



# FULCHAT

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## emerald empire sports car club

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- May 3 EESCC Wanderlust I coast tour, 10:30 a.m. at Drive and Save, W. 11th  
WMC College Daze rally, 11 a.m. in Salem, SOP & navigational  
WSCC Apple-cross, Pangborn Field in Wenatchee, high-speed  
IOMC autocross, Damascus, free practice on Saturday
- May 6 EESCC general meeting, 8 p.m. at Pape VW, visitors invited
- May 9-10 Per Terras NWRC rally, Seattle, see Woods
- May 10 EESCC Slideways autocross, 10-4 at Mark's in Springfield  
Grand Prix of Monaco, coverage on KEZI-TV, 12:30 to 2:30
- May 17 EESCC mini-rally, 1 p.m. at Bi-Mart at 18th & Chambers  
CCMC championship autocross, Portland  
SSCC tentative autocross, Medford, see Marty Vomund  
UAL Hare-and-Hound rally, Roseburg, see Chuck Pape
- May 20 EESCC business meeting, 8 p.m. at Pape VW
- May 23-24 CSCC rally Saturday, WOW championship autocross Sunday, no info
- May 24 PMC autocross, Portland

### ANOTHER SLIDEWAYS COMING ON MAY 10

This year's fifth Slideways autocross is scheduled for May 10, 10 a.m. to 4, at Mark's Big M in Springfield. The entry fee is 50¢, and trophies will be given in 11 classes. Kirk Rupp is chairman.

### EESCC COAST TOUR SET FOR MAY 3

Ron and Nancy Green will lead Wanderlust I, a coast tour which will start at Drive and Save on W. 11th at 10:30 a.m. May 3.

The tour will take an unusual route to the coast, and rain gear, frisbees, kites, and a picnic lunch are advised.

### MINI-RALLY MOVING TO SUNDAY AFTERNOON

Cecil Steen's next mini-rally will be on May 17, starting from the Bi-Mart at 18th & Chambers. Everyone is welcome! The entry fee is 50¢.

### SPRING FEVER TO BE ALPINE EVENT ON MAY 31

EESCC's first rally of the year is coming up on May 31 and promises to be one of the great milestones (millstones?) in the history of the internal combustion engine.

The rally is slated to start at the Meier & Frank parking lot at the Valley River shopping center. The starting time has been moved up to 10:30 a.m. for first car out, and entrants should be there about 45 minutes early for registration and tech inspection.

For those who are not familiar with an alpine rally, rallymasters Bill Guldager and Bill Lovell will explain it to the Nth degree.

The two classes will be beginners and seat-of-the-pants. The rally will have a lunch stop at the half-way point plus an Icebreaker-style pit stop.

So bring your lunch money and your spare tire to a real hair-raiser on May 31.

## APOLLOCROSS II PLANS COMING ALONG

With Icebreaker out of the way, autocross fans in the club can now look forward to EESCC's next autocross coming up on June 21, Apollocross II.

The event will be a WOW championship event, and is under the chairmanship of Chuck Pape and Mark Ringsdorf. The course layout will be identical to last year's at the Eugene Speedway.

Posters and flyers have already been printed, and the two chairmen will unveil their "super-poster" at the May 6 club meeting.

The dashplaques have already been ordered; the design is a horizontal plaque showing a Mini autocrossing around craters on the moon.

Trophy donations have been coming in quite well--Chuck says they will collect enough money to cover the cost of trophies with some left over to pay for the track. Several new sponsors have been tapped for this year's event.

The chairmen hope that all club members will be able to assist in putting on the event, so take appropriate evasive action when you see them coming.

## EXPLORER RALLY SCRUBBED FOR THIS YEAR

Mike Wald reports that the Explorer Scouts have cancelled their planned rally for high-school students for this year.

The decision was based on lack of time to plan the event. Next year, they hope to get started four or five months ahead of time, and possibly lay out their own route with EESCC assistance.

