



FULCHAT

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emerald empire sports car club

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MAY 27, 1970

VOL. 5 NO. 8

- May 30 OMI Lil' Indy autocross
May 31 EESCC Spring Fever rally, 9:30 a.m. at Valley River
June 3 EESCC General meeting, 8 p.m. at Pape VW, visitors welcome
June 5 EESCC Mini-rally, 7:30 p.m. at 18th & Chambers Bi-Mart
June 7 JFMC autocross, probably Portland Speedway
June 12 EESCC Slideways autocross, 6-10 p.m. at Eugene Speedway
June 13-14 PIR Rose Cup races, Delta Park in Portland
WSCC Waterville Pine Canyon hill climb, Wenatchee
June 14 UAL June Joy-Ride rally, Roseburg
June 17 EESCC business meeting, 8 p.m. at Pape VW
June 19-21 RASC Nor'wester NWRC championship rally, Bellevue, Wash.
June 21 EESCC Apollocross II autocross, 9-5 at Eugene Speedway
OCMC championship autocross, Portland Speedway
El Camino Club Miss Washington Pageant autocross, Longview
CSCC Delta Park races, races start at noon.
SSCC rally, Medford

EESCC ALPINE RALLY COMING THIS SUNDAY

Spring Fever, EESCC's first rally of the year, is set for this Sunday, May 31, with registration open at 9:30 a.m. and first car out at 10:30. The rally starts at the Meier & Frank parking lot at the Valley River Shopping Center.

Spring Fever rallymasters Bill Guldager and Bill Lovell say the event will use alpine-style instructions and will be as much a challenge to the drivers as it is for the navigators.

In addition to dashplaques for all entrants, trophies will be awarded three-deep in beginners and unequipped classes.

Entrants will also receive a rally book just published containing general instructions and much information on rallying.

Entry fee for the rally is \$3 per car.

WOW CHAMPIONSHIP AUTOCROSS ON JUNE 21

EESCC's Apollocross II, a WOW championship autocross, is scheduled for June 21 at the Eugene Speedway with registration from 9 to 5.

The trophies will be marble-base pen sets and will be given three-deep in the 1970 WOW classes. The trophies will be given out at the autocross, not mailed.

In addition, a sweepstakes cash prize is offered for top time of the morning, with 50¢ per trophy run up to \$10 going to the fastest driver of the morning.

The entry fee is \$3.50 for a trophy run and \$1 for a time-only. Dashplaques and autocross booklets will be given to all entrants.

Mark Ringsdorf and Chuck Pape are co-chairmen of the event.

MINI RALLY MOVING TO FRIDAY NIGHT

EESCC's next mini-rally will be held on June 5, the Friday night after the social meeting. The start will be at the usual location—the Bi-Mart at 18th & Chambers with an entry fee of 50¢. The starting time is 7:30 p.m.

The rally is about 30 miles in length, and involves finding some more-or-less well-known scenic spots in Springfield and Eugene.

SLIDEWAYS AUTOCROSS COMING ON JUNE 12

Another event moving to Friday nights for the summer is Slideways, with the next version set for June 12, 6 to 10 p.m. under the lights at the Eugene Speedway.

With Apollocross coming up on the next weekend, the Slideways will be a good chance to practice on the Speedway track, even if the course isn't identical.

The entry fee is 50¢ a run, \$1 for the evening for club members, and trophies include a top-time award for both men and women, plus pylon-shaped creations in 11 classes.

A PROGRESS REPORT ON WEBFOOT RAMBLE

Nancy Wood

This year on August 8 Webfoot Ramble I will take place, EESCC's first NWRC championship rally after four years of using NWRC rules in our local rallies.

The course for Webfoot Ramble has been laid out and measured, and half of the prize money collected. New checkpoint signs are ready, and flyers announcing both our event and WRC's Beaver Trek the following day are being printed.

Posters are about ready to be silk-screened, banquet and motel arrangements for Saturday night are complete, and the general-instruction booklets are ready to be assembled, so rally preparations are well ahead of schedule.

