



FULLCHAT

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emerald empire sports car club

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December 27, 1970

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- Jan. 6 - EESCC Social Meeting 8 p.m. - Pape VW - Vistors welcome
Jan. 10 - W.O.W. Organizational Meeting - Western Savings Bank - 4333 Sandy Blvd.
Portland at 10:00 a.m.
Jan. 20 - EESCC Business Meeting - 8 pm - Pape VW
Jan. 24 - Fullchat Printing Party - 7 pm - Editor's house -199 Natchez Ct.

W.O.W.

For four nights, at five hours a night, a small group of Emerald Empire Sports Car Club members have been going over the new W.O.W. rules and regulations. The new rules and regulations were submitted by Richard Evans - present W.O.W. A.S.C. President. The rules and regulations were a bit difficult to understand; but the purpose behind the new rules were acclaimed as being just what the "Doctor ordered". W.O.W. has been slowly dieing; and Mr. Evans's effort is applauded. The group did make some minor adjustments and clarifications, however, all these matters will be brought up at the Jan. Social meeting.

After the club officially makes its position clear - our W.O.W. representatives, plus interested club members, will go to the W.O.W. organizational meeting. This meeting will be held at the Western Savings Bank - 4333 N. Sandy Blvd., Portland. It starts at 10:00 am and is expected to last all day and into the night. Next month's issue will have some of the results of this meeting.

Pay Your Dues

E.E.S.C.C. is nearly broke. It usually is this time of the year. All members are reminded to pay their dues by January 31, 1971. If not they will have to pay Initiation dues all over again. The new administration has no choice but to enforce this rule this year.

Icebreaker V Chairman

a relatively new member -- but active is our Icebreaker V Chairman, Ron Hiltcher. Seconds in command are: Chuck Pape and Bill Buldager. They will be responsible for trophy donations and publicity. This is a Club event - it will fail unless we all help.

Fullchat is Late!

Due to unexplained reasons, the December Fullchat was extremely late in arriving. The editor suspects the holiday season (Thanksgiving) to have interfered. For this reason the Jan. issue has been somewhat delayed. It is hoped that it reaches the reader 1 week before the Jan. Social Meeting.

December Social Meeting Minutes
by Betty Johnson

The treasurer's report showed \$25.54 in the reserve fund and \$3.49 in the checking account with one unpaid bill of \$12.40 to Willamette Stationery. This leaves us with a deficit.

Mark Ringsdorf gave the autocross report as follows: 1st place is Marty with 21 points, 2nd place is Sharon with 10 points, 3rd place is Mark with 7 pts. and 4th place is Ted Long with 6 points.

Erskine and Nancy having been recently back from the NWRC meeting gave the NWRC report. This year found Nancy attending Seminars on various topics while Erskine attended the business side of things for the coming year. Our dues of \$10.00 were due so they paid them instead of paying their dues to us. It was announced that there were 3 more clubs now, making a total of 27 clubs in NWRC. They also announced that Webfoot Ramble was scheduled for the 17th and 18th of April with the possibility of another change.

Art Tegger gave the report of the WOW meeting held the same weekend as the NWRC meeting. It was decided to have a meeting at Erskine & Nancy's on Dec. 10, to go over the recommended changes before the final voting in January.

Under Old Business Erskine Wood and Bob Andreasen were voted to be the replacement on the Board of Directors. No place had been arranged for the Christmas party as yet, but Bill Friday said he would check with some friends to see if we could use their house on Odell Lake.

Under New Business the new gear for the mimeograph was still not here as yet so the machine is still not working. It was brought to our attention that the Mustang Club would like to Co-Sponsor Slideways with us this year, with there being 1 a month in the Springtime and 2 a month in the Summer. Discussion was generally against sharing profits, but there was another meeting scheduled with them on Dec. 9, to discuss this further.

The meeting adjourned at 9:05 with 2 movies shown, 1 on Indiannopolis 500, 1970 and test driving of the Mercedes. There were 2 guests present.

Respectfully submitted,
Betty Johnson
Recording Secretary

EDITORIAL

In order to help everyone understand my position and to get my own head together here is what I will try to do with Fullchat. I am going to take some classes in journalism at L.C.C. Naturally I would like to make Fullchat more of a piece of journalism than a newsletter. This means establishing a deadline for articles, printing and mailing and even more difficult - manageable size. The deadlines are easy - they follow:

- Deadline for articles - 2 days after EESCC Business meeting (a Friday)
- Printing - 4 days after EESCC Business meeting (a Sunday)
- Mailing - 5 days after EESCC Business meeting (a Monday)

A manageable size is a most vexing problem. My staff is small - only myself and assistance from my parents. We find it difficult to put out much more than four pages. Yet under activity award rules anyone may submit two articles. By interpretation; I must print both articles if not in bad taste. It is then possible to swamp my staff. I have been holding articles from one month to the next, but the authors do not think this wise.

