



# AT SPEED

## *Emerald Empire Sports Car Club*

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January 26<sup>th</sup>, 2011

### 2011 EESCC Club Officers

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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>Feb 2nd</b> <b>7:00 pm the Sizzler</b> <b>Postal Way and Gateway, Springfield</b>
<b>Icebreaker Autocross</b>	<b>March 6<sup>th</sup></b> <b>Guaranty RV I-5 Lot</b> <b>90855 Roberts Rd. Coburg</b>

*Please check the website for a complete and updated schedule.*

### **New Helmet Rules for 2011**

Snell M and SA helmets with a 2000, 2005, and 2010 stickers are required. No more Snell 95 helmets allowed.

We will have some new helmets for sale for a very reasonable price. Your head is worth it.

### **Registration Is Open for 2011**

Enclosed in the newsletter is the registration form for 2011. This form is also online and you can even PayPal online. You can use it to preregister for the year, picking the number of events you plan on attending. Not only do you save some \$\$s, but you reduce a lot of the hassle of registering at each event.

Even if you are only sure of coming to Icebreaker, please preregister. This will make your life a lot easier

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on March 6<sup>th</sup>, but it will make the registrars' life easier and my life happier!

### **The Quest**

By Lorin Wamsley

Well Gang another race season is in the books; and we find ourselves in the "off season". You know; that time when we think about all the things we'd like to do before next season, and then wrestle with reality for the next, 4 months. Good luck to each of you!

So about my "quest". It's not limited by the upcoming season or a budget really. It's just something I'd like to get done reasonably soon, and I may need some help, especially from you old timers. Simply put, my quest is this; determine as close as possible the date of origin of the Emerald Empire Sports Car Club.

IceBreaker 45 is coming up in March, so we know the club has been around since 1965, but we don't know how long it was in existence before that. It would be really nice to know when to start planning our 50<sup>th</sup> anniversary celebration, or maybe our 60<sup>th</sup> is more appropriate.

Jim Mueller and I have hashed this over a bit and I've followed up with the names he had given me. I've talked to a few folks who were active in the club in the late 60's, but it's pretty fuzzy from there on back.

There was a club, or group, of auto enthusiasts here in Eugene during the 1950's. They were mainly into SCCA road racing with mostly European sports cars. Sometime in the late 50's or early 60's the group divided into two distinct camps; those who wanted to continue the side by side sports car racing, and those

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who wanted to compete in motorsports with a significantly lower cost. And, autocross fit that bill perfectly. The autocross club was originally the Emerald Empire Sports Car Club and it took off from there.

In early 1965 a club member by the name of Ted Long was credited with organizing a late winter event for all the autocrossers who couldn't wait for the regular season to begin. It was called the IceBreaker!

In 1967 or 1968 the club's name was changed to Via Currus. Original Latin translation would be "by way of chariot", but I'm sure the 1960's adaptation was probably "by car".

There was an auto repair shop by the same name on Roosevelt Blvd in the "4 corners" area where I had the first clutch replaced in my 1970 Datsun 1600 for \$58.00 back in 1972. I wish I could remember the owner's name. Perhaps one of you might. There were about a dozen European cars inside, and several Japanese. Many were obviously track cars. But, US, as well as the new I digress.

The name change was made to better represent the types of cars that were competing. Not just true sports cars anymore. Many sedans from Europe and the imports from Japan were getting in on the act with greater availability of manufacturer and after-market performance parts.

Then around 1976 or 1977 the club nearly dissolved completely as did much of the motorsports world during the "energy crisis". But, you know the competitive spirit of auto racers is pretty hard to keep down. So, the club came back strong under the original name.

I've got a number of members from the "old days" yet to follow-up with to help nail down a more accurate timeline. If you have any information that will fill in some of the gaps, please contact me. It would be awesome to have a more complete history of our great organization.

However for now, I must acknowledge and thank the people who have provided the information I've received thus far: Jim Mueller, Lane Ludington, Marilyn Keck, Sharon Andreason, and Erskine Wood. More to come!

