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emerald empire sports car club

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- Sept. 2 EESCC social meeting, 8 p.m. at Pape VW, visitors invited
- Sept. 12-13 EESCC camping trip, tour from Sambo's 8:30 a.m. Saturday
- Sept. 16 EESCC business meeting, 8 p.m. at Pape VW
- Sept. 20 Kent Trans-Am, SCCA races on Saturday
- Sept. 25 EESCC Child's Play I mini-rally, 7:30 p.m. at Oakway Mall
- Sept. 26-27 UAL Otto's Cross autocross, Roseburg

WOODS TO PRESENT NEXT MINI-RALLY

Sept. 25 is the date for the next rally in the mini-rally series, Child's Play I, master-minded by Erskine and Nancy Wood.

The Friday-night fun rally will start at 7:30 p.m. at the Oakway Mall directly across from the Thunderbird Motel on Coburg Road.

Pencils, paper, and a watch will be needed, and an infant mentality may come in handy. The entry fee is 50¢.

SLIDEWAYS TO REST, THEN MOVE TO SUNDAYS

The last Slideways marked the end of the Friday-night autocrosses for the year.

Chuck Pape cites the earlier sundown with the increased cost of lighting the track, plus cooler weather, for moving the events back to Sundays for the fall.

The next Slideways will be held in October at the Eugene Speedway. No Slideways will be held in September because of the busy schedule.

The success and popularity of the Slideways concept is shown by the fact that WMC in Salem and UAL in Roseburg are both putting on events under similar rules.

EESCC CAMPING TRIP GOING TO METOLIUS

Whatever you have heard previously about the club camping trip is probably out-of-date.

The final word is that the camping trip will be held Sept. 12-13 at the Wood's place on the Metolius River.

The tour to the Metolius will start at 8:30 a.m. Saturday morning at Sambo's on Franklin Blvd.

Since the campers will stay in the Wood's famous topless hotel during the summer season when all the hired help is on unpaid leave, organizer Ted Long says people should plan to bring everything they would need to go camping separately, like tents, sleeping bags, food, cooking and eating utensils, and refreshments.

The club will not be buying beer for the campers this year.

Ron Green is talking of organizing a side trip to the Pine Mtn. Observatory Saturday night.

Objects now visible in the early evening include Jupiter, Venus, the moon, and the Horse and Rider in the Big Dipper.

The Metolius River is an easy two-hour drive from Eugene, and Pine Mtn. is another hour away, although a gravel road must be traversed.

CLUB ELECTIONS APPROACHING

Ron Green

Here it is, folks, time for the old Emerald Empire Sports Car Club to pull into the station for a change of crew.

This year has been a very active and fun trip, but if the train is going to keep up its head of steam, it needs a new engineer to take over, along with a fireman, ticket taker, and hostess.

All you volunteers should call one of the members of the nominating committee-- Marty Vomund, Bob Andreason, or Terry Borge--and get into the running. Or volunteer one of your friends for a job.

Elections time is a good time for us to ask ourselves what we can do to keep our club going in the direction we want it to take.

For many of us, it is time to get up off our fannies and get our hands up in the air where they can be seen.

During my year in the presidency, I was always surprised and pleased by the number of people who were willing to do a job when asked. The experience of being an officer is a rewarding one-- the members make it that way.

Let's make sure we get the best possible slate of candidates on the ballot for our upcoming general election.

* The elected officers are the president, vice-president, recording secretary, and treasurer.

Nominations for these offices are open until October 2 this year, and elections will be held by closed ballot at the October general meeting on October 7.

Installation of new officers is conducted at the club banquet in mid-October, although no date has been set yet for this year's banquet.

The president then appoints an editor for the newsletter, a corresponding secretary, and representatives to WOW and NWRC, as well as chairmen for the three points championships--activities, rally, and autocross.

When a new president is elected, Ron Green will join Erskine Wood, Tony Lum, Max Brown, and Jerry Finigan on the board of directors replacing Burt Johnson.

Erskine Wood and Max Brown hold seats on the board which expire in December. The board did not meet in the last year.

SEPTEMBER SAFARI ENDS FIVE-YEAR RUN

The old adage says the only constant thing in this world is change, and so we suppose we must accept the passing of EESCC's longest-established event, September Safari.

The first Safari was staged by Erskine and Nancy Wood in 1965; it pre-dated our second-oldest event, Icebreaker, by five months.

The Woods put on the first four Safari rallies and had a major hand in producing No. 5 last year.

This year no event chairman could be found for the rally, and Webfoot Ramble encroached on the schedule.

