

FAST TIMES

The Official Newsletter of the Alaska Sports Car Club

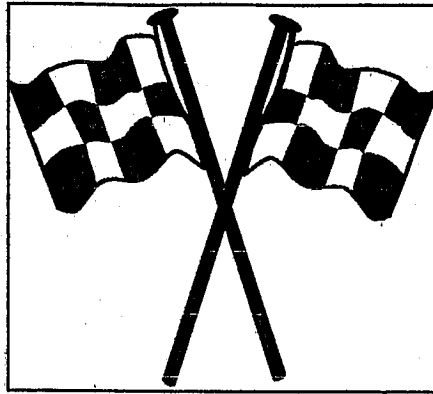
April 1995

Only REAL ALASKAN's Ice Race!!

Well, Dave, Bruce and Jim, where are you? Do you sleep in on Saturdays? Maybe you JUST can't look at Brunner's Black VW. It's not as fast as yours but it can make it to Big Lake on Saturdays.

We need more club members out there racing! Maybe it should be required. Yes, let's say that all club members must ice race to get their competition license or novice license. This is a "must do" kind of a thing. We need club participation in ice racing. It is a sinking ship with no help in sight. We will always have fun at Big Lake ice racing if we can get more people ice racing!

I have not seen Ray McGoldrick ice racing in years, or Johnson either (Wayne did last year - ed.). Back when I first started racing with the



ASCC, ice racing was a real BIG event. Ray had his Opel GT and Johnson was racing his old VW Ghia and Brunner had his old 1600 Bug in Rubber to Ice class. Back then we had fun. Lots of IT cars would be at the Islander along with the GT cars. The yellow VW Bugs would tear us up real bad. Dale and Hot Shoe Davis really could put on a show -- of course Mad Mac and Bruce Lee could always make us wonder what was up with their style of ice racing.... I know we can't

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For Sale...

Spring is here and the fever of dry track racing has hit me once again. Every year after Rony, I get depressed when I come home and see the old ITC #55 rotting away in my front yard. My neighbors aren't too happy seeing it there either. What to do? The answer for me was pretty straight forward when it came down to whether I should rebuild or start a new race car. After realizing that the old A1 body of the rabbit really was too far gone to warrant a new engine, the answer was obvious. I needed to strip the "Franklin Racer" (so nick named because of the flat black Krylon paint that made it look like a wood burning stove) of its serviceable parts and begin the quest for something new.

In my search, I realized that I didn't really need to build a whole new race car because there are a lot of orphan vehicles out there! In addition to the ease of getting started sooner than later, the \$money\$ factor became less

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Happenings.....

- ◆ Competition rules committee meeting April 12, at Arctic Import Service 7:00 PM
- ◆ **Annual Meeting**, Friday, April 14th at Spenard Recreation Center 6:00 - 10:00 PM - Pizza and Soft drinks will be supplied, members are asked to Pot Luck additional items
- ◆ Ice racing April 1st (Last scheduled race!!!)
- ◆ Spring Tanacross on Memorial Day weekend (Call Henry, Race Chairperson, to volunteer your assistance)

FLAGRANT RUMORS

1. No more snow will fall until next winter.
2. CAUTION!!! The drinking water in some areas of Anchorage has been known to render some family members to become deranged.
3. Mad Mac is somewhere. Where? Who knows.
4. Need to borrow a snowmachine? Call Peter Saliba.
5. Elvis is alive! He just ordered 2 Legend cars and has teamed up with Steve McQueen to form Presely-McQueen Sports.
6. Theresa Obermeyer has assumed the identity of one of the ASCC club members.
7. All the folks that neglected to attend the hot tub party at L.J.'s house missed the party of a lifetime!! Volunteers are needed to repair the damage before L.J. returns from vacation
8. Chad has almost finished stuffing a 427 into an Audi 4000. Look out Rogers!
9. If rumor #8 is true, will a newer wonder boy be crowned?
10. An unidentified club member is finalizing the acquisition of a Sports 2000 racer
11. Bruce Lee is A: purchasing a \$50,000 engine for his Scirocco B: Will replace the bearings in the existing engine C: Buy a \$250 transmission.

Where to find us.....

