



FULLCHAT

emerald empire
sports car club
NEWSLETTER

POST OFFICE BOX 725
EUGENE, OREGON 97401

February, 1968

Vol. III, No. 5

COMING EVENTS

- March 6 eesc general meeting, Laurelwood Supper Club 2700 Columbia, Eugene. 8:00PM. All members and guests invited to attend.
- March 9 - 10 CSCC "Mountains to the Sea Weekend". Saturday, March 9: rally to Seaside. Post-registration and start at Lloyd Center parking lot, Portland. Registration 9:30AM, FCO 10:30AM. Registration limited to 150 cars. Pre-registrations now accepted. Sunday, March 10: gymkhana, City of Seaside Parking Lot. Registration noon until dark -- \$2.00. Three classes, trophies three deep in each class. Contact Hank Pittcock, 1816 SW Hawthorne Terrace, Portland, Oregon 97201. Phone 228-1916 (Portland).
- March 10 Albany Jaycees' autocross. Propst go-kart track (Icebreaker site). Registration opens 9:00AM. Trophy runs, \$3.00. TO - \$1.
- March 16 - 17 WMC NWRC rally "Beaver Trek VII". Eastwood Plaza. Take Market Street Exit in Salem. (Don't have the time...9:00 sounds about right...ed.)
- March 17 SSCC's "Shamrock Slalom" autocross. Mr. Ideal's Swap Meet, 1407 Redwood Avenue, Grants Pass. Registration from 9:00AM to 1:00PM. \$3.50 per car for two runs, plus eliminations.
- March 20 eesc business meeting, 3905 Donald Street. 8:00PM
- March 31 TCO "Spring Series" rally. 2nd of a series of three.

FEBRUARY MEETING

The February general meeting of the emerald empire sports car club was called to order by President Tony Lum at 8:15PM February 7. Minutes were read and approved. John Stebbins' Treasurer's report revealed \$86.49 in the account and \$59.46 on reserve. Activities points were reported by Erskine Wood: the first four places were occupied by the Woods, Finigans, Crouches and Longs, in that order. There

was no rally report. Ralliests are reminded that they must turn in a card following each rally to the rally chairman to receive points in the rally championship. The autocross report has Sharon LaFollette in first, followed by Bill Guldager, Ken Bender, and Ted Long.

OLD BUSINESS: Ted Long suggested that the corresponding secretary submit our meeting dates to the Eugene Register-Guard so that they will be listed in

the Sunday edition preceeding the meeting. Tony Lum announced that the club is now covered by NWRC insurance for all non-paying spectator events as long as wheel-to-wheel racing is not allowed. We pay an annual premium of \$23.00 for \$300,000 \$500,000 coverage. 1967 rally and autocross awards were presented: 1st place autocross, Marty Vomund; 2nd place autocross, Ken Bender; 1st place rally, Don Crouch, 2nd place rally, Steve Cole. An honorary award was also presented to Erskine Wood, 1967 eescc president.

NEW BUSINESS: Don Crouch awarded the Hibernation Happenings trophies. Tony suggested that officers should have to pay dues; officers have been exempt from this expense since the club was formed. Motion was made and seconded. Motion passed. Unanimously. Ken Bender was awarded the \$6.50 Hansen Brothers gift certificate as first prize in the raffle. Meeting was adjourned at 8:45, after which members watched a movie of Sebring, 1962, compliments of Pape-Cross. Guests in attendance were: Paul D. Pearson, Chev; Ray Gumpert, Chev, Kirk Briggs, MGB; Craig Chambers, MG Midget; Bob Butler, Opel; Steve Summers, MG-TD; John Stoner, Austin; Hal Pierson, Mini; Bill and Sandy Whalley, VW; Jim DeMocko and Linda Lee, Chev; Tom McCall, MG 1100; Richard Bocher, Dodge; Cal Little, Stude; Andy Pazz, Porsche; Foster Glass, TR-4; Sheri Larson, Chev; Drew Johnson, Barracuda; Terry Heath; Dave Rockstein; Jim Clive, Volvo; Jer Hite, Austin Healey; Mark Vernon, Sprite; Bob Refsnider, Honda; Thomas Atherton, Austin Healey; Gary Crakes, Datsun; Michael Miller, T-Bird; Nils Olsen, Volvo 1800; Ross McKillop, VW; Roy Bristow, VW; Larry Bailor, MGB; and Allen Campbell, VW.