NO COFFEE STOPS ON LABOR DAY

Since the Woods will be on vacation over Labor Day, our club will again not participate in providing free coffee for motorists on I-5.

PAPE MAINTAINS REPUTATION IN ROSEBURG

Judi Malone

We were visited at our last UAL meeting by one of your astute members, the Village Idiot, better known to us as Drunkie Chuckie.

After the meeting, we headed over to Abbey's for pizza and beer--mostly beer. The more Chuckie drank, the funnier the tales of rallying and autocrossing.

He was telling of the time a few ralliests got lost at Crater Lake and how Chuckie came in the wrong way at the final checkpoint at "Armature" Park. Around here we know it as Amacher Park.

As we bid Ol' Chuck good-bye, two Lane County deputies stepped up to escort him home. Since then, we've not seen hide nor hair of him, so we assume you must have the pleasure of his hide back in Eugene.

We are planning a big autocross for September similar to Timberland Grand Prix.

It will be named Otto's Cross and will be held Sept. 26-27 with \$250 worth of trophies, plus cash awards which we are now lining up.

We now "own" a go-kart track for autocrosses, and will hold at least one event like Slideways to get used to it.

"CHECKPOINT CREWS GREEN BUT TRYING"

Burt Johnson

Before the club treasurer's mind went, he had counted five cases of beer in the ice-filled bathtub at the Swept Wing.

It was the only weapon available to relax the throngs of ralliests weary from the rigors of Webfoot Ramble, all seeking the rallymaster's ear to explain some point in the instructions which was not clear to them.

But Erskine and Nancy Wood's venture in bringing an NWRC championship rally to the emerald empire bore up well in their ratings with entrants giving them a 75 out of 100 points, a very good rating for an NWRC event.

One comment on the cards summed up the feelings of many of the awed checkpoint workers, "The checkpoint crews were obviously green, but they were trying hard."

Terry Borge outfumbled me for the stop watch on the fifth checkpoint, and Tom and Jan Bourdage handled the out-cone job.

The precision with which the equipped cars came in was something we had never before experienced on a rally, and the sideways driving style of the unequipped cars was fun to watch as they came to an instruction and a right-angle turn on gravel just before our station.

The locals provided some interference as one woman forced a rally car off the road, and others got a friendly Linn County deputy to come out and investigate the strange goings-on.

One checkpoint ended up without a stop watch so the leg was combined with the next leg. Then pure bad luck decreed that the watch on that leg stop with ten cars still out.

But aside from the small difficulties, everyone seemed pleased with EESCC's first attempt at putting on an NWRC rally.

Jack Deno, NWRC chairman, and his navigator, Judy Morris, both of Rainier Auto Sports Club of Seattle, won the rally with only five penalty points in a Porsche 911. They got zeroes on three of the five legs.

The next six equipped cars had only a four-point spread from 10 to 14 points. The Rainier I team won team honors with 29 points.

The first unequipped car finished 11th over-all, and all six trophy-winning cars were from the Seattle area.

MINI-RALLY DRAWS FIVE CARS

Betty Johnson

Beings as I was blessed with a navigator who is only two years old, I became an innocent bystander to Chuck Pape's five-car mini-rally on a warm, moonlit Friday night last month.

It was supposedly a TSD rally, but no clocks were in evidence so Bob Andreason and Sharon LaFollette stopped off in Hendricks Park to enjoy the moonlight in a top-down sports car and took an hour to complete the rally.

Topper and Jan Murray saw most of Eugene when they got lost and also took an hour.

Entrants also had to count bridges and churches along the route--Gary and Judy Crakes didn't know how to count multiple crossings of the same bridge, and Erskine and Nancy Wood found churches Chuck had never seen before.

With Dena asleep, Cecil and Fran Steen had to struggle along without their No. 1 navigator, but managed to find the finish.

However the story is not over. At the "finish" of the rally, Chuck took the instructions away and entrants were told to run the route backwards in the same time as sneaky Chuck had measured for their first run-through.

So it was back to the park for Bob and Sharon. Erskine and Nancy Wood came in with the closest time to their previous effort to win the rally.

Rich Gerhke served as a route-check man, even if his communication with Chuck managed to get a bit confused.

After all this nonsense was over, Mr. Pape played his familiar role as leader of the Beer Party. Villa Roma hosted the group, and the Wood's also won the job of putting on the next mini-rally.

* The "Naturalist" is selling his now-famous movie camera. The camera is in excellent condition after all these years and has a 10-30 mm. zoom lens.

This is the original camera which photographed such memorable events as Icebreaker I-IV, Hibernation Happening, Christmas Valley, the Metolius campout, and other forgettable EESCC events.

