



FULCHAT

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emerald empire sports car club

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- June 27-28 CSCC Nocturnal Nonsense all-night rally, 7 p.m., 17th & Multnomah
28 LOMC WOW championship autocross
July 1 EESCC social meeting, 8 pm at Ed Pape VW, visitors invited
4-5 KFSI Hill-climb, Keno Air Force station west of Klamath Falls
4-5 SSSCC Autoforth, Richland, Washington
10 EESCC mini-rally, 7:30 p.m., Bi-Mart at 18th & Chambers
11-12 SCCA Delta Park regional races, Portland
11-12 SSRR Not-So-Lite NWRC championship rally, Olympia
15 EESCC business meeting, 8 p.m. at Ed Pape VW
17 EESCC Slideways autocross, 6-11 p.m., Eugene Speedway
18 EESCC guinea pig for Webfoot Ramble, 11 a.m. at Meier & Frank
19 WTC Polco-nine WOW championship autocross
25-26 BESCC Treffenmach VIII NWRC championship rally, Seattle
26 UAL Magical Mystery Tour, Roseburg
26 OCMC championship autocross III

ANOTHER BIGGIE--SLIDEWAYS NO. 6

July 17 is the date for the next Slideways autocross, another Friday-night event at the Eugene Speedway starting at 6 p.m. and ending about 11 p.m.

The entry fee is still 50¢ a run, and this time the trophies will feature model cars. Chuck Pape is chairman.

NEXT MINI-RALLY SET FOR JULY 10

Cecil Steen will say only that it is an experimental rally, but whatever it is, this month's mini-rally is going to be another Friday-nighter, this time on July 10.

The rally will start at 7:30 p.m. at the Bi-Mart at 18th & Chambers, and the entry fee is 50¢. Join the Mickey Mouse gang for an evening of fun rallying.

CONCOURS D'ELEGANCE '70 SET FOR JULY 19

Ron Green

Ladies and gentlemen! I direct your attention to the center ring. There you will see a dazzling array of diamond-finished flivvers, a fantastic assemblage of antique autos, a vivacious variant of vintage carriages, and a luxurious line of exotic displayers.

The fifth annual Concours brings to the emerald empire the finest auto show of its kind, and, as in the past four years, our club plays a major role in the event.

We supply a great deal of the manpower needed for a smooth show and also plan to have a club display on the lawn at the Village Green in Cottage Grove.

Anyone who would like to participate in the club display, including showing some of our "finished" automobiles, should contact Kirk Rupp.

WEBFOOT RAMBLE COMING ON AUG. 8

Nancy Wood

Through the years, there have been many far-famed rallies and ralliests that have been a part of the NWRC rally scene. This year our club is presenting its first NWRC championship rally.

As compared to EESCC rallies of the past four years, Webfoot Ramble will be somewhat faster, using secondary and mountain roads almost exclusively. The seven or more checkpoints cover legs that range in length from less than a minute to over an hour.

We have some unusual situations prepared for the entrants, plus the conventional goodies found in most rallies of this type, and have made a particular effort to make the rally instructions accurate and in accordance with the NWRC code and regulations.

While we have tried to make instructions clear, this is not saying that the entrant cannot accumulate a lot of points by not checking the generals and route instructions carefully.

Is "L first possible" and "L FIRST POSSIBLE" the same instruction? If you think so, you will be coming into checkpoints early, late, or even backwards.

Trophies will be presented to both the driver and navigator in equipped and un-equipped classes and to each member of the winning three-car team. We have raised about half of the money for the cash awards already and soon will be starting to recruit about 30 club members to work the rally.

We are still looking for a fifth wheel for measuring the course as required by the NWRC code, so if you know where we might be able to get one, please let us know immediately.

Many club members have been apprehensive about entering a rally run under NWRC rules because they feel the events are too hard. NWRC rallies are by nature higher-caliber events than are local rallies, even though both are run under the same general instructions.

The NWRC events are better organized, more polished, and, to some extent, "professional" rallies. However, they aren't necessarily difficult, but rather are designed to present a challenge to all contestants.

