



AT SPEED

Emerald Empire Sports Car Club

P.O. Box 1204, Eugene, Oregon 97440

Email: President@eescc.org

WWW.EESCC.ORG

April 7th, 2019

2019 EESCC Club Officers

President	Robert Jacobson Email: President@eescc.org
Vice President	Hope Mueller Email: VicePresident@eescc.org
Treasurer	Jim Mueller Email: Treasurer@eescc.org
Secretary	Bren Wamsley Email: Secretary@eescc.org
Chief of Registration	Bonnie Mueller Email: Registrar@eescc.org
Chief Safety Steward	Keith Olsen Email: SafetySteward@eescc.org
Chief of Timing	Tim Steck Email: ChiefofTiming@eescc.org

Upcoming EESCC Events

Icebreaker(#1) and Event 2 Apr 13th and 14th
Douglas County Speedway
Roseburg OR, See Flyer Attached

Monthly Meeting 7:00 PM May 1st
The Sizzler, Springfield OR

Emerald Empire Rally 12:30 May 4th
The Sizzler, 1010 Postal Way
Springfield OR, See Flyer Attached

Autocross Events 3 and 4 June 8th and 9th
Valley River Center
See Flyer Enclosed

Valley River Center Back On The Schedule By Jim Mueller

Valley River Center has changed their policy and are allowing us to use the lot again. We are planning to have events 3 and 4, as well as events 7 and 8 at VRC.

This means moving the June Roseburg event

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back to Eugene. As much as we love Roseburg, we decided it was best to have these events locally if possible.

Larison Rock Hillclimb Registration To Open By Jim Mueller

It's time to get excited for the 32nd Annual Larison Rock. Registration opens April 8th.

We have been very busy planning every aspect of this event. Our chairpersons, Mike Glass and Paula Loftin, along with a dedicated group of volunteers have this event moving forward.

Stay tuned for dates for tree and brush removal as well as road cleaning. Snowmageddon has taken it's toll on the right of way. With the help of the locals as well as our dedicated volunteers it will be ready to go.

Registration this year will be by Motorsports Registration, so slightly different this year, but in line with the other hillclimbs. Jennifer Ocker is our chief of

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The Great White North

by Simon Levear

It's about a nine hour drive from Eugene to Merritt British Columbia, and that doesn't account for food stops, gas stops, traffic, or delays at the border crossing. Now you might be wondering why anyone would chose to drive from Eugene to Merritt in early February, the answer is the Thunderbird Rally. The first Thunderbird Rally was in 1957. In 1963 the event was won by the team of Tom Burgess and William Fane in an MGA.



Tom Burgess & Bill Fane, winners of TBird 63, pictured in TBird 65

Imagine the adventure of flinging a two wheel drive, rear drive, barely heated, MGA down frozen snow covered roads!

That spirit of adventure continues with the modern Thunderbird Rally. The 2019 event got going with registration and tech inspection Friday evening in Merritt followed by an optional Novice orientation. The Rally is a Time Speed Distance (TSD) rally that calls for a team of driver and navigator to maintain prescribed average speeds on the snow covered, but mostly plowed, back roads of British Columbia. Teams pass checkpoints along the route and are given

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a penalty point per second they are early, or late. The 2019 event presented teams with 18 checkpoints on Saturday as teams made their way from Merritt to Penticton. Sunday presented teams with 12 checkpoints as they returned to Merritt for the awards and sharing of stories, some of which were true. My experience with the 2019 started with a call from my navigator Bill letting me know that he had a commitment Thursday evening in Albany and the earliest we could leave his place on Thursday would be about 9pm. Thinking we'd rather sleep in our own beds we decide to leave early Friday morning. I left Eugene at 5am and picked up Bill in Salem at 6am. Since we were taking my Ford Escape that we hadn't rallied in before, and I hadn't yet drove in the snow, we wanted to get to Merritt while it was still light and get some practice in. This all seemed like a reasonable plan, but then we started hearing the weather forecasters calling for snow in western Washington. They were calling for snow to reach Seattle around noon, but also calling for snow to reach Bellingham at 8am. We figured we would probably get thru Seattle before hitting snow. I had shod the Escape with a brand new set of Nokian Hakkapeliitta 9 studded snow tires, so we were more concerned that traffic would impede our ability to get to Merritt than we were about being able to drive the route ourselves. As it turned out we did run into snow North of Seattle, but just as we were resigning ourselves to a long slow haul to Merritt, conditions improved and we had bare pavement most of the rest of the drive. We arrived in Merritt in time to get in two stages of practice before the sun went down. Feeling more comfortable with the car and flushing out the cobwebs between our ears on how to play the rally game, and how to operate the Timewise 798 rally computer. We checked into the hotel and headed to registration and tech inspection which went smoothly, as it always does due to the great organizers and event officials. We then joined two other Oregon teams and headed to the Grand Pub & Grill for their "two for one" steak dinner.

