivers in them this year. Peggy Steck got my wife's record in OSPUL in a borrowed VW. The weather was great. We had only a few tech problems. There were the usual number of extinguisher problems. All in all, it was a very good weekend. Watch the calendar for next year. We will be running the event a couple weeks later, due to owl babies. Thanks for all the help from the club members and a special thanks to the founding king and queen Jim and Bonnie Mueller for the countless hours putting this great event together again. Another one is in the books. Next year will be our twentieth year. Special things are already in the works! Keep the shiny side up!

By David Lumbr

# Filling the Void

For the most of us who drive the Rock, the preparation starts weeks and months in advance of that magical weekend. And for our co-founders, the Mueller's, it starts almost a year in advance. As most of us know they haven't driven the Hill since 2001 but they still put on a flawless race weekend every year. For the 2006 Larison Rock HillClimb, Bonnie started way back in 2005 to get the permit (thanks to Shari Monson of the United States Forest Service at the Middle Forks Ranger District), the ambulance from Oakridge Volunteer Fire Fighters (on Saturday we had Myron Smith & Roger Wilson and on Sunday we had Myron, Jason and Eli (a trainee) all volunteering their time and equipment) and the tow truck from W & J Towing (on Saturday we had Chris Allen, Wayne Allen, Marty Tillery and on Sunday we had Chris and Marty volunteering). Bonnie also verifies that our checkpoint volunteers will be back another year and this year they were back again. At the "Bus" (better known as "Rosie" to some of us and to others it's the start line) we had Karen & Ray Johansen, at checkpoint #1 (turn #3) we had Barry & Shelly Robinson, at checkpoint #2 (turn #6) we had Steve & Michelle Johansen, at checkpoint #3 (turn #8) we had Angie Reinertson, Colby & Gregg Johansen and at checkpoint #5 (turn #11) we had Mark & Rose Reinertson. Other volunteers that helped out through the weekend are Rachelle Perry, Brendon Sanchez, Dan Cleric, Crystal Robinson, Miguel Hernandez, Jamie Reinertson, Phill H. and David Andrews. WOW, what a list of super volunteers!! Not to mention the many club members who came to just work and not race. This is why we have the best HillClimb around hands down!! The Muellers' work isn't done yet, there is still the Saturday's night banquet to nail down and let's not forget the coordination of the work party to clean the Hill the week before. And we couldn't do the Hill without insurance and that doesn't happen by itself, again the Muellers' need to get on the phone and Email to make sure it is all taken care of before the event can start.

I think we all should stop, stand up and give Bonnie & Jim Mueller plus all the volunteers listed above (and the ones I missed) a great big bow and a super thank you!!!! ... Thanks guys!!

For me, my preparations usually start right after our June event, ordering new tires, and I then start watching old Larison Rock runs I have on tape to help me prepare for my runs. This year was very different for me because I didn't have a car to race but I was still very excited to be there even if I wasn't going to run. My wife did get a very generous offer from Marc Johnson to co-drive the Rock in his very fast Rabbit. So this year I still watched many runs with Peggy and we discussed different strategies for the different turns on the Hill. She had a goal to take the class record in OSPUL from Rindy VanVorst, who held it since 1996.

The week before the event about 12 – 14 of us cleaned the Hill by mowing, trimming, cutting up trees that have fallen in the ditch, moving rocks, blowing both sides of the road and sweeping the Hill with a street sweeper. After we finished around 2:30 Saturday afternoon we all were treated to a nice lunch at the Mexican restaurant in Oakridge by EESCC.

The Friday afternoon before the event the excitement starts to really build as people start to arrive with their race cars. Tech and registration start around 4 p.m. and the evening ends with the driver's meeting. During the driver's meeting we showed a training video that was hot off the press. Remember that Larison Rock training video we discussed at every monthly meeting? Well Phill did get it done ... about one hour before the meeting started. We don't call Phill Mr. JIT (just in time) for nothing!