The NWRC championship series consists of 13 rallies this year, ranging from one-

day events and night rallies up to three-day events such as Nor'wester. NWRC sanctions each rally, giving one unit of championship credit for each six hours of driving.

The Northwest Rally Council became a separate division of the International Conference of Northwest Sports Car Clubs on Jan. 31, 1960 after spending two years as the un-named rally section of ICNSCC. On Nov. 5, 1960, NWRC split off to form their own governing body for the 1961 rally season.

Since that time, both the number of member clubs and the number of sanctioned rallies have increased considerably, and the classes have progressed from a single over-all class to senior and novice, then to navigational and seat-of-the-pants and now to the present equipped and unequipped classes.

Despite all the revisions we seem to make every year, the NWRC regulations and code, developed from those used in the Southern California Council of Sports Car Clubs, have not changed substantially over the years.

KFSI HILL-CLIMB SET FOR JULY 4-5

Will Bill Guldager's Mini again score the slowest time of the day at the Klamath Falls Sports and Imports hillclimb?

The answer will come July 4-5 on the two-mile, 18-turn Haymaker Mountain course 12 miles west of Klamath Falls on the road leading to Keno Air Force Station.

Registration opens at 8 a.m. Saturday and entrants get two practice runs. Sunday the trophy runs start at 10 a.m. with two runs per entrant, and the better of the two counting toward trophies.

Registration fees for both days is \$8 or \$6 for Sunday only.

OR MAYBE YOU'D RATHER GO AUTOCROSSING

The Ninth Annual Autoforth is a two-day autocross July 4-5 held in Richland, Washington, with a parking lot autocross Saturday and a high-speed autocross on the Tri-City Raceway Sunday.

The entry fee is \$4 for either day or \$6 for both days of autocrossing. Sand and Sage Sports Car Club is sponsoring both autocrosses and sent flyers which will be available at the July social meeting.

APOLLOCROSS II REVISITED

Chuck Pape

The conjunction of June 21, the Eugene Speedway, and a WOW championship proved to be a good recipe for autocross fans.

We registered 155 runs, including 63 trophy runs. The weather was warm and the track fast, perfect conditions for the Corvettes, who burned up the track. Pete Geertsen won \$10 when he took top-time-of-the-morning away from Dennis Bauer, and also won top-time-of-the-day to take home the tall trophy plus his class pen set.

However, fifteen minutes after the brew stand opened up at the end of the day, Pete's entire cash prize was in the hands of the proprietor.

While the crowd was somewhat less than expected, spirits were high as everyone seemed to be having a good time, and we had a good turnout of club members both participating and working.

To all the workers who helped out at Apollocross, Mark and myself would like to say thank you, particularly since most of you had to work all day. This was partly due to some people who promised to help and then didn't.

Anyway, Apollocross II seemed to be a lot of fun for the entrants and the workers, after a huge blow-out at Rico's, had no complaints--or pains.

We also owe a special thanks to Don Heer, track promoter for the Eugene Speedway, who has extended every effort in helping our club with Apollocross and the Slideways autocrosses. Don is as big a fan of auto sports as any of us, and your attendance at the Speedway races Saturday night would not only help say thanks to Don, but would also be a lot of fun for you.

One thing worth mentioning is that it was reported that the reason for Mark's late appearance was that his mother made him take his afternoon nap before he came out to the autocross.

SLIDEWAYS CLASS WINNERS

A Pete Geertsen	G Jerry Stewart
B Jim Mullins	H Bill Guldager
C Mike Marsh	I Karen Geertsen
D Erskine Wood	J Nancy Wood
E Ted Long	K Ruth Gaylor
F Steve Royce	

A GRIMM FAIRY TALE . . .

Mark Ringsdorf

Once upon a time, there were three cars which rambled up to Portland for a week-end of wheel-turning and tire-spinning.

First, there was the heroine, Sharon LaFollette, who drove a quick little Sunbeam and came home with all the goods as she defeated the bad guys in three separate battles.