**Welcome New Sponsors**

Monica Smith, American Family Insurance, Team CNOEVO, West Coast Print, Veneta Medical Clinic and Priority One Heating and Air Conditioning have joined our great family of sponsors. Thank you and welcome.



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## 2010 - The Year of Opportunity

By Jennifer Ocker

I race for a grassroots team called CNOEVO. Rob Ocker, Robert Steck, Jace Ocker (not yet a driver but a heck of an entomologist), and me. We are like-minded Subaru enthusiasts that want to make a name for the cars we drive and we are all consistently top finishers at local and regional events. Mmmhmmm. The plan for 2010 was to race Robert's newly black STi all over the Pacific, then end with a splash in Nebraska. It didn't work out as we planned, but that didn't mean I didn't make it to Nebraska. Let me tell you about 2010, my second year of racing.

Racing cars is something else. Many autocrosses, a hill climb, and two road races made up my 2010. Going fast in the corners and learning how to handle a car is not easy. The boys in our club give me no leeway, telling me if I want to get better to stop driving like a girl. I know they're just giving me a hard time, because driving like a girl got me a lot of places in 2010 that boys have never been.

Let's talk Thunderhill Raceway in beautiful Willows, California. While I had never road raced, I was willing to learn and LeMons was the place. Did I drive off the track? You bet, not once but twice in the same place. I went wheel to wheel with 107 other cars on the track at the same time, driving a very well prepared minivan. I watched cars trade paint in front of me, passed while others spun out in the dirt, came around corners with debris and rolled vehicles. Road racing isn't for the meek. I began to strategize while driving, planning who I was going to overtake, where I was going to pass them, and what I was going to say to them as I drove on by. I didn't give up my line to allow others to pass; courteous but definitely NOT a pushover. The van was awarded Grassroots Magazine's "Doing the Most with the Least Award".

Larison Rock. That's all you really have to say. Those of you have done it know the thrill. I think I was a second or two from 2.00. When Jens Run Card shows back up this summer we'll find out for sure. Still, BSPL record holder and I'll take it. I do like to read my name in print.

I competed in all 8 EESCC events (received the "Where the Hell Am I Award"), a couple ACCO events, many SSCC events including Spring Enduro and Fall Enduro (SM Record Holder – sorry Brad you know I love you but I had to squash your record), and OR Region action as well as a National Tour Event at Packwood. Yep, I was busy in 2010. The weekend Robert's car broke for good he raced Nathan Korstad's car and Rob raced and broke Nick Kerbs' car. I bought a Volkswagen but it wouldn't start so Tyler Shepherd offered his which broke, Bonnie offered hers which broke an axle or some other crucial piece (while she was driving although she blames me sometimes), and I ended up driving some Canadian guy's car. Eh! It was freaking awesome!

And who doesn't like a little PIR in the fall? Chumps was fun because it was local and there were other racers I knew there. Fellow EESCC members Leo Clark, Nick Heys, and Gabe McGinnis had a car for awhile, and Rob, Robert, and Jace came up to watch me race on day two. Local racers Morgan Smith and a Dave Kipperman drove the Rogue Nerd Squadron Sentra that ended up winning that race. Luckily I didn't drive in the rain or dark so thanks Bonnie, Lorin, and Ruben for taking the shifts you did.

The real event of 2010 was flying to Nebraska and meeting the Muellers for the National Championship. Bonnie signed me up for driving school the day before competition began and Lorin coached me on my driving technique or lack of technique depending on which seat you were in. He told me that I am a good listener. Dammit, man! I want to be a good driver!

Bonnie made us walk the course. Six times. Thunder and lightning. Raindrops the size of something big. I went to the truck and watched the Muellers walk the course two more times, feeling like warm, dry, failure. The courses were big and beautiful and full of tricks, both real and imagined. I watched world class drivers compete in cars I've never seen before. I got really crappy work assignments on slaloms both days and had to run for HOURS in a bra not made for running in the hot baking sun of Nebraska. I finished 7<sup>th</sup> of 9. I'll take it. It was the culmination of an incredible year of racing and the place I learned that you don't want to come in DFL.