Erskine Wood is offering this fine bit of memorabilia for \$45 and can occasionally be reached at 344-9280.

THE DEERSLAYER FALLS INTO A BEAVER TRAP

Chuck Pape

As the sun was setting in the smog and the last cans of foamy were going down the hatch, Webfoot Ramble was being tucked into the pages of history.

After talking to some of the contestants, I decided that they were mostly real live people united by an interest in rallying and not the gargoyles of the North as I had previously thought them to be.

So with that thought in mind and a cold one in hand, I turned to Ron Hiltischer, who drove up from Roseburg to help work one of the checkpoints, and said, "Hey, lets go rallying tomorrow," and he said, "Why the . . . not?"

Not having an answer on the tip of my furry tongue, we quickly walked . . . er, weaved to Artherton's room and laid down five bucks to enter Beaver Trek.

Ron said that if we were going to go rallying, then there were some minor adjustments to make on his car, so we headed back to Eugene to rebuild his MGB-GT.

Although it got us through the rally, my second thoughts about the job were proved correct the following week when he earned the honorable title of "deerslayer."

If you call him that these days, however, he is likely to smile as he bloodies your nose to illustrate the impact.

Getting back to my assigned task of telling the tale of Beaver Trek, the scene is 7:30 a.m. Sunday and the body which has just been shaken out of bed is lying on the floor saying, "Whose dumb idea was it to go rallying today?"

I told him I didn't know, but since the entry fee had already been paid, we might as well go.

At the start of the rally in Albany, a Porsche Carrera IV caught my fancy, and I promptly walked over to drool on his car and wonder how my Volkswagen would go with his engine in it. Unfortunately, he refused to tell me where he parked the car at night.

After making the odometer check with no major problems, we proceeded on the rally route feeling pretty smug when we hit the first checkpoint with a 10-point error.

Then all of a sudden we were lost and had to use one of the recovery packages listed on the route instructions.

Fortunately, the second leg was tossed out. The rest of the rally was fairly uneventful averaging about 400 points per leg for us.

Actually, the only problems we had were navigator-driver communications, but when Ron saw my outstretched hands going for his throat, he quickly stopped and I managed to convince him to drive back on the rally route.

Oh well, such is life.

* Gargoyle: a spout in the form of a grotesque human or animal figure projecting from a roof gutter, a person with an ugly face.

CRAKES WIN WEBFOOT RAMBLE GUINEA PIG

Three cars showed up to chase the Woods over hill and dale on the second guinea pig rally for Webfoot Ramble.

Gary and Judy Crakes took the top honors, possibly because they kept turning around in the middle of the road to go back and check out possibilities.

The rest of us pressed merrily along and managed to get quite thoroughly lost, as even Crakes managed to do on one leg.

The old three-people-in-the-car trick worked better for the Johnsons than it did for Ted Long, as the former finished second and had the best leg.

Ted had as navigators Twyla Williams and Bill Lovell, the latter-mentioned having since gone on to greater fame as the driver of the sweep car on Webfoot Ramble who got lost in the performance of his duties.

However, this, like some other things, can undoubtedly be chalked up to an unfortunate confluence of the planets.

The day's prizes included a short case consumed at the stop where a Mustang was observed going straight or straight as possible through a right fourth opp.

Hmm, let's see if we can find Iacomb and start that leg over again.

We overtook Mr. Vomund and pit crew on the freeway and induced them to join us at Villa Roma listening to the junior set playing a spoon quartet on the trays of that establishment's entire stock of high chairs. After nine hours on the road, we just let them play.

EUGENE HOSTS OCMC CHAMPIONSHIP EVENT

Marty Vomund

On August 9th, the Oregon Mustang clubs brought a championship autocross to the Eugene Speedway, drawing cars from as far north as Portland and from Klamath Falls to the south.

Attendance was good--this event had 120 runs, more than has been the norm for recent events.

Most of the autocrossers from our club were there, with the exception of a few, namely Mark Ringsdorf, who only watched as he is still secretly working on his super-scat engine behind closed doors!

Mark has undoubtedly heard that Jim Parks' "roller" Porsche coupe is coming on the scene again.

T. S. Long was there, also, up tight because his spirited Sprite was home with its new Blue Streaks too fat for the fenders!

A quick Mini-Cooper S took top time.

HOW FAR CAN A CORVETTE COAST?

Ronni Anderson

After breakfast at the Original Pancake House, a long line of Corvettes headed up Highway 126 for the annual Cascade Corvette Club coasting championships on August 16.

The sober souls leading the tour determined that the best plan was to drive over the Clear Lake cut-off to Sisters for some lunch and liquid courage before tackling the big hill.

