



A	SSSS	CCCC	CCCC	ALASKA
A A	S S	C C	C C	SPORTS
A A	S	C	C	CAR
AAAAA	SSSS	C	C	CLUB
A A	S S	C C	C C	1912 Logan
A A	S S	C C	C C	Anchorage, Ak.
A A	SSSS	CCCC	CCCC	99508

ANN ARBOR
OCT 22
CONGRATULATIONS
to the Alaskans
running in
the 5000 - they
left for the 48
today -- good
running

SEND TO: HIRSCH PORSCHE AUDI
2121 ABBOTT DRIVE #A.
ANCHORAGE, AK
99504

Tanacross, Fall 1985

History made this Fall. The whole road, yes, all of it, was paved all the way to the airport turnoff. Evening rains kept the dust down and the weather was most obliging with sprinkles at night but clear and warm on Saturday and Sunday. The BUGS though - - not so much the mechanical gremlins as those little devils that filled the air - - were all but unbearable. Worse than mosquitos, they excavate before they dine. Most unpleasant.

Turn-out was sparse but those present made for keen competition. Leading the pack was yellow Porsche - no, a red what? Ford? John Petersen's Sports 2000 is one fast little car. Very good ground effects body that doesn't like to go wrong way around. What is the opposite of ground effects? Sky effects, which is where the body went during a high speed spin. A few yards of red racer tape and it was back in the fray with no fear of scratching the beautifully finished body. End results for the weekend was a toss-up between Cort Jr. and J.P..

Bruce and Mac were there with their green house dune buggy that surprised everyone. It seems that the car was as fun as it was fast. All smiles from that crew, even when the rotary hummed all the teeth off fourth gear. Their replacement transmission leaked a little (!) and they tried to keep the bug population down, at least around the track when the clutch started slipping and burned the oil off the friction (?) faces. Watch them when the transmission and clutch hook up and hold.

The POT LUCK was a big success with much thanks owed to Poppa Cort who supplied the beef that emerged from the pit steaming with choices of cuts for everyone. Drivers and crews should remember it is a pot luck which means that contributions precede withdrawals. Not everyone remembers, but enough did this time to make the feast ample as well as festive.

More history made. Fred's beans beat the rain and wind which visited Sunday night, and were so good that neither rain nor wind drove away those waiting with bowls to sample Fred's Famous Beans. They were worth the wait.

Transmissions and clutches seemed to be the culprits for several entrants. The IROC went out with transmission failure, Lotus Ford with clutch failure, and Terry Bowden was plagued with a problematic fourth gear. It was there but elusive and once found was prone to doing a disappearing act and going into the hide-and-seek mode again.

Did someone grease the track? Pucker-brush excursions made in great style by Norm York, Cort Jr., Bruce Lee, Whitey Davis, John Petersen and Terry Bowden amidst a flurry of Fall colored foliage and tortured tire smoke. Cort Jr. and

Whitey had an intra-team off-road competition with Cort exceeding Whitey's excursion into the brush by a measured 30 feet. Congratulations! That's one way to control track-side brush.

Carlton D. "Sandy" Sanders gave us quite a scare. While chasing one of many pylons displaced by the dueling duo of Phalp-Petersen, Sandy twisted his ankle and fell in the path of the rapidly approaching pack. Though rolling in pain on the tarmac, he heeded the shouts of on-lookers and took four long, evidently quite painful steps to trackside where he fell. We did not have the usual presence of the Emergency Medical Technicians at the track. Their services were required elsewhere for a serious injury. Much thanks to Gary Elwood for expert first aid attention and for taking Sandy to Tok for medical help where X-ray revealed a broken ankle. Carlton Sanders is now our Safety Chairman.

For those of you who have been impatiently waiting for the results of the KAKM footage taken at the Spring Tanacross, rejoice! Alaska Profiles, "A Day at the Races" will be televised Thursday, October 10th at 8:00 P.M.. Check your schedules (you are a KAKM member aren't you?) for re-runs. VCR's should be loaded and ready across the city. If you like what you see, call KAKM at 563-7070 and express your appreciation. We might get more local auto sports coverage.

The Autocross Awards Banquet will take place Thursday, October 17th at 7:00 P.M. and will be held at, are you ready?

DINO'S PIZZA
1921 W. Dimond Blvd.
(Creekside Mall)

(Pizza will be provided courtesy of the Alaska Sports Car Club.)

Autocross Trophies, 1985 Season

A Sports

1st Bruce Hampton Corvette
2nd Nelson Stone Corvette
3rd Tony Marinelli IROC-Z

A Prepared

1st Rod Jones 240Z

B Sports

1st Jerry Heckel Porsche 944

B Prepared

1st Frank Branzuela Datsun 510
2nd Gary Cole Datsun 510
3rd Juana Cole Datsun 510

B Modified

1st Terry Bowden Porsche 911
2nd Chip Larsen Datsun 510-Z
3rd Jorgen Nissen Scarab

C Sedan

1st Sandy Sanders Honda Civic
2nd Richard Dawson Honda Accord
3rd Danna Sanders Honda Civic

C Sports

1st	Gary Elwood	Honda CRX
2nd	Dan Driscoll	Porsche 914
3rd	Mike Birch	Mazda RX-7

C Modified

1st	Jim Rogers	Lotus Europa
2nd	Bob Day	Porsche 924

The ice racing season will be kicked off December 1st at The Islander Lodge at (on? in?) Big Lake. The owners of the lodge have been very helpful and cooperative in the past. Last season, they saw to it that the track was cleared for us before each race weekend. They deserve our courtesy and patronage. The food and service is good and they're within walking/viewing distance.