In the next two months, we plan to hold checkpoint schools for workers plus other meetings necessary to make this event one of the best rallies in the current year of rallying Northwest style.

We hope you are ready to give your support to this event.

PREPARATIONS UNDERWAY FOR CONCOURS

Car polishing has already started for the fifth annual Concours d'Elegance to be held July 19 at the Village Green in Cottage Grove.

In addition to the ten classes of cars entered in the judging, there will be classes for display only and new cars from local dealers.

Mary Hand is chairman of Concours '70 and information may be obtained from her at 5 Willamette Plaza or by calling her at 344-5517.

EESCC annually provides help in planning, judging, and running this event, which this year is a benefit for the Southwest Oregon Museum of Science and Industry.

We also hope to have a display at the event, although our collection of Mini's will probably be hidden from sight.

SSCC TO HOLD MEDFORD AUTOCROSS MAY 31

Siskiyou Sports Car Club will stage an autocross at the Medford Armory May 31 using SCCA classes plus a modified class, four sedan classes, and three women's classes. The entry fee is \$3.50 and registration closes at 1 p.m. or after the last timed run.

NORTHWESTER NWRC RALLY STARTS JUNE 19

June 19 through 21 is the date for Rainier Auto Sports Club's Nor'wester NWRC championship rally.

The rally covers three days through western and central Washington and includes special sections over roads where traffic is restricted.

The Wood's will attend, and will be glad to provide information on the rally.

* For armchair enthusiasts, KEZI-TV will be bringing us another Sunday afternoon of racing on June 14 with coverage of the first of the Can-Am races, the Mosport Can-Am in Montreal. The broadcast will start at 12:30 p.m.

* KEED will carry Indianapolis live on Saturday starting at 8:30 a.m.

VOMUND SCORES TOP TIME AT DAMASCUS

Mark Ringsdorf

Old-timer Ted Long, just back from seeing colorful South Viet Nam, joined Marty and I as we headed to Damascus on May 3 for the autocross put on by LOMC.

The track, which looked like a sea of pylons, proved to be tight and a bit unfair to the bigger machines.

After dusting off his Speedster on some nearby bushes, Marty went out to take home the money with the fastest time of the day. Ted, driving his new Sprite, took a third in class, as I did in my class.

OCMC INVADES MULTNOMAH KENNEL CLUB

Marty Vomund

Mark Ringsdorf, Sharon LaFollette, myself and passenger Ted Long represented EESCC at the OCMC championship autocross May 17 at the Multnomah Kennel Club.

Mark drove to his first-ever first-place trophy--luckily Tom Nelson and his Porsche coupe weren't there. I also got a first, and Sharon took a second.

The parking-lot course was very tight, but had a beautiful sweeper on one end. A Mini-Cooper took top time.

RINGSDORF BEATS NELSON AT PACIFIC CITY

Marty Vomund

May 24 will go down in the pages of history as the day Mark Ringsdorf finally beat his nemesis, that infernal Porsche, and took a first-place trophy at CSCC's Mountains to the Sea autocross at Pacific City on the coast.

Perhaps it was Mark's retaliation for Saturday when he went to Portland for the rally half of the weekend and couldn't find the start of the rally, discovering that Portland has too many 17th & Multnomah's.

Sharon LaFollette took a second, and I managed a first in the Speedster. Top time went to a Formula Vee under sunny skies and perfect sunburn weather.

A few remarks about waving when we pass you on the highway led to rather high average speeds on the trip home, possibly the most fun part of the day, according to Mark.

* Hannum Motors is scheduled to move to its new location on Coburg Road June 15.

COLLEGE DAZE REVISITED

Chuck Pape

WMC held their annual College Daze rally May 3. Although the turnout was only about 28 cars, the weather was perfect with temperatures in the mid-70's.