Executive Officers:

President	Ray McGoldrick	562-6500
First Vice President	Fred Peiserich	563-0877
Second Vice President	Jim Hemmesch	243-6118
Treasurer	Marcus Oder	564-4859
Secretary	Jennifer Haxby	243-8704

Trustees:

Barbara Bowden	278-2776
Bruce Lee	277-3399
Peter Saliba	561-1407

Competition Rules:

Dwight Bowden	278-2776	Wayne Johnson	248-4986
Dave Cechowski	243-8607	Bruce Lee	277-3399
Bryan Doughty	349-1122	Fred Peiserich	563-0877
Jim Hemmesch	243-6118	Jim Sloan	272-5522

Newsletter: Items should be submitted by the 20th of the month to Bryan Doughty 349-1122 (FAX 349-3876). Data transfer by modem and Word for Windows are the preferred medium. Call Bryan to make arrangements.

Physicals: Reduced rate physicals are available to ASCC members through Medical Park Family Care corporate services at 257-8102.

Advertising rates per issue.....

Full page	\$75.00	Half page	\$50.00
Quarter page	\$25.00	Bus card	\$15.00

Classified Ads.....

Members	Free
Non-members	\$5.00 Per column inch

All Flagrant Rumors should be sent to the ASCC mailing address attention the Rumor Monger to ensure they are spread properly.

Super Dave Sez:

Over the years each and every one of us has been asked some variation of that same old question. Why do you race those little cars? Followed by the 2nd most asked question. How much money do you win? As for the second question, the answer is relatively easy. Zip. Zero. Zilch. Some money is handed out at the Rondy; however, it doesn't even come close to covering the expenses...gas, entry fee, etc. Not to mention the costs associated with damage received, either mechanical or structural. So on to the 1st question. Folks race for many reasons. Some race to win trophies. Some need to feed their ego - they want to see their name in print. Don't we all, but fat chance this will happen with the great Anchorage newspaper we're stuck with. Some folks just want to win at any cost. (Makes me think of the driver who wanted to enter the autocrosses with a GT car and planned to drive on street tires.

When I inquired why he would do such as thing, as no other cars

"everyone can see exactly what is happening and who is doing a good job of driving; the cars that work and those that don't"

would be in that class, I was told: "I want to win"). Shallow victory eh? Some folks choose to change the rules solely to give themselves an advantage with the hope they can win races with the rule book. Another shallow victory. Some folks figure the only way to win is to block or crash the fast guys. An even shallower victory. The list goes on and on. Ad nauseam. Ad nauseam. Ad nauseam. The fact of the matter is - when you're on the race track, everyone can see exactly what is happening and who is doing a good job of driving; the cars that work and

those that don't. That doesn't necessarily mean that they are the fastest driver, or the winning car. Racing has a wonderful way of cutting through the chaff. Cherry pickers and drivers that couldn't drive a roller skate out of the box it came in reveal themselves for what they actually are. I guess the old adage says it all. When the green flag drops the bullshit stops. I have no visions of grandeur. I know exactly why I race. It's the same reason I ride an open class motorcycle (63 hp. in a 255 lb. bike. Not bad power to weight ratio eh?). There isn't anything better, for me, than mashing (or twisting) the gas. Oh yeah, if I happen to be lucky enough to get to race with someone and win, that's even better yet. I still have the "need for speed". Guess what? I'm not the only one. See you at the races. SD

FOR SALE *Continued from page 1*

of a worry because, believe it or not, it is less expensive to buy a car than to build one! Therefore, I am writing this article (while listening to Sammy Hagar) to inform you of the cars that are available today! Naturally, I won't tell you about the great deal I got, you'll just have to figure it out for yourself as I blow by you, or you blow by me.

Most of the cars I found are currently running on the circuit. These are "turn key" vehicles, many with extra motors, wheels, etc. One common factor they all have are prices varying from around this to about that much money depending on how many of the goodies you want, if you want the whole car, if you pay cash up front, etc. Keep in mind that I am in no way responsible for any exact pricing (here is where Cal would put the fine print about warranties, etc.!) Remember, money talks and bull ... well you know the rest.