It is obvious that a coasting race requires good lubrication, so after the drivers got well-oiled, we were ready to head for the start at Milepost 71, running a goodly number of tourists into the bushes in the process.

The coasting strategy involved tailgating the tourists until they parked it under a pine tree, then creeping by silently with the engine shut off as the rules required.

The 11-car field was divided into two classes with Jim Oldaker winning the drum brake class, and Lloyd Smith taking the disc brake class.

Jim Sinclair scored a solid first in the hard-luck category by getting a flat tire with no spare in the car.

A PLACE IN THE SUN

Just east of the Cascades near the city of Wenatchee, Wash., there is an airport known as Pangborn Field.

It is normally a quiet place, with only an occasional airplane landing on its long strips of pavement. The soft breeze blows sand and dust lightly across the pavement, and the grass untiringly tries to push its way up through the tiny cracks in the old runways.

But once a year in the middle of September, cars wind their way over Snoqualmie Pass from the Seattle area, up Highway 97 from Oregon, and over Highway 2 from Spokane and points east, all searching out the runways of Pangborn Field.

The air becomes filled with the roar of engines as last-minute tuning is being completed and cars are warming up. Often one catches a whiff of the pungent odor of Castrol as Wenatchee Sports Car Club's annual autocross championship is about to begin.

The championship is a two-day affair with Saturday's course designed to test one's skill in maneuvering a car through a long, somewhat tight, and tricky succession of curves.

Each driver is allowed two runs to prove his ability to become one with machinery in completing the run in less time than that of his competitors.

Saturday night brings a respite from racing at a banquet held in Wenatchee.

But Sunday morning finds the racers back again at Pangborn Field anxious to do battle on a course much different than that of the previous day.

This course is designed mainly for speed and the larger cars reach speeds well over 100 mph. Once again, each driver makes two runs with his best time combined with Saturday's best to reach a total score for the event.

It is Sunday's course that sets the Pangborn autocross apart from other events as it gives autocrossers an opportunity to really let their cars out in relatively safe surroundings.

This is the feature that will continue to draw enthusiasts to Pangborn Field every September when the runways again come alive to the sound of roaring engines.

MUSTANGERS CO-SPONSOR SLIDEWAYS

Bob Andreason

The August Slideways, put on with the help of the Maverick Mustang club, was a big success.

Herb Howell came up with a super-fun course using most of the oval and a good portion of the infield as well. However, the long course plus good participation did create a healthy line and some wait between runs.

The box office showed 89 runs with over a dozen EESCC members there, plus good representation from the Mustang club, the Corvette club, and from UAL.

One feature of interest was the black MGA once campaigned by Bill Friday, which was driven at Slideways by Russ Wakefield, Rich Sealock, and Pierre Jolley. Pendleton would have cried!

Cecil Steen was chairman and provided trophies that had to be the ultimate in getting people to accept the Slideways spirit--enter for the practice and for the fun of it.

Marty Vomund brought in the top time in his Speedster with a 1:40.4 and the "Long" Sprite finally made the scene with a set of sharp wheels and shod with, according to the owner, the only rubber fit for racing.

The event was finally over by 12:30 a.m. when everyone adjourned to Rico's. That, however, is another story.

A	David Anderson	Corvette	1:42.0
B	Gary Haslip	Tiger	1:47.8
C	Marty Vomund	Speedster	1:40.4
D	Ted Long	Sprite	1:46.4
E	S. James Long	Sprite	1:57.0
F	Jay Bonzer	Volkswagen	1:59.5
G	Mike Newman	Camaro	1:40.5
H	Bill Guldager	Mini	1:51.2
I	Ronni Anderson	Corvette	2:30.2
J	Sharon IaFollette	Sunbeam	1:50.5
K	Deanna Howell	Mustang	1:49.6

TEAM WHIPPER BATTLES CORVETTES

Marty Vomund

The Columbia Corvette Club had a great autocross Aug. 16 on a lot in Vancouver. They provided a super layout by making the course wide enough for the pachyderms to get sideways in the turns without getting any pylons!

Formula Ford took top time, but the Vettes and Speedsters were close behind.

AT THE AUGUST MEETINGS . . .

Again I am happy to report that our secretary has given me a beautifully typed set of minutes, even if most of the news is out-of-date by now.

We did have 16 visitors at the social meeting. The number of members present is not recorded, but our reward for attendance, the black box, had as winners Bob Butler, Jeff Kaspar, Max Brown, Fred Jasmer, Chuck Merrill, Bill Friday, Mary Lou Finigan, . . . and Marty Vomund!

Marty won a car cleaning kit, tickets to a baseball game, and a ducat for a free car wash, which, in Marty's case, must include a complete cleaning of the interior.