The Pape-Raynor team started out well enough as we accumulated only 88 points on the first leg. But from then on, it was more like a comedy of errors as we entered two checkpoints back-ass-wards. If that was not enough, our 1970 demonstrator disintegrated its fan belt on the freeway just south of Salem. To make things worse, a tow truck pulling an identical make of car stopped on the other side of the freeway to offer us a tow.

He left abruptly after we motioned to him our "friendly greetings" or the middle half of a peace signal.

Despite our troubles, we did enjoy the rally and are looking forward to attending the event again next year.

HOW TO LOSE YOUR MARBLES IN ONE EASY STEP

Chuck Pape

This time armed with spare fanbelts, wrenches, screwdrivers, and other implements of destruction, I found myself pointing the voluptuous curves of the Chia's nose toward Roseburg for the "Mad Hare" rally put on by UAL.

Each time I make the trip to a UAL event, I find a different kind of madness. But getting on with the story, this rally was a hare-and-hound with one distinct twist--a marble hunt.

The entrants scrounged under bridges, in trees, and on steep hillsides for different-colored marbles valued from 0 to 500 points, but only if you didn't have them.

During the course of events, there were a few flat tires and a brand-new 1970 TR-6 went nose-first into a rather deep ditch. Bill Lovell would have cried!

The whole thing came to an end with a picnic lunch at Dorena Reservoir.

Yes, I do have my own car, but it manages to break down even more often than the demonstrator does.

* We hear that Chuck has all his marbles or at least enough to take first place in this rally.

THE MAN WITH A TUNED-EXHAUST LAWNMOWER

Tony Lum

Chuck cutting, ex-Navy man, ex-drag racer, ex-motorcycle racer, and ex-slot car operator is an EESCC member who has been active in the club since the early days at Sambo's.

Chuck has always had a fifth sense for anything with wheels and an engine. While serving his four years in the Navy during the Korean conflict, he had the good fortune to be stationed in Hawaii. When the ocean, gentle breezes, and palm trees no longer occupied his liberty time, Chuck bought a cycle to tour the rest of the island. The leisurely trips soon gave way to the dirt tracks.

The rolling ship and a few bruises soon brought him to his senses, so drag racing a '32 Ford was his next pastime. Well, there was no future for an auto enthusiast in the Navy, so when it was time to salute the stern flag for the last time, he picked up his laundry bag and stepped aside.

In the past 16 years, Chuck has owned a variety of imported cars. These include a Hillman, an MGA, a TR-3, NSU, Peugeot, Porsche, Glas, and presently a Fiat 850, a Fiat station wagon, and a Toyota truck. He still owns a cycle, a Kawasaki. One for him and one for his wife.

In the early 60's Chuck campaigned three different go-carts in the Northwest. Judging from his trophy shelf, he seems to have won his share of these micro-mini races.

When the sport died out, he dismantled two of his carts and stored them hoping that someday chainsaws will become obsolete, forcing Homelite to start up the sport again. Who knows?!

Another sport which came and went was slot-car racing. With Purex on those miniature slicks, Chuck spent many Wednesday nights burning up the plywood tracks.

On a warm afternoon about three years ago, my wife and I visited the Cuttings. As we approached the normally quiet Chezem Valley off Lorane Highway, a very loud two-cycle engine could be heard echoing in the distance. As we drove up the driveway to their mobile home, we spotted the source of the noise in the middle of an acre of grass.

Chuck had just completed rebuilding his rotary lawnmower and sticking out one side of the machine was a long straight pipe.

It sure sounded mean, and the grass was hardly a challenge. In time, the novelty of mowing with a super-lawnmower gave way to the neighbor's hungry cow.

Besides wheels, engines, and wires, Chuck has a number of hobbies and interests to keep him busy on rainy days. Besides watching original Boris Karloff and Charly Chan movies on TV, he enjoys listening to the big bands and early rock sounds on his component stereo.

He is also an accomplished photographer with hundreds of pictures of his travels. Naturally, many hours are also spent reading the latest in almost every car and motorcycle publication on the market. Plus Playboy, which he says breaks the monotony.