Saturday morning around 6:15 a.m. or so people get to the Hill and start the setup procedure. This year the setup went without a hitch, we had all the cords and plugs needed and the timing test worked the first time. Everyone was done and ready for the driver's meeting before it was ready to start. The first car on Saturday took off around 9:30, right on time! Then we heard: By 1, By 2, By 3, By Bravo (see "B" sounds like "3" or "C" on a CB), By 4, By 5 and then we could hear the first car approaching the finish line. First car done and 54 more to go. We're going pretty smooth until Tyler Fee, one of the 18 rookies this year, launched, but he



learned a valuable lesson about turn #8 ... SLOW DOWN before the turn. He ended up in the ditch but was pushed out before the tow truck got there and was tech'd again and ready for his next run. Beside Tyler Fee we had 17 other rookies on the Rock; and they were Andrew Bacon, Stephan Barnes, Michael Cockerline, Charles Cope, Robert Fischer, Paul Goudy, Peter Griffin, Joshua Langley, Mike Limoges, Dominic Maraglia, Jason Mattes, John Matthews, Bob Sherman, Marie Sherman, Rusty Tendick, Deborah Thompson and Derek Young. We hope to see them all back next year.

The rest of the Saturday morning runs went without any other incidents and then it was the worker and driver switch during lunch for the afternoon runs. Since I worked in the morning this is where I would have gotten ready to run ... but not this year, I was assigned to Peggy's pit crew. She was scheduled to run first right after lunch. I could tell she was a little more nervous than usual but who could blame her, she was driving a front wheel driven car instead of rear wheel driven, the car weighed less than half the Camaro and (the most important factor) it wasn't her car. Talk about pressure.

After lunch I decided to stay up at finish with the afternoon timing crew just in case there were any computer problems. There weren't because we have an awesome crew that worked timing. Peggy was sitting on the start line ready to take off when we had our first incident of the afternoon. During lunch David Halladey was told NOT to touch the boost because it could be dangerous for the engine. But like most of us, joining the sub-two minute club is a major goal for this event and David was no exception. Well David, didn't listen and turned up the boost and he didn't get very far up the hill before he blew a couple pistons. And if my wife wasn't nervous enough before this delay I could just imagine what she was feeling now after the delay. David coasted down the hill and then Peggy started. Now who was nervous waiting for the By 1, By 2, then finally By 5, then I could hear her coming up the hill, then I saw her go through finish. Her time was pretty slow, about 7 seconds off the OSPUL record, for a veteran driver with a car that could go sub two, but she made it safely to the Sheldon's pits where the car owner handed Peggy her time. The rest of the afternoon went smoothly and everyone finished as planned. Peggy's second run pulled her within 1.5 seconds of the OSPUL record. We were back at the hotel around 4:00 and jumped in the pool and cooled off.

Saturday night the banquet was held at the Timber Jim's Pizza parlor, and what a super time we all had. There are always door prizes for everyone who shows up and this night we had around 90 people at this banquet affair. The squirt guns were flowing mostly with water but I heard when the water ran out then beer was used. I have to admit that Ty Smyth has a pretty good aim and I heard that he met up with a pitcher of water. Part of the evening festivities is the 50-50 raffle, half the money goes to the Oakridge Volunteer Fire Fighters and the other half goes the winner. Jon Barkee won \$276 and EESCC will donate the other \$276 to the Oakridge Volunteer Fire Fighters.

Next morning we checked out and headed for the Rock to get timing setup before the driver's meeting. Weather was great again and the setup went again without a problem. Peggy didn't run until the 2<sup>nd</sup> run group of the morning so we waited until the 1<sup>st</sup> run group was almost done before Peggy moved into grid. Most incidents happen on the run up the Hill but Brad Moffett blew out his super charger on the way down the hill after his run even though he did go off on turn #10 and smashed his header pipe and cracked his windshield and continued on up without missing a beat. As Ty passed grid on his way down he unloaded his huge squirt gun on us and I shielded Peggy from the water but I thought, Ty will get his in time. I cleaned Peggy's windshield before she took off on her 1<sup>st</sup> run of the day. I listened to the "By 1" and the rest of the "By's" on the CB radio as she made her way up the hill. By matching the "By's" with my watch I could tell it was a faster time than her previous two and then I heard her time of 124.627, it was. My first thought was "She made it to the top" and then I realized that she made her goal. Shortly after Peggy's run we had our 1<sup>st</sup> incident of the day on the way up the hill, Gary Healy spun out at turn #3 and headed back down the hill. I heard it was cold tires. The rest of the day went pretty quick and without any major incidents. This allowed us to be done with all the runs by 2:35. Peggy and I stayed up at the finish line auditing the results and calculating the Personal Best Time (PBT) and verifying all the new class records before heading down the hill for the awards ceremony.