Next, there was the brave warrior, Marty Vomund, who owns a red Porsche Speedster. Marty got off to a good start at Lil' Indy but then got dusted at Damascus.

The third contest of the weekend was held in the village of Longview where Marty was last seen pursuing a Triumph GT6 off into the sunset. Due to a blank spot in a certain scribe's memory, the results of the battle are not known to us.

The last of the intrepid trio was Mark Ringsdorf who already had a first and a second as he arrived at the Longview Speedway. His first charge around the track resulted in a tie, but in a rematch routed his opponent and emerged a victor.

And thus ended the last weekend in May as the driver of a certain bathtub drove up to his tow car as if to hook it on behind his Porsche.

But you can't blame Marty--those GT-6's are getting a little too close for comfort.

SLIDEWAYS MEETS FRIDAY NIGHT & ROMANCE

It was love at the first sight--an autocross under the lights at the Eugene Speedway on a warm summer night.

The box office showed 51 entrants and 105 trophy runs, but the only improvement possible would have been shorter lines.

After long absences, Erskine and Nancy Wood and Cecil Steen returned to autocrossing, and a group came up from UAL in Roseburg for the evening.

Bill Guldager had bet a pitcher of beer on himself against all challengers, and Cascade Corvette Club showed up in force to deprive Bill of his year's brew allowance on the course which included a quarter mile of open country around the oval. Bill promptly left for Europe.

Pete Geertsen took top-time with a 1:21.3, and Nancy Wood was the fastest woman on wheels with a 1:33.4.

SPRING FEVER III: THE RALLYMASTER RAPS

Bill Lovell

Spring Fever III was, finally, a financial non-disaster and a technical success. Thirty-four cars passed the opening outcone, and a goodly number were around some five hours later at the finish.

The TR-3 of Ken and Cathy Smith showed the way and despite being docked 30 points for lack of seat belts, still headed the Bettis/Lefeyre Mercedes by 48 points at the end, with the Richardson/Jacobson Corvette rumbling in for third.

Fourth over-all and first in beginners class was the Fiat 124 Spyder of Jim Crye and Terry Smith, with the Datsuns of Mike and Barb Mary and Kuiper/Ashley bagging second and third.

Scores were not particularly outstanding this year, but elan there was aplenty. My co-director of the festivities, Mr. Guldager, was properly aghast when many fun-loving competitors noted that Leg 4 was, in their opinion, set up too slow.

Bill was heard to mutter something like "I thought autocrossers were supposed to be the crazy . . ." and here he turned to open another beer and I fortunately missed whatever noun he had in him.

Club members, as Judge Julius Hoffman would say, were rather conspicuous by their absence. Makes one wonder sometimes what in the hell we're doing this for.

Except that we turned on some new people to rallying in general and good old East Eugene Sports Car Club in particular. Now if we could only get some club members interested . . .

Ah well, anyone for some snappy club jackets?

ROSEBURG'S REVENGE FOR NELSON MT. ROAD

Chuck Pape

Armed with pencil, paper, and great aspirations of taking two in a row from UAL, I made the scene at June Joyride.

Gary and Judy Crakes, fellow survivors of September Morn I, made up the other half of the two-car EESCC team.

I don't know how the Crakes did, but had it not been for a friendly AMX driver, we wouldn't have made it through the third instruction, and we ended up driving in circles for the better part of the rally.

Summarizing the highlights of the day, the rallymaster had a new issue of Playboy that proved to be quite interesting.

JUNE MINI-RALLY WAS A 'WORK OF ART'

The Ringsdorf-Johnson Work of Art mini-rally involved finding checkpoints at six water towers and reservoirs.

Although Marty Vomund claimed victory by being firstest with the leastest, the Woods found all six envelopes, closely pursued all the way by Ron Green and Chuck Pape, who opened a panic package while standing 100 yds. from the envelope.

Gary and Judy Crakes rushed in third, while Nancy Green and her brother called in to say they were going to pursue those elusive "landmarks" until they found them all--which they did, not arriving at Ken's going-away party until our club treasurer was thoroughly in his cups.