The Explorers have expressed their appreciation for the club's offers of help on this year's event.

## HANNUM'S FINALLY GETS NEW 240 Z's

Sitting in the showroom at Hannum Motors is the new Datsun 240 Z, the latest entry into the field of 135 mph. GT cars.

Kirk Rupp says it appears to be a very good car, and he'll be glad to show it to anyone who wants to stop by for a gander.

\* Maverick Mustangs will sponsor the last OCMC autocross of the year in Eugene.

## MAY 3 DATE FOR COLLEGE DAZE IV RALLY

WMC's popular College Daze rally has been rescheduled for May 3 with registration at 11 a.m. and first car out at noon.

The entry fee is \$3, and the rally will start from Wilson's Buick on Market St., just west of I-5.

Trophies will be three-deep in navigational and seat-of-the-pants classes with special trophies for the highest-finishing Opel, the best showing by an all-girl entry, and the best finish by a team in which neither the driver or navigator has entered more than three rallies.

## MINI-RALLIES--WHY NOT?

Cecil Steen

There seems to be a problem with the mini-events. Be it lack of advertising, lack of interest or what, I don't know.

Our club has managed to field three cars per event for the last two months. Compared to the old YMCA sports car club which fielded 100% of its cars for any and all events, this record indeed seems a shame.

I admit that the mini-rally awards are not silver cups and don't measure 1 1/2 in. or more, but the whole theme is for "fun" events. So far, only a half-dozen members seem to have entered the last few events for the purpose of having fun.

If these events are to be successful, we need your support. These rallies aren't just for beginners or just for experienced ralliests, they are for everyone.

So let's see a little support for the mini-master and his event for this month. If you happen to think about these sporting events, ask yourself why you don't participate. Then ask yourself why not.

## AROUND TOWN

\* Kirk Rupp still has two Carello driving lights for sale. The lights are like new, have chrome protective screens, and are 200,000 candlepower each. The price for the set is \$20.

\* The Horse's Mouth is the name of the newsletter just initiated by Maverick Mustangs. Volume 1, No. 1 carried a story on Spring Fever.

TO WHICH MARK REPLIED . . .

The Saga of Timberland Grand Prix

A Bender-Guldager production

The autocross of the century took place in Roseburg the 11th and 12th of April. The red-hots gathered Saturday morning to group it down there.

Guldager left a couple hours early with Vomund covering him, as the engine in Bill G's Mini was still fresh. We passed them on the way down after exchanging friendly gestures on the freeway.

After we settled into the motel--by filling each room with tires, tools, and Ringsdorf's hardtop--we all split to practice for Sunday's autocross. In the meantime, Marty sneaked off and handily won the gymkhana and \$65.

Saturday night will go down in the archives of history as one of the most memorable Mini experiences of all time. After eating potato chips and resting, we undauntedly set off in Guldager's Mini to procure some food--all seven of us.

After passing over some railroad tracks at full speed, Guldager's customary way of driving, we noticed a strange clunking noise in the engine compartment. Passing this off as noisy half-shafts, we pressed on to a hamburger establishment.

As we entered the parking lot, the right front wheel disengaged itself from its center and proceeded south as we headed east. Not wanting to park in an awkward position, Bill continued across the lot and neatly parked the car. The passengers in the front seat bailed out while Guldager and those of us in the back seat laughed.

Not much else exciting happened until Ringsdorf got upset with a car-tuner in the motel about 3 a.m.; if you want to know what he said, just ask him.

On Sunday morning, we fell out of bed and attacked the autocross course like wild pigs at a luau. Bender put on a performance of how to snake through the course, but ended up taking third in class behind a Formula Vee and a Corvette.

Mark Ringsdorf waited until mid-afternoon to race so the track would be warmer, but it wasn't and he got second in class.

Guldager motivated his freshly-repaired Mini around fast enough to take second in his class. Not too bad for a new engine!

Betty Johnson had trouble finding the right gears in Chuck Pape's automatic Porsche and set a track record by stopping twice on the course.