At the awards ceremony it was noted that we had 18 new drivers that had never driven the Rock before. Wow what a great turn out for new drivers'. This year we also had 5 women (Dale Schulte, Peggy Steck, Deborah

Thompson, Marie Sherman and Carolyn Hinesly) who had a two minute reservation for the best seat at the Rock. We had 9 drivers who bettered their previous time in the same class (aka – PBT) and they were: Jon Barkee in BSP, Tony Chilton & Soren Rounds in OSPO, Ruben Cruz, Doug Drouet & Sean Mueller in FSP, Marc Johnson in OSPU, Dale Schulte in SPOL and Russ Schulte in SPO. And we had 8 new class records: DS by Charles Cope with a 125.080 (he was a rookie to the Rock), FSPL by Marie Sherman with a 160.694 (new class this year), ITB by Andrew Bacon with a 144.512 (new class this year), OSPO by Dave Kipperman with a 115.107, OSPUL by Peggy Steck with a 121.322, SPO by Russ Schulte with a 110.438, SPOL by Dale Schulte with a 117.711 and in SPU by Phill Akins with a 116.948.

As most of us know, especially the ones that have driven the Rock, getting into the sub-two minute club is a goal that most drivers don't achieve but it's not from the lack of trying. In 2006 we had three new members of the sub-two minute club and they were: Phill Akins (SPU / 116.948), Matt Dow (OSPU / 117.369) and Joel Hazen-Diehm (OSPO / 119.380).

This year we had a very special award for one of our VW drivers. Pat Ezard, our club photographer, pulled all the VW drivers together with Ty Smyth in the middle sitting on a chair. Remember our super squirter of the weekend? Pat took the picture but the other VW drivers decided it was payback time for Ty as they raised the ice chest full of water and ICE over Ty's head and then ...

Probably the one award everyone wants to avoid is the "Stuff Happens" award. I managed to get that award in 2004 for my cutting down three trees during my last run up the hill. Well, "stuff happens". This year we had a vote between Brad Moffett's slight detour on turn #10 where he "tuned" his headers and broke his windshield without even stopping and David Halladey's too much boost ordeal and never made it to the top on his 1<sup>st</sup> run. David lost the Paper Rock Scissors decision and he has sole claim to the 2006 Stuff Happens award, sorry David.

There are three awards that are given for the very fastest of Larison Rock. The fastest man gets the King of the Hill award and this year it was no contest with Russ Schulte pulling a 110.438. What an awesome run, Russ!!! For someone that has done a 112 something I know that is FAST!! His video of that run will be on the website soon. The fastest woman gets the Queen of the Hill and this race wasn't decided until the last run. On Dale Schulte's 4<sup>th</sup> run she decided to put the pedal to the medal and pull an amazing 117.711 to earn her the Queen of the Hill award. That is one real fast lady!! Her video of that run will be on the website soon. The Top Door Slammer award wasn't so easily decided because it was between 4 drivers but the very pretty red LS1 240Z of Dave Kipperman emerged with a 115.107. Congratulations to Russ, Dale and David!! Some very fast driving!

Being there and being involved in all the excitement helped a little (very little) to fill the void that I felt in my stomach from not racing in this year's Larison Rock HillClimb event. I know the only way to fill that void is to DO IT!! Maybe next year I will have a car to race.

**By Tim Steck**

**Note:** This same article is on the EESCC website ([www.eescc.org](http://www.eescc.org)) and it includes some great pictures from the Hill. Log on to the website and you don't have to read the article again but do click on the different pictures and take a look at the awesome pictures Pat Ezard took during the event.