A "CULTURAL" EXCHANGE FROM UAL

Judi Malone

Last year, Dan Newport and Ginger Logosz drove to Eugene in their Firebird to run in Apollocross I. They still talk of the great time they had. Because UAL was only a year old, an autocross was something new, but they then got up the Generation Gap autocross which turned out to be rather successful for UAL's first attempt at autocrossing.

Now a word or two for the Village Idiot, also known as Chuck Pape, who dreamed up this exchange. He is showing up so often at our events, which we all say is gross, that I would like to warn him that someone is liable to grab him and pressure him into becoming a UAL member.

For those of you who don't know, Village took a first-place trophy in Mad Hare and was so positive that he had won all his marbles that he felt he didn't have to stick around for the scoring. Now that is called positive thinking!

So after the Mad Hare chase, good ol' Chucky thought he'd come down to our after-meeting event and run off with another first-place trophy.

Do you want to guess who DNF'd--the only one that did not finish??

We are presenting the Magical Mystery Tour on July 26, and we especially invite the members of EESCC to join us. Bring along your swimsuit and be prepared for fun and games.

* The guinea pig for Webfoot Ramble will be July 18, 11 a.m. at Meier & Frank.

AT THE JUNE MEETINGS . . .

Unfortunately, I couldn't get a set of minutes for the meetings and I wasn't there, so I'll just have to wing it.

Chuck Pape tells me we have about \$400 in the club treasury with the only bills out being odds and ends. Anyone for bumper badges?

The activities chairman is now Terry Borge, and autocross chairman Robyn Rupp would like people to turn in their points for the autocross championship promptly.

The points standings, including activities points up through Apollocross are:

Activities:		
1. Chuck Pape		113
2. Burt Johnson		111
3. Mark Ringsdorf		107
4. Erskine Wood		102
5. Nancy Wood		100
6. Pierre Jolley		93
7. Kirk Rupp		87

Rally:	Events	
1. Erskine & Nancy Wood	5	432.1
3. Sharon LaFollette	3	241.2
4. Mark Ringsdorf	4	216.1
5. Chuck Pape	2	114.3
6. Cecil & Frances Steen	1	89.7

Autocross:		
1. Sharon LaFollette	6	37
2. Marty Vomund	4	31
3. Pierre Jolley	3	18

Ted Long is in charge of arranging the club camping trip this summer, but we haven't heard of any plans yet except that it may be at the coast.

Our club won't be manning the coffee stops on the freeway over the Fourth of July--everyone is going to be somewhere else (like E. Falls, man).

Concours needs lots of workers, probably, but that's one O.K. job--free admission, lunch, and a chance to get to see some great machinery. Besides the fashion show, they've also got some pretty good cars there.

Pete Geertsen has a pretty good idea--a Roseburg-style money autocross on two tracks, Balboa and the Speedway, with practice Saturday and timed runs Sunday. If the Mustangers came in, we'd have three clubs to share the work. Put that down in your little book, next EESCC president, whoever you are.

TEAM WHIPPER INVADES WATERVILLE

Marty Vomund

In the eastern part of Washington near the city of Wenatchee there is a deserted state road that is blocked off from public travel because a newer, straighter road has been built to accommodate the modern American pigs (commonly called cars).

The old road was replaced because it was too dangerous for day-to-day travel with its twisty turns and steep drop-offs if one should err.

But once a year the blockades are removed when Wenatchee Sports Car Club puts on their annual hill climb for sports cars--when thunder roars through Pine Canyon!

The course is 1.8 miles from a dead start to a 100-mph. finish through the Heuer timing lights. It consists of straights, switchbacks, sweepers, hairpins, and a series of esses.

Eight drivers from Oregon participated in the two-day event, making three practice runs each on Saturday and two or three timed runs Sunday. Among the Oregon drivers, we collected 3 firsts, 1 second, 1 third, and the TTOD award.