Continued on next column



Saturday morning, we ran some calculations thru our excel spreadsheet and reviewed the routebook for cautions and other things we wanted to watch for. We headed out at our assigned outtime. The day went pretty well, but I noticed if I got into a corner of deeper snow and tried to power out of it, the car had no power and would have significant delay before the power finally came on. After about three stages we figured out how to disable the traction control and this problem went away. Unfortunately, there had been a landslide on one of the main highways in the area and traffic was detoured onto some of the back roads the event organizers had planned to use. It's not realistic to expect rally teams to maintain average speeds in traffic so some parts of the event became unusable, but Route Master Paul Westwick and his team did an outstanding job of making the needed modifications on the fly and keeping the teams informed. After the final stage, that was run in the dark, teams straggled into Penticton for a well deserved frosty beverage and an overnight stay.

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Sunday morning we learned that we had 41 seconds or error over the 18 checkpoint on Saturday which placed us 9th overall. The first place car had 8 points on Saturday, but more about that later. The day brought more plowed roads that weren't as challenging as Saturday's roads, but enjoyable none the less. At one point on Sunday the Escape was telling us it was two below zero. We also passed a frozen lake that had a hot spring boiling up thru the ice, that was a neat sight.



After scores were tabulated on Sunday we learned we had a total of 49 seconds of error for the entire event, putting us in 9th overall. I was extremely impressed with the first place team of Garth Ankeny and Russ Kraushaar who had a total of 13 seconds of error for the event. Russ is a bit of a wizard when it comes to operating an rally computer, but the score, and Garth's driving, is even more impressive when you learn they were in a 1966 Ford Cortina GT, which is a two wheel drive, rear drive, barely heated vehicle harkening back to the Thunderbird rallies of yore.

While not quite the adventure of the Thunderbird Rally, the Emerald Empire Sports Car Club is presenting the Emerald Empire TSD Rally on May 4th. Check the Emerald Empire website for details.

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Larison Rock – Taking Another Run at It

By Mike Glass

So let's talk Hillclimbs! Hillclimbing as a form of motorsport has existed nearly as long as the automobile itself, with some events having run for more than a century! The oldest American event is known as Giant's Despair, taking place just outside Wilkes-Barre, Pennsylvania. First run in 1906 and having a six turn, mile long course it has been run by the likes of Louis Chevrolet (driving for Buick in 1909) Carroll Shelby and Roger Penske among many, many others. That first run was two minutes eleven seconds, or right about twenty eight miles per hour. Today the course record stands at 38.024 seconds!

Pike's Peak, an event with which nearly everyone is familiar, was first run in 1916 and now attracts competitors from around the world. While not as ancient an event as those two, Emerald Empire Sports Car Club's own Larison Rock Hillclimb is now heading into its thirty- second year, thanks to its founders (and the continued hard work of) Bonnie and Jim Mueller.

Falling somewhere in between autocross and road racing, according to most sanctioning bodies anyway, this type of time trials event comes with a level of intensity and fun not usually matched by autocross. Consisting of timed runs up a closed mountain road (yes, a real road!) the typical American events have a length of around two miles, usually having a run time of two to three minutes or more. Easily double the run time of the typical autocross and closely resembling a single stage of a performance rally. Combined with some great mountain scenery it makes for a fantastic weekend.

Here we are thirty plus years later and Bonnie and Jim have retired from chairing this event. Wanting to ensure the continuation of this Hillclimb, and drawn by the high pay and fame, I have decided, perhaps insanely, to occupy the position of event chair. With the help of Paula Loftin as co-chair, Bonnie's return as a special consultant, and a host of others, all of whom deserve special mention (keep reading) we have set the multi-faceted goal of not only producing a truly great

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event but to make the task of running this, and future events, a simple process than can be done by anyone, without the volunteer burnout that can come so quickly without the needed support. With only the first two organizational meetings behind us I would like to thank the crew for their commitment to the event and their support of the chair. First Bonnie, without her this simply would not happen, Paula, my fellow lunatic, Jen Ocker our registrar, Steven Brantley who has taken on the monumental task of editing our future guidebook, Dave & Alicia Andrews, Mark and Rose Reinertson, Karen and Ray Johansen, Ryan Rink, Mary Richardson and many others that have stepped up to volunteer but do not yet have specific assignments tasked to them. There will be many friends and associates to include before this is over, one of whom will be the next chair!

Thank you all, you're making it easy(ish!)

Mike Glass