So that's Charles S. Cutting, the only guy in town who owns a NGK baseball cap!

UP, UP, AND AWAY

Nancy Green

Oh, want to take a ride to the coast to enjoy a most beautiful day? The May 3 coast trek proved to be just that.

After meandering our way to the coast by way of the Oxbow Burn along Smith River, Oregon's answer to the Monte Carlo, with a toe-splash stop at Smith Creek Falls, we found the coast to be just great! Almost too nice--for box-kite flying, anyway.

A box kite specially purchased for the occasion never found enough wind to get up among the airplanes buzzing the beach. A valiant effort was made at launching it; the 50-yard dash down the beach turned out to be 100, 150, 250 yards. Not so much a dash as an effort to keep ahead of the kite, which was hovering just overhead.

The breeze was strong enough for a regular kite, however. My, did it ever go! Up, up, and away--about 300 feet and it stayed there until time to go, when it was reeled back in again.

The box kite was turned in for a sea-shore Frisbee game, puddle-hopping, and the bury-your-feet-in-the-sand trick.

Well, it was a beautiful day--weather, company, and all. We started home by the conventional route--happy, somewhat tired, and very sandy.

So ended Wanderlust I, a perfect day at the coast for the nine who went.

AT THE MAY MEETINGS . . .

Chuck Pape reported at the May social meeting that we have \$425 in the treasury and that our equipment insurance has more-restricted coverage than previously thought.

Robyn Rupp proposed the purchase of club jackets, and a decision was postponed to the business meeting where it was not acted upon.

Erskine Wood showed the new rally books and a rallymaster's check list, and said the membership packets will be ready for the June meeting.

The Apollocross report included a budget request of \$210, not counting trophies.

Larry Miller's Enco station on 7th will give a 10% discount to club members, according to S. James Long.

Bob Robison, president of the Springfield JC's, discussed plans made by Lt. Baker of the Springfield police for a rally for high-school students, and it was decided to allow the two rally teams to enter Spring Fever for a 50¢ entry fee with trophies to be provided by the JC's.

Chuck Cutting won a whole pile of loot in the black box, and Ken Bender's movies on Roseburg and Kent concluded the meeting.

Items discussed at the business meeting included a letter regarding our corporate status, a matter which has been neglected and is now being taken care of by Nancy Wood.

The revival of EESCC's display at the Concours this year was the subject of more discussion, and the proposal for holding Slideways and mini-rallies on Friday nights received strong support.

The unofficial points standings are:

Activities:

1.	Kirk Rupp	79
2.	Erskine & Nancy Wood	73
4.	Marty Vomund & Pierre Jolley	69
5.	Robyn Rupp	67

Rally:

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

Autocross:

1.	Marty Vomund	6 43
2.	Mark Ringsdorf	6 42
3.	Sharon LaFollette	5 23

THE EDITOR'S CORNER

Cecil Steen has asked me to convey his apologies to those who came to the May mini-rally and found no event. He was called out of town the day before the event on an urgent personal matter and was unable to make other arrangements for the rally.

Apologies are also due the Corvallis enthusiasts who took the newsletter for real and came down to Eugene for Spring Fever on May 3, and also to the Portland cars and the many club members who had hoped to enter the May 10 Slideways.

It is regrettable that more notice of the cancellation was not given, but the man who gives permission to use the lot at Mark's could not be located, and the chairman kept trying up to the last day before the event.

I guess May was just one of those months when the best-laid plans of mice and men went awry.

* *

This month only two people turned in their newsletter articles on time. As the Beatles say, "Christ, you know it ain't easy, you know how hard it can be."

Anyway, I'm going to be far away most of the time this summer and unless we have a volunteer for editor, I'm going to need a lot of cooperation to keep this rag alive.

How about treating the business meeting as a real deadline and not counting on me to knock down your door every month begging you to turn in the stories. Thanks.

* *

My version of a Mini-rally is chasing parts for my Mini. Hannum's has a 20% discount to EESCC members, but I have discovered that BAP offers a bigger stock and faster service, and will also give 20% to all members of our club.