Sharon LaFollette had trouble with wheel hop, as did everyone else, but did put on a very good performance and took a second place.

Chuck Pape took a second-in-class in the luxury Porsche, and Marty ran a somewhat meaner-looking Porsche, wiping up his class by five seconds and winning another \$25. Not too bad for a stock Porsche, Marty!

Club members walked off with about \$150 and won seven trophies at the autocross with only seven trophy runs. We hope the town of Roseburg and UAL will invite us back again next year, for we did have fun.



#### JAY-CEE'S THROW AUTOCROSS IN ALBANY

Well, the Albany JC's came through with another autocross, this one April 12 at the Albany Go-Kart track.

Their event drew about 150 entries, which compares favorably with the 180 at Roseburg the same day. Their trophies were mugs similar to those at Apollocross.

The course was tighter than that of Icebreaker with pylons cutting down the course's width by about a foot on each side. The top time was a 1:06 turned in by a towed-in Sprite.

Robyn and I both managed to swing firsts in class, and Pierre took home a second-place trophy. Twelve Eugene-area people went up including Hal Pierson, John Stoner, Sue Stafford, Mike Marsh, and Brad Bolton. Of the twelve, ten won trophies.

The highlight of the day was the run made by a late-model Imperial. The corners were a little tight for him, but he sure raised some hell on the straights. His time wasn't the best, but he never touched a pylon, which says something for American iron, I guess.

## APRIL SLALOM--FIRST WOW CHAMPIONSHIP

Mark Ringsdorf

Marty Vomund and I attended the first WOW championship autocross of the year at WMC's April Slalom at the Fruitland Go-Kart track.

The autocross started off with a dry track and sunshine, but conditions were to change later as the action was slowed by a rain shower. Only 30 of the 43 trophies were given out due to the small attendance.

Marty was not up to his normal level of perfection as he first showed up with the top up on his car and then spun out on his trophy run.

I was able to pick up a trophy as my MGB took second in Class D.

## RULES CLARIFIED AT WOW MEETING

Marty Vomund

A WOW meeting was held on April 4 to discuss the 1970 regulations and classes and the schedule of events for the year.

Marty technical details were revised in the rules and regulations department, the ones of more interest being:

1. Pylons blown over by exhaust from a competing car are counted as being hit.
2. A factory windshield must be on a car for it to run production classes.
3. One male and one female may run the same modified or formula car in Class A.

No significant class changes took place other than moving the TR-2 and TR-3 up to E Production with the TR-3A. The pre-1970 Porsche 911, 911E, and 911S were left in Class B to hassle it out with the Corvette Stingrays.

There were some revisions to the calendar (some cancellations but mostly additions) including listing our autocross as a championship event for June 21.

Western Washington Sports Car Council had a representative there. They are considering having a two-day autocross in Olympia on Labor Day, Sept. 6-7. They would probably have a different course each day using WWSCC classes one day and WOW the other day.

Anyone wishing to bring their calendar of events up to date with the revisions mentioned above should see me for details.

Support WOW/OCMC.

## APRIL SLIDWAYS COMES ON STRONG

Kirk Rupp

The fourth Slideways autocross of the year at Mark's was the biggest success yet with a big turnout and a record profit of \$51 after expenses.

The weather was great, and everyone attending the event seemed to be having a great time. TTOD went to Fred Jasmer in his Formula Vee, and class trophies were awarded to:

- |                |                  |
|----------------|------------------|
| A Scott Wilcox | F Russ Wakefield |
| B John Stoner  | G Ed Endsley     |
| C Marty Vomund | H Sue Stafford   |
| D Kirk Rupp    | I Robyn Rupp     |
| E no entry     | K Brad Bolton    |

One interesting note is that advertising was limited to the newsletter and an announcement at the meeting. To me, this proves that someone out there is reading the newsletter!

## RALLY CHAMPIONSHIP--HOW DOES IT WORK

Erskine Wood

The rally championship was initiated in 1966 along with the activities and autocross championships by Bob Tennant.