NEW MEMBERS

We welcome the following new members to eescc during the month of February. Add their names to your list:

Richard Bocher
Box 103, Lorane Route
Cottage Grove, Oregon

W. Calvin Little
30 W. 27th
Eugene, Oregon

Craig Chambers
350 Ful Vue Drive
Eugene, Oregon

Ross D. McKillop
934 Washington #6
Eugene, Oregon

Roy W. Bristow
2244 Alder Street
Eugene, Oregon

Larry Bailor
1340 Beebe Lane
Eugene, Oregon

Allen Campbell
1360 Sunny Drive
Eugene, Oregon

Nil Olson
62 Sherry Ross Hall
University of Oregon
Eugene, Oregon

PEOPLE AND PLACES

Ron and Nancy Green may now be reached by writing 4640 E. Ashbury Cr. #20 Denver, Colorado 80222 ...no official word as of yet pertaining to the arrival of a little Green. Come on, Greens, keep in touch!

Burton Johnson has just discovered the most expensive way of sponsoring a new member: marry her. Burton and Betty Johnson may now be reached at 2345 Patterson, #11, Eugene.

THE HEATHER PEPPLER REPORT

Icebreaker II has proven to be second only to Icebreaker I in terms of the number of entries in the western Oregon-Washington region. Special thanks go to every member who helped in the organization and production of the event. This year Ken Bender's Cobra snake-danced around the track to set a new course record, VW's tied Corvettes for the largest number of entries, and the Orange Crate smoked around the track under the auspices of no fewer than four different drivers. (It will be noted that the smoke -- great blue mounds of it -- was not emitted from

the vicinity of the tires as has previously been reported. Observers report that most of it emerged from the engine compartment. Another half-gallon of STP should fix it, Bill...ed.) Again thanks to everyone...contestants, spectators, workers. Without you, Icebreaker wouldn't have been the event that it was.

Bill Guldager & Friday
Co-chairmen, Icebreaker

Results: Class A: Ken Bender
Randy Priest
B. Christensen
Class B: Pat Usher
Tim Jorgenson
Gale DeHutt
Class C: Laruen St. Lawrence
Nells Norgordan
Todd Webb
Class D: Bob Byrd
Jim Bullerman
Dale Lucas
Class E: Craig Skinner
Russel Eichnerz
Larry Stickles
Class F: Fred Bowman
Sam Rickard
Rich Vance
Class G: Lloyd Johnson
Bill Friday
Ray Edwards
Class H: Tom Luking
Fred McWebb
Bill Vance
Class I: Bob Graves
Jerry Chase
Bob Peterson
Class J: Julie Graves
Diane Brownlee
Nancy Wood
Class K: Ann McNabb
Bobi Perkins
Sharon Wlaker
Men's OW: Boyd Berquist
Mike Retzer
Fred Yoshimura

Women's OW: Cheryl Dunsmoore

...the Heather Pepple Award for the most entertaining run went to Tad Scharpf who nearly destroyed 13 pylons. Ken Bender turned in TTOD.

CROSS CURRENTS

First, may I point out to our present editor that I am the former editor and not the late editor as mentioned in the last Fullchat. In view of the fact that I have been drafted, Tom, the avoidance of such loaded language would be appreciated. And because of my one month extension from Uncle Sam, I will make one more issue of the newsletter

Dig it, though, because Marty Vomund has the most threatening looking Speedster I've ever seen. After taking innumerable laps around the Albany Co-Kart track with Marty in his venerable Porsche, I think we might expect some real action in the club's Autocross Championship -- and the first WOW Championship autocross is only two months away.