I've already saved what dues for two years would cost, but as we find more businesses which are offering discounts, we may find more reason to have club membership cards printed up.

* *

If you're having trouble finding hard-to-find bolts and machine screws, you might try Oregon Screw Products.

IN LOVE WITH MARGARITA

Cecil Steen

Margarita stared at the green, rolling fields. The sun beat down on her, warming her body throughout. She was old and tired; it felt good to sit idle and stare even though she could no longer see. Her loss of sight was just one of many difficulties she suffered from since the accident.

"Old Margarita," a man's voice chuckled from behind her.

"She was a great one when Jim was alive," another voice joined in.

"Yes, I remember them well."

"The toast of the town--they were inseparable."

"You were lucky, being a part of that team."

"Yes, I was Margarita's favorite mechanic. It's so said seeing her like this. I think I loved her as much as Jim did."

"Yes, but she could only belong to one man. There will never be another couple like them."

"Now she sits here staring at nothing, as good as dead. She'll never race again."

"No, she's through. Did you happen to see the accident?"

"No."

Margarita trembled slightly as a cool breeze brushed against her. The long ribbon of black pavement unfolded in front of her once again as the thunder of straining engines screamed defiantly.

Jim jabbed the clutch and shoved the gearshift into fifth gear as he maneuvered his tiny car through the slower traffic. Margarita smiled at his quick, sure movements as the wind roared past her.

Jim was her man, her driver. In a way, her idol. He loved her and respected her. She would have been terrified with anyone else at the wheel, but Jim was different. He loved the cars, the sport, and best of all, he loved her.

It was he who had brought her from the streets into the world of competition and she loved it. The danger, the victory, and even the few times they lost, they had done so together. Until that last lap.

Jim and Margarita were well in third place as they entered the straight. They both felt great as they began to make their bid for the lead. Halfway down the straight they slowly pulled up beside the second-

place car. Then slowly, painfully slowly, they began to pull ahead.

Suddenly a large cloud of dust and smoke began to billow up ahead of them. Cars seemed to appear from nowhere spinning, crashing, and rolling.

"Oh my . . . !" Jim shouted as he braked hard and downshifted as rapidly as possible in an attempt to avoid the massive smash-up.

"There's got to be a hole!" Margarita looked frantically. "I can't see through the smoke!" she screamed as Jim attempted to maneuver the speeding racer between the stalled cars.

A terrible pain shot through her as the car they had just passed slammed into the side of the racer. Margarita felt herself begin to spin. She screamed again as they slammed into a stalled car and were tossed into the air. The helpless car rolled over and crashed to the pavement.

"You can see here," one of the men stopped in front of her, "where some fuel spilled on her and she darn near burned up."

"She, . . . she's been through hell all right," the other spoke sadly.

"Yes, I wish I knew what to do with her."

"I know a specialist, he might be able to fix her up. If you feel you want to keep her here . . ."

"Yes, or fix her up and give her to a museum. They don't make cars like her any more."

JUST A SLIP OF THE TONGUE . . .

Marsh Johnson is now a married man, having tied the knot with Elizabeth McNulty on May 7.

Going fishing is Jeff Kaspar who will be operating a fishing boat out of Charleston this summer.

Max and Joan Brown traded in the old Sunbeam and are now driving a Toyota station wagon. Joan was transferred from the county shops to the downtown court house.

Ted Long now lives at 2222 Willamette Street, Apt. 11, and his telephone number is 344-5410.

And Ken Bender's home address is 1321 W. Roberts, Fresno, Calif. 93705. Ken is leaving on June 15.

apollocross II



an emerald empire sports car club
WOW championship autocross

43 trophies, 1970 WOW classes
registration 9-5
cash prize for top time of the morning

eugene speedway

From I-5 take Beltline West
Turn right on West 11th

Co-chairmen:

Chuck Pape 344-6406

Mark Ringsdorf 344-5548

June 21