At the business meeting, Marty was picked to head the nominating committee. The other members are Terry Borge and Bob Andreason.

The office of corresponding secretary was made appointive in a change of the constitution.

The activities points, including the Slideways and this newsletter, are:

1.	Chuck Pape	169
2.	Burt Johnson	163
3.	Nancy Wood	160
4.	Erskine Wood	156
5.	Marty Vomund	125
6.	Kirk Rupp	123

Erskine and Nancy Wood are still on top of the rally standings with Sharon IaFollette, Mark Ringsdorf, and Chuck Pape following.

We couldn't reach Robyn Rupp, but presumably the autocross standings still show Sharon IaFollette leading the pack.

All three points championships end for the year on September 30 with three awards for each championship to be given out at the annual club banquet.

If you are in contention for one of the trophies, it might be wise to check your points with Terry Borge (activities), Erskine Wood (rally), or Robyn Rupp.

Chuck Pape is going to make the arrangements for the banquet for the middle of October.

In addition to ordering trophies for the championships, he is planning to make up awards in a lighter vein for outstanding achievement in various facets of the true spirit of the sport.

That's about it, folks. Peace, and re-elect Ron Green.

BIOGRAPHER PAINTS ARTIST SOLID BLACK

Humphrey Bullfrog

For those who do not know, Bill Friday was raised in the sleepy little town of Roseburg--which was rudely awakened when he got his first car.

You really couldn't call it a car for it was an old pickup which found itself racing from corner to corner--Bill's idea of fun.

The old pickup was retired after a year since its driveline would fall out at least once a week, and it drank as much oil as it did gas.

Next on the list was Bill's brother's '56 Volkswagen, which Bill gave back with both heads broken and the valves burnt when his brother came home from Korea.

Oh what fun Bill had racing with that gleam in his eyes on the dusty roads out of Roseburg!

Upon graduation from high school, Bill bought a BMW Isetta 300 which would get rubber in all gears and would cut cookies in the snow.

After that came a Morris Minor pickup which I don't think ever saw anything under 85 mph. The pickup finally blew its mind on Interstate 5 just south of Glendale, and that ended that.

From there, it went from a '55 Olds to a Morris Minor station wagon and God only knows what else, he had so many. Fortunately, God isn't telling.

Just for fun, ask him about the time he drove all the way back from Roseburg at night with no headlights.

As for what Bill has done to make the world a better place to live in, he is a painter, has sold ice cream from an ice-cream wagon, built doo-dads for his father, and works for the forest service at Blue River, on the Umpqua, and at the top of a mountain named Fox Butte about 70 miles from Bend out in the boondocks.

He is out there now if someone wants to see him, but if you want to make it up there, take something you don't care too much about because the road is quite bad.

Bill's racing has been limited to the Lorane Highway, the old McKenzie Pass, and the Umpqua Highway, all of which he has mastered with different cars.

The Lorane Highway was done in by the Morris Minor pickup, the McKenzie was

straightened out by the unpredictable Orange Crate, now retired, and the Umpqua had new apexes put in by Bill's black MGA with the MGB engine in it, formerly one of Bill Pendleton's race cars.

At the present time, the road up to his lookout is being rerouted by an old pickup which will probably never live to see another summer.

Bill's painting career started when he was just a young lad drawing pictures in the mud alongside his folks' house.

From that, he has jumped in leaps and bounds to his present position as a very skillful and thoughtful painter. Some of his paintings have received national acclaim.

If you are interested in obtaining one of them, just call his mother as she will sell them for next to nothing.

All in all, this club is very thankful to Bill for his original idea of the Slideways autocrosses and for his chairmanship of Icebreaker II.

Bill also invented Heather Pepple, Ima Springtester, and Otto Splashdowner, as well as Constant Hassel, and writes most of the funny stories in the books we hand out at autocrosses.

When Bill becomes rich and famous, we can all say we knew him when he got along with only being famous.

EVERYONE'S GOING SOMEPLACE . . .

Headed for San Francisco and then Mexico will be Erskine and Nancy Wood; they'll be leaving about the end of the month.

Chuck Merrill has already left for about five months in Europe--will he be selling Porsches again when he gets back?

Getting ready for a mid-November trip to the maternity ward is Shari Lum, but the doctors now say it won't be twins as had been previously suspected.

Rick Raynor has been home for several weeks, but is scheduled to climb on the train today for the trip back to Ft. Ord.

And Mark Ringsdorf made it up to Pine Mountain. Although the accommodations were unfortunately cramped that weekend, he took a rather long time getting out of bed to see Saturn at 4:30 in the morning.