By attending school this term I will give up coming to all scheduled meetings of EESCC. Thus I will lose personal contact with the club. I now need someone to be my eyes and ears. This is a problem.

The answer to all these problems is to increase my staff. I need an assistant Editor and two typists. If I must guarantee a by-line to each - I will do so. You will note that Jan. 24th is Fullchat printing party day. It is at my house - 199 Natchez Court, Eugene.

It is in Santa Clara. You pass the Santa Clara school as you travel north on River Road -- 3 blocks on (to the right) is Banton Ave. - Natchez Ct. is a U-turn affair - just off Banton - Look for the Sprite.

A Singular Man
Submitted by Burt Jonson

"George."
"I'm listening Shirl."
"I sound so loud in the dark."
"Beep Beep."
"Don't do that George. Please."
"Beep Beep."
"I know I deserve it George."
"Deserve what."
"Beep beep."
"Beep beep."
"George arewe cars."
"You said it."
"I wanted you to see my gold slippers
George."
"Too dark."
"Yeah. But do you want to feel my
gold slippers."
"Stand back."
"I know I deserve it George. Do what-
ever you want to me."
"Pretty risky talk. What are you
doing Shirl."
"I'm undoing."
"Beep beep. I'm a car."
"This is the way we used to be,
George."
"I've just stopped for traffic lights &
"Are you sitting up George."
"I'm waiting for the lights to change."
"And we should have been like this
more often. Don't you think, George."
"Beep beep, I'm going again."
"Should we have a crash."
"Are you suggesting I'm not a care-
ful driver."
"No George."
"Well watch it, beep beep."
"I can see you George, I Can."
"He he. I can you too, Shirl."
"We've wasted so much time, George,
haven't we."
"Don't drive your car too close."
"I want you to crash into me."
"Safety first!"

Engine Knocks

by: M. Ronald Hiltcher

Traditionally English sports cars have been the finest in design and construction, but now we find English designers coming up with some new and somewhat different ideas in sports driving. You might even call them funny cars. One such funny car is the new modern British sports car called the Marcos 1600 GT. The construction of this car is unconventional in-as-much as it has a fiberglass body and a plywood chassis. That's right---a plywood chassis to which the running gear is bolted. The car is much the size of the Triumph TR4 and looks like a combination of other cars. The front end looks somewhat like that of the Triumph Spitfire, the side panels and roof line like a thrashed Lamborghini, and the back end much like a sawed off Stingray. The car is powered by an OHV 4 Cyl., 1599 cc, 100 BHP Ford cortina engine.

This writer is of the opinion that this type of engineering might lead to some draw backs. Just think what would happen if you drove a Marcos through a deep puddle of water. The Ford powered car would probably warp so badly that only three wheels would touch the ground at the same time. And just think what would happen if you made a panic stop and the plastic body ripped loose from the phywood; you might have a few splinters driven up through your bucket seat and into your--- And if you just have to have a Marcos you might still be able to get one in Canada for about \$5700.00 Canadian Dollars.

Just think what would happen if this type of automotive construction took hold through out the world? For example, Japan might stop production on the Datsun 240 Z and the Toyota 2000 GT and come up with a new model sports car called the Carnew GT. This car would be new and different with tubular bamboo frame, unitized rice paper body, powered by a Jap Zero airplane engine, and a war surplus jeep suspension system. This beauty would cost you many yen.

Mexico might even start production on a new modern sports car and call it the Caburro Mach I Gee Toro with a '37 Chevy frame, taco shell body, 1956 Lincoln engine, racing slicks by Miles, and baling wire suspension. All roadsters would have cowhide tops.

Sweden would do away with the Volvo and come out with the Loveo. This car would be equipped with navel ignition system, full reclining seats covered with genuine human hair, tinted glass with pull shades, a gas gauge that always reads empty, a wine rack and a clothes hamper. Needless to say this type of car would have a hot engine.

And you thought that all the fun was over when they stopped making the Edsel

...

MRH

Author's note: Engine Knocks is not meant to be a personal slam at any body or any one's automotive beliefs. It is written in fun for fun loving sports car minded people.

Editor's Cage

Ever wonder how you would go about acid dipping a "sprite" - - - put a sugar cube in it's mouth.

That way you could achieve new "highs" in you car's performance.

Imagine a hallucinagenic car driven by a drunk driver - - - it would be all over for the N.A.S.A.

Of course you'd have to watch out for a "bad trip" - - your car might not get it's "head" back together.