Icebreaker II was a terrific autocross: the weather was beautiful, the turnout was huge (221 entries), and the organization was outstanding. Ken and his Cobra did first in A class and TTOD while breaking the record for last year's event on the same track. I think Billy G. is giving results elsewhere in the newsletter, so I'll refrain from my usually dry rehearsal of finishes.

I hear also that Sharon LaFollette got a first in class over at Sun Valley. So I guess she's still in the lead for the Championship.

T. S. Long
WOW Rep.

BLOW BY w.o. ease

Sometimes it's hard to get accurate information. So when we wanted to get the real dope on autocrossing we went right to the source -- Mr. Harlan Apex. The following interview was taken while Mr. Apex was pedaling his exact replica of a Porsche Carrara around his basement practice course in preparation for an upcoming event.

Fullchat) Say, Mr. Apex...
H. A.) I can't understand it, that's the third time I've hit that wastebasket -- I think my line around the Fritos box must be off.... UH? Oh yeah, sorry. You have to get totally involved to get anything out of these practice sessions.

What do you want to know?

F. C.) How about a little background on your career. Just how does a person become a top autocrosser...and, uh, would you mind turning your stories down a little?

H. A.) Yeh, say, how about that record. Fifteen minutes of a Ferrari engine being revved right to the ragged edge. Friend of mine recorded it over at the Minute Man car wash and.... Sorry, I just lose my head over those authentic race sounds. Now let me see -- I guess my career actually started when I was three years old back in Farlee, North Dakota...

F.C.) Three years old?

H.A.) Yep. Dad happened to park in a lot where they were having an autocross one day and left the engine running. Well, when I got on the driver's side and stood up to see what was going on -- pow!, there I was -- a part of it all. Have you ever seen what a '47 Packard can do to a '58 Sprite? Mixes things up pretty good.

F.C.) I can imagine. Anything else?

H.A.) Well after that first try I had a few lean years there when I couldn't get a ride -- Dad kinda held a grudge. But I spent a lot of time roller skating around parking meters, perfecting my technique. And I learned a lot watching my mother get around the parking lot at Catch's department store.

F.C.) Sounds fascinating. When was your first real event with a car?

H.A.) When I was in high school some friends and I got this super clean MG-TA and took it out to an autocross at the Old Boy's Trading Post. We gave her a good shot of nitro-methane and had TTOD for about 40 feet. Must have been a weak spot somewhere though, 'cause she really blew. Boy, was the guy who owned it mad!

F.C.) You've certainly had an action-packed career. Would you tell us, briefly, just what is an autocross, from a technical standpoint.

H.A.) Basically autocrossing is the toughest form of Gran Prix racing. I mean you take Dan Gurney wailing down the Mulsanne Straight and put him through a 20-foot chicane around two rose bushes and a light pole and see what happens. He couldn't handle it. But we have to live with that kind of thing every day -- all out through the gears, then back down for a "180" around a duck pond -- then chicanes -- short straights -- I tell you, it's enough to take the fine edge off the best of us.

F.C.) Easy there! We had no idea you were under such pressure. You appear so calm.

H.A.) It's all part of the show. Just like my J.C. Agajanian driving shorts here -- just one more thing to please the crowd.

F.C.) They are stunning. Well, thank you for your time, Mr. Apex -- and good luck.

H.A.) Luck is a figure of speech. What I need is more tire pressure. Now let's see if....

OLYMPUS RALLY

On February 16th, Erskine and I left for Washington and the first annual "Olympus" rally put on by the Renton Mustangers. Though we left home with the anticipation of participating in a large rally, we were really surprized when we arrived and were told that approximately 400 cars were entered in the three classes.

After we picked up our registration packet, we were hustled through a long building where a team of officials checked the car for the necessary safety equipment and for additional required items -- in particular one empty mustard jar (with lid). Inspection over, we parked the car in our assigned spot and ventured to a local Ford dealer's showroom where a local band hired by the Mustangers entertained us until it was time for the drivers' meeting.