The ice racing schedule is:

December 1st, 15th, and 29th.
January 12th, and 25th. *Jan*
February (1st and 2nd - Ronydy) *Ronydy 15+16* Big Lake Carnival Ice Race the 16th.
March 2nd, 16th, and 30th.

In addition, there will be an open shake-down, practice day scheduled for December 8th.

The track will open for practice at 10:30 and racing begins at 12:00 noon. Any questions regarding ice racing should be directed to Gary Cole at 279-3230, Bruce Lee at 344-8653 or Gary Elwood 349-5345.

Tire limits. Yes, Buckie there are tire limits that apply to iceracing. This is my understanding of the tire rules as they apply to racing on the ice this year.

Full Prepared (Real) Racecars: Those are the ones that are full prepared and meet all the rules for Downtown and Tanacross -- fuelcell, full cage, full harness and lots of power -- the tires are unlimited. I am told that there will be classes within the real racers if there are enough of them. If there are not enough this will be a class. I am told there a ll of these hummers ready to run and looking at the Rules Committee's word grouping below one could think they mean that "once a year racers" might seriously think about studding up some tyres and coming out to play in the snow.

ITS (almost) Racers: Some people say these people are the ones that take two years ago real racers put a stock engine in it and a little valve to keep the fuel from spilling Wand go racing (this means roll bar and "H" type harness). Close, only I see people putting alot more work into the suspension systems than were in the old cars. Tires for these are street legal studs for passenger cars in DOT approved tires. The number of studs is limited to a maximum of 10 studs per inch of wheel size -- this means that a 13 inch tire can have 130 studs. The tire run must remain within the stock wheel well -- yes, this means no cutouts and no flares. Please call Gary Elwood if you are building one of these cars.

Rubber to Ice: Any street legle tire (DOT approved). No studs or other traction devises. The tires must remain within the stock bodywork.

The following was submitted for publication by the Competition Rules Committee:

I. ONLY VETERAN DRIVERS WILL BE ALLOWED TO DRIVE IN THE DOWNTOWN RACE ONLY IN ANY GIVEN YEAR.

II. VETERAN DRIVER STATUS:

VETERAN DRIVER STATUS CAN BE ACHIEVED IN THREE WAYS;

1. POSSESSION OF AN ACTIVE SCCA, IMSA, OR CONFERENCE RACING LICENSE, PLUS COMPETITION IN THREE ICE RACE EVENTS IN THE SEASON IMMEDIATELY PRIOR TO THE SUBJECT DOWNTOWN RACE (WEATHER PERMITTING), AND THE APPROVAL OF THE LICENSING DIRECTOR.

2. A CERTIFIED RACE DRIVING SCHOOL, PLUS TWO DOWNTOWN RACES AND SIX ICE RACES IN A TWO YEAR PERIOD, WITH APPROVAL OF THE LICENSING DIRECTOR. AT LEAST ONE TANACROSS EVENT IS HIGHLY RECOMMENDED AND MAY BE CONSIDERED MANDATORY BY THE LICENSING DIRECTOR.

3. COMPETITION IN THREE DOWNTOWN RACES AND THREE ICE RACES FOR EACH OF THREE YEARS, PLUS APPROVAL OF THE LICENSING DIRECTOR. AT LEAST TWO TANACROSS RACES ARE HIGHLY RECOMMENDED AND MAY BE REQUIRED BY THE LICENSING DIRECTOR.

III. ALL NON-VETERAN DRIVERS MUST COMPETE IN AT LEAST THREE SEPARATE ICE RACE EVENTS (WEATHER PERMITTING) AND RECEIVE (SP) APPROVAL OF THE LICENSING DIRECTOR PRIOR TO COMPETING IN ANY DOWNTOWN EVENT.

IV. ALL DRIVERS FOR ANY DOWNTOWN EVENT ARE SUBJECT TO THE APPROVAL OF THE LICENSING DIRECTOR. TANACROSS EXPERIENCE WILL BE HIGHLY CONSIDERED BY THE LICENSING DIRECTOR.

FOR SALE

Excellent IT/Ice Racer. 1978 Honda Accord with 1979 engine, Quickor Engineering front and rear sway bars, Momo leather steering wheel, fire extinguisher and two sets of wheels and tires - snows for the ice and Phoenix 3011's for the street or autocrossing. All it needs to meet the IT rules is a roll bar and harness. This car has never been raced. If you're looking for a good, competitive ice racer for the right price, this is good and affordable at \$1500 asking (negotiable). If interested, call Gary at 349-5345. (It is his neighbor's car...a one owner vehicle that has been well maintained.

Special thanks to:

Frank Branzuela (The Tanacross Story)

Bruce Lee

Gary Elwood

for their help on this news letter.

And
Sandy Sanders for help in editing the mailing list.