The first regulations were laid out by Don Crouch, but were revised after two years when it was found they were unfair to members who entered rallies with low attendance.

The present points system, devised by Nancy and myself, is based on a member's best six showings in time-speed-distance rallies during the club year from Oct. 1 to Sept. 30.

The number of points for each event is just the percentage of cars you beat in your class.

$$\text{pts.} = \frac{\text{cars beaten in class}}{\text{total cars in class}} \times 100$$

DNF's are counted in with the total cars in class. The maximum number of points for the year is 600.

Championship awards will be given to the top three finishers in the rally competition at the club banquet.

The system depends on members turning in their points, so when you enter a rally, be sure to let me know how you finished when you get results back from the event.

EESCC tries to field a team of at least three cars for every event in the area, so we want to encourage everyone interested in rallying to take part.

## FOOL'S FOLLY--AN EVENING OF FUN

Chuck Pape

After having somewhat mixed emotions about UAL rallies (meaning September Morn and the bear in Crater Lake), Rick Raynor and myself, accompanied by Mark Ringsdorf and his pilot, trekked down to Roseburg for Fool's Folly II which, by the way, was aptly named.

During the course (or off-course) of the rally, both of the EESCC entries and one UAL member, President Art Miller, were stopped by the local constabulary although all we got was stiff lectures.

All seriousness aside, the rally, with all its nautical nonsense and Roseburg riddles was an enjoyable way to kill an evening, and we met a lot of great people.

If you meet Art Miller on the road, he's sure to dim his headlights for you!

## EESCC SENDS TEAM TO MUSTANG RALLY

Cecil Steen

From appearances, the Maverick Mustang Club held a successful event in their annual Rallye Day USA.

A field of 58 cars entered, mostly Mustangs from around the state, with EESCC entering a five-car team, the Daisy Hill Rumrunners. At the end of the event, 52 of the cars were still in the running.

On the EESCC team, Erskine and Nancy Wood finished third, and Cecil and Frances Steen tied for fifth place. Standings were not available right away for Gary and Judy Crakes and for Mark Ringsdorf and friend.

Burt and Betty Johnson's Mini led them astray on the first leg, and they didn't manage to catch up with too many of the checkpoints before they closed.

The weather ran from sunny and warm, to rain, snow, hail, and mud. We managed to stay on course, and logged 96 mostly sunny miles.

The course was beautiful and fun to drive; however a few instructions weren't too clear, and the checkpoints seemed to be not on official rally time.

It was encouraging to note the turnout for this event. Maybe ralliests are alive and well, roaming the back roads and waiting for a chance to appear and compete in some of our rally events.

One interesting note was the appearance of a 4/5 scale Cord, the first time I'd seen this car.

## RUMRUNNERS ATTACK TRAILBLAZER RALLY

Nancy Wood

In the days when people traveled by wagon, a trailblazer was the person who went ahead of the wagon train and left clues to the proper trail by blazing trees with an ax.

The wagons have given way to the automobile, and the wagon train has now become a rally. The modern-day counterpart of the pioneer trailblazer is the rally-master, who uses a mimeograph machine. But his clues to the proper trail may be as obscure as the tree blazes.

On April 11-12 Erskine and I teamed up as the Daisy Hill Rumrunners with a couple from Eugene and another couple from Salem to try to outwit this year's Trailblazer, put on by Cascade Sports Car Club.

As with the wagon trains, time has again changed many things, and starting with the fourth leg on Saturday, we began to find out just how rusty one can get without practice. Tentative results found us 12th in class and 24th overall in a field of 60.

Instead of having to fight Indians, we had to contend with checkpoint locations taken over by search-and-rescue units accompanied by state and local police, irate state park managers, downed signs, and the highway department's bad habit of erecting stop signs and painting lines on the pavement. Not to mention contending with weary ralliests toward the end on Sunday.

On both days we encountered efficient checkpoint crews and much hospitality from the host club and from the other entrants.