By 6:30PM officials began lining the first of the entrants up inside of the building. As the cars approached the start, Miss Sea Queen presented each entry with a six-pack of Coke and a photographer took a picture of driver and navigator in front of their car. At exactly 7:00PM, the first car was flagged out the exit. At 9:52, it was finally our turn to leave.

The first leg was almost entirely freeway driving which was to be used as the odd check. Mileages were given for most of the exits between Renton and Olympia.

From Olympia, we drove off into the night. At about 2:00AM we found out what the mustard jar was for. At this point, we were forced to get out of the car and fill the jar full of "sacred" water -- from Lake Nahwatzel. Rain-drenched and

definitely awake, we returned to the car with our precious bottle of water.

For the rest of the night, we drove back and forth, up and down, around and around on the Olympic Peninsula. The roads were bad, the rain was horrible, but the rally was enjoyable. It was a welcome sight indeed when a checkpoint was sighted as it usually meant a chance to stretch our legs and enjoy a cup of coffee furnished at most of the checkpoints.

Just before 9:00AM we had to dig out the mustard jar and perform a ceremony to the goddess of bad weather. Again (and we think this was the intent) we had a chance to get out, stretch our legs, wake up, and unwind before the next stretch of driving.

A little before noon on Sunday, we arrived at Tumwater Falls State Park and our final destination -- checkpoint #10. After 14 hours of solid driving the relief of finishing was tremendous.

All in all, we felt that it was an efficiently run rally. The instructions were clear and quite well done. At this time, we are still awaiting the results but feel that we at least placed respectfully. Hopefully, we will be going back again next year -- this time a little wiser and a little more prepared.

Erskine and Nancy

SQUEEZE THE FRUIT...

...BUT DON'T DAMAGE THE CRATE

(ed. note -- this is the third in a series of four instalments relating the meagre existence of the beloved Orange Crate. We do hope that you're faithfully following this story with sympathy and concern. Our story is autobiographical...)

"Though I haven't a lot in the looks department, I've fared better than most prize fighters. My only dents were caused by irate grasshoppers jumping against my sides while I was left abandoned in trackside fields during most autocrosses. My thin aluminum shell has been bruised all too frequently by irresponsible people who have thoughtlessly leaned against my as they watched other cars dash to victory (or to pieces,

whichever the case may have been). I've felt like saying 'Go ahead, squeeze the fruit, but don't damage the crate!'

"I was eventually given to my owner's younger brother who usually used me to tour up the McKenzie into the heart of the high Cascades. Here I fused with the landscape in mystical ecstasy, scattering my bolts and rivets, not to mention oil and water, as I merged to oneness with the universe.

"Later I was traded to some character as half interest in a '51 Jeepster. I do hope I went for the front half."

...Who is this mystical 'character' the Orange Crate speaks so reverently of? What will become of this citrus existence? Read next month's issue of Fullchat for the exciting conclusion to this perilous tale.

LOST AND FOUND

Lost: One Bell shorty helmet with "eesc" decal on side. Contact Tony Lum at 344-2600.

Found: At Icebreaker autocross: one 15" wheel and attached Goodrich tire (bald on sides). Identify color to Erskine and Nancy Wood 344-9280.

MARCH POST-MEETING

Official Wood word now has it that the Wood 'n Wood production of "Hibernation Happenings -- 1968" is hot out of the cutting room and will be shown in Panavision and Technicolor following the March meeting. Bring popcorn.

While we're talking about movies, prepare yourself for the Lichty-Lum (or is it Lum-Lichty) production of "Icebreaker II -- 1968" (an original title that we thought of while writing Erskine's sound track). This exciting film will premier at the April meeting, and will also be projected in Panavision and Technicolor, with stereophonic sound provided by T.S. Long and the 4-F's. (You remember T.S. Long, don't you -- the late Fullchat editor?)

See you next month.