For most of us it was the first time at hillclimbing but probably not the last as it is really wild, completely fantastic going into turns crossing the double yellow lines, choosing a line through blind turns knowing one has the entire road to himself.

If you regret having missed this event, you have every right--it was that good! See you at the next hillclimb--Klamath Falls on July 4 and 5.

WHEN IN DOUBT, STALL

If you're going up to Salem on July 19, you can get in for \$2.50 if you register in the morning. They say they have over 50 trophies which is all right--if they can give them all away. Nobody seems to be able to, any more.

Maverick Mustangers are going to put on an OCMC championship autocross at the Eugene Speedway; it was scheduled for Sept. 13 but will probably be moved up to August.

And if we don't run out of stamps, results for Spring Fever and Apollocross are going out with this newsletter.

1970 ROSE CUP: A ROSE BY ANY OTHER NAME

My introduction to SCCA National racing was, from the beginning, rather non-idyllic.

"Forty bucks for a goddamn entry fee," I noted, swallowing back large, financial tears and sending a large, suspect check to our friendly Oregon Region.

But by Saturday, June 13, this bit of unpleasantness was largely forgotten, except by my bank, which dislikes its newly-found role as sponsor.

Tech, for once, was a breeze, and we settled down to a routine of fooling around with suspension settings and trying to make the Lotus go fast around beautiful West Delta Quarry.

Finally got down to a 1:21.9 in the afternoon session, which made us all feel cheery and led to more than a few beers Saturday night--which may in turn have led to Sunday's foolishness.

Judy has never been to a race in the dry, and I should not have been surprised upon awakening Sunday to observe that she had once again out-psyched the entire U.S. Weather Bureau.

Rain held off for qualifying, but the car didn't seem to handle as well as it had the day before, though, as implied above, that might have had more to do with the driver's shock settings than with the car's.

Anyway, we couldn't break 1:22 and ended up well back in the pack on the grid.

After my position was further compromised by my usual butcher start, I found myself involved in a rather neat dice with Boothby and Van Horn.

We were all turning in the 1:22's, and I confess that I never noticed the rain until it was too late. My super-effort to pass Van Horn in Turn 3 ended with a waving yellow flag and my feeling suddenly dizzy.

After what seemed a ridiculous number of cars had filed by, I was off again charging right smartly into the circus where, a couple of laps later, I managed to lose it again.

This time it was right in front of my loyal fans, most of whom then chose the opportunity to visit the Outdoor Sanitation

Bill Lovell

Pavilion and therefore missed a repeat performance by yr hmbly srvt three tours later.

"At least the goddamn car is tough," I noted after finally getting the checkered flag.

Back in the stands listening to said loyal fans telling me how comical I looked going backwards, I watched Monte Shelton lose a spirited battle with the fire marshall and reflected that things could have been worse.

After all, despite all that, we still didn't come in dead last!

TEAM MICKEY MOUSE--THAT'S RIGHT!

Overheard at Apollocross: "Look for one of the officials--they're either wearing a name badge or have a Mickey Mouse shirt."

Anyway, it's a new fashion discovered by Bill Guldager in the women's department at Meier & Frank. Bill's mouse is running up Bill's back, while the original Mr. Team Whipper, Ted Long, has one standing on his navel and reaching for the jugular.

And a mini-mouse was observed peering from the concave chest of a general-utility outfielder standing, successively, at the starting line, Turn 2, and the beer stand.

Although we haven't seen him yet, we hear that the original cherry bomb himself, Steve VanNuys, is back in town and driving a new 1750 Alfa Duetto.

Parabarn, once a racing association, is now just a well-decorated Park Ave. barn since Ken Bender left on a vacation in Europe, accompanied by Mr. Guldager, before joining the Peace Corps.

Although the news isn't official, yet, it's probably ice cream and picnics time again for Nancy Wood, who claimed at Slideways that she was raising the rest of the rally team they've been looking for.

In the Put-Your-Money . . . department, Marty Vomund ran fast enough to have his entry fee paid by Mark Ringsdorf. Mark, in turn, discharged his debt by beating Ted Long who now owes Marty \$3.