Sunday morning we traveled south and east of Portland and after noon headed north toward our eventual finish in Longview, Washington.

On Saturday we had a beautiful course up the Columbia River with a lunch stop at Multnomah Falls. Saturday night will be long-remembered by at least one rally entrant.

While everyone was at a banquet, an alarm sounded for a fire in one of the entrant's rooms. Her comment before the trucks arrived summed up the feelings of a true ralliest.

She wasn't too worried about her clothes but what worried her was that her car keys were in the room. That's dedication!

## NEWS FROM THE APRIL MEETINGS

Two month's accumulation in the mystery box will grow to three by next month as Mary Lou Finigah was not present to claim the contents of the box.

Chuck Pape reported that we now have an insurance policy for the timer, helmets, and stopwatches, and that we have \$300 in the general account and \$25 in the reserve fund.

Kirk Rupp showed the new posters giving information about the club; 25 were made at a cost of \$7.

A Champion spark plug film and a movie on the Japanese Grand Prix concluded the April social meeting. Ken Bender says he will have a feature-length Parabarn production ready for the May meeting featuring the Fresno zoo and other sights which got in the way of his camera.

The high point of the business meeting was reading the X-rated jokes in WMC's newsletter, which had just arrived in the mail, and business included discussion of purchasing a new stapler for the newsletter.

Chuck Pape raised the question of carrying the reserve fund over from year to year instead of transferring it into the general account as it is now done.

The points standings as of April 25:

### Activities:

1. Kirk Rupp	66
2. Erskine & Nancy Wood	65
4. Pierre Jolley	60

### Rally:

	Events	
1. Erskine & Nancy Wood	4	338.9
3. Sharon LaFollette	3	241.2
4. Mark Ringsdorf	1	69.7
5. Marty Vomund	1	42.4

### Autocross:

1. Pierre Jolley	3	18
2. Marty Vomund	2	16
3. Kirk Rupp	2	14
4. Ken Bender	2	13

### \* A Note From Robyn Rupp

I am happy to see that we have quite a few autocross enthusiasts in the club this year. First place in the standings has changed hands three times already this year, so let's get those points turned in and maybe next time you'll see your name at the top of the list. This includes you people that went to Roseburg!

## PROFILE OF A PEACH--KEN BENDER

Bill Guldager

Many people in the Eugene area know Ken as the long-haired, funny-looking Cobra driver. But few people know that before he left Fresno, he always had his hair cut short and wore regular glasses--quite the opposite of the Bender of today.

Shortly after Ken got his drivers license, his folks let him drive the family Rolls Royce to a ski area. On the way home, he lost control and smashed in the right front fender.

"Grace" as Ken called his second car, was a 1950 Mopar. She spent most of her time chasing rabbits in the fig orchards, much to the delight of everyone. Her doors wouldn't stay shut during these mid-night trips, so he had to tie them shut.

The oil companies welcomed her with open arms. During some of the runs into town, she would take a gallon of oil and still not read full. At one time, she almost ran into a lake, but as luck would have it, a tree jumped out in front of her.

Bender's rally experience won him a gold-plated toilet seat--he couldn't figure out how to get out of the parking lot for the first instruction.

Since most of us in Eugene have known him, he has owned the following cars--a bug-eye Sprite, a 1950 Plymouth, a TR-4 with a roll-bar, one blue 427 Cobra, a 1967 Plymouth, a red 289 Cobra, a red 427 Cobra, a BSA motorcycle, a VW bug, a mini-bike, a blue 850 Mini, a 1275 Mini-Cooper S, a 1969 El Camino, and a complete set of Hot Wheels. Not too bad for being the kid next door!

Bender's complete set of cars is surpassed only by his insurmountable pile of traffic tickets for such things as no license plate, improper passing, and towing a trailer too fast. The California state troopers make a good living on what he pays in fines.

Ken will be graduated this year, and is going to join the Peace Corps so he can see the rest of the world as he has already seen most of Europe.

When he leaves, people will miss that funny sound he makes with his lips that sounds like someone trying to suck the last of the ice cream out of a milkshake.

Gone will be a truly great guy, but I pity whoever gets him next.

## LOOKING BACK--EESCC AND ITS ANCESTORS

Erskine Wood

When trying to evaluate the history of EESCC, one must go back nearly 20 years to when sports cars first made their appearance in the U.S.

In 1952 a group of people in the Eugene-Springfield area formed the Pacific Auto Sports Association. The club grew to a membership of about 30, and sported such cars as Jaguar XK 120's, MG-TD's and the Riley of Mary and Gail Hand.

Their prime interests were tours and rallies--autocrossing and racing had not yet come to the area. But around 1956, the club suffered that fatal illness known as "lack of interest" and faded away.

Several who felt the lack of sports car activities formed a new club, McKenzie Auto Club. MAC, as it was referred to, was very active in the early '60's with activities much the same as our own.

At the same time, racing became popular in the Northwest, carried north from the Bay area. SCCA's Oregon Region, formed in the late fifties, enticed many of MAC's members into their organization.

By 1963 SCCA dominated the sports car activities in the Eugene area, and MAC dwindled by 1965 to only a few active members. Finally there were only four, and then only two--Fred Jasmer and Ron Green.

Seeing the writing on the wall for MAC, Fred and Ron decided to re-organize from scratch. Although there was no money, they still had a projector and a mimeo machine and enough enthusiasm to form our club, EESCC.

The first unofficial meeting was held in the back room of the Bavarian, and forth came the charter and by-laws, signed in December of 1965.

The monthly meetings first held at Fred's house on Carter Lane were moved to Sambo's on Franklin. The meetings were well-attended, but only Dave Syverson was willing to fork over the \$5 membership fee.

A few poker rallies spurred some interest, and EESCC grew to about 15 members. The need for an emblem brought the response of Dick Spies, U of O architecture student. The design was a direct steal from BMW, but nobody complained. Compared to the present emblem, the original did not have the checkered areas, nor did

it have gear teeth around the outside of the badge.

The addition of teeth was subject to hot debate in the summer of 1966 when the insistent voice of an unknown enthusiast began campaigning for "toothy badges." We came to know him as T.S. Long who, with his wife Penny, joined the club and remained until Uncle Sam called.

The letters on the emblem were "eescc", the lower case being adopted for all future application of the club's name.

In the spring of 1966, a fellow from Alaska named Eugene Bobo, sporting a flashy Aston-Martin, volunteered to set up the club's first rally. It was named Country Caper and afterwards renamed Bobo's Boo-Boo.

The club's second attempt was May Meriment rally and was quite successful. Next was April Runabout with an attendance of 65 entries.

More rallies were held that summer, and finally in the fall of 1966, Ted Long volunteered to put on Icebreaker I, our first autocross.

It was a total success, smashing everyone's attendance records with 229 entries, and with the already-successful rally program, marked the start of EESCC's rise to pre-eminence in providing sports car activities for enthusiasts in this area.

## IN ONE EAR--AND OUT THE MOUTH . . .

Bill Friday is again working for the U.S. Forest Service, and both Bill Vaughn and Ross McKillop are proud fathers. The stork also has an appointment for October with Tony and Shari Lum.

Nearing the end of his two years in the Army is Steve Van Nuys, who recently saw Expo 70 in Japan, and in another eight weeks, Elliott Long will be home for 21 days.

Betty McFarlane has her two magnetic car emblems for sale, and French-dressing orange is how Jerry and Mary Lou Finigan describe the color of their new 1.9 liter Opel GT, which replaces the Sprite.

Kirk and Robyn Rupp now have mag wheels for their Datsun 2000, and Bill Gulda bought Mini-lite mags for this otherwise perfectly stock MG Mini.

And Burt Johnson bought a Mini--flaked yellow outside with a rust-colored interior. Just an 850, folks.