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TECHNICAL TIDBITS

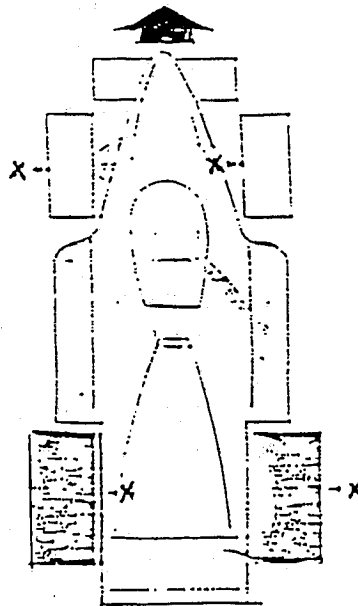
GOOD YEAR

AND

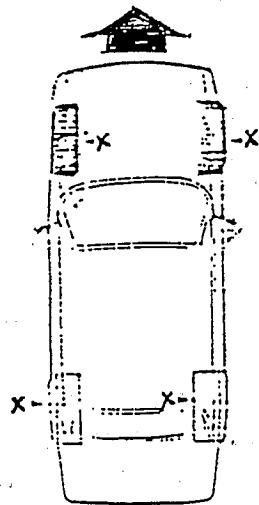
AVON

FITTING INFORMATION DIRECTION OF ROTATION

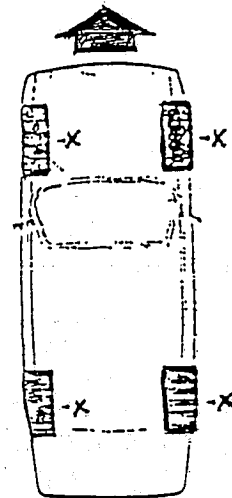
Rear Wheel Drive



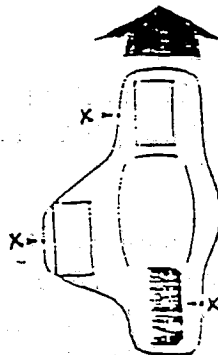
Front Wheel Drive



Four Wheel Drive



Motorcycle Sidecar



X = Color and/or specification number located on sidewall of tire

For Dunlop & Firestone mount opposite from above

Letters to the Editor....

Dear Editor:

1. Thanks for the resurrection of FAST TIMES - Doing a great job and the communication IS important for the ASCC!
2. Some comments on the article, "IT NEWS - AND BLUES". Jon Schneider's domination isn't new, Glen Curtis and Guest drivers had their time in the IT sun before. Hey, that's racing - re. - Mercedes, Ferrari, Lotus, McLaren et. al. - they come and they go, rise and fall (or move on to GT!). As for myself and **Crescendo Racing** who fielded two cars for Rondy's IT segment, we run to be there, to see how many of the higher classified cars we can race with, and to do well within our own lowly "C" class for our sponsors, Sand Lake Automotive.
3. Let's set some Rondy experience straight:

Yes, eight entrants were required in IT, and folks helped other folks make the show -- BUT there were 10 cars that raced the weekend, evenly split in the three divisions! (GTU and GTO were originally scheduled for separate heats - "speed differential" - but were combined to make a field!)

IT cars were around Sunday evening. There was only one DNF in the race that counted. It was one of ours and it was electrical, not mechanical.

IT cars (at least at this venue) are not snail slow. My crew clocked me running high 54's and low 55's in my battle over last place with Clark Dalton's RX-7. Being lapped, the leaders must have been in the 51-52 second range at least. We heard on the radio about Legends running in the 50's on Sunday and GT's about the same. Ice in turns 1 & 2 is a great equalizer! IT's just don't have the noise appeal.

Bottom line: Personally, this Rondy was my most satisfying (of five run) - there was someone to race with directly (Pleasing the crowd, too) and the car stayed together without costing a fortune to run.

For the last half of the article I want to say "AMEN". I'm still a believer in IT. While we kid about having a \$10,000 Ford Fiesta, one must remember that that money was invested over six years by about eight main individuals who have raced the car (and its predecessor tub) in six Rondys, four or five Tanacrosses, four Soldotnas, and a few dozen autocrosses, and five season's of ice racing! A lot of the money went to consumables that have to be replaced periodically. The key in IT is preparation, not the latest gadget. A safe race car can be built and fielded for a small and manageable investment that can be spread out over a period of time.

To that end, **Crescendo Racing** is planning to continue in IT with a new build project. We looked at a GT format, but decided we couldn't be competitive in the current structure with the starting point we were working with. Yes, one will be an ITS and the word from the South is that it'll be a sled, overweight and under powered for the class. But there are no current "S" cars in Alaska (Come on, Demming, build one of those "2000's") and maybe it'll competitive with the "A" cars.....Oh, we're from Alaska where we build what we want anyway, right?

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Sincerely,

R. Kevin Seckel,
Crescendo Racing

P.S. Was in Homer on March 5th. Saw a sign: "Ice Races @ 12:30 P.M." Went onto the ice, seeing four "vehicles" mightily attempting to negotiate a small oval. Yes, "Race Cars" (er..trucks). Mods they call them - truck chassis stretched with Chevy V-8's in the middle, driver out back in a narrowed cab, screws in the front tires. nothing in the rears and a million miles of wheel base. Interesting slow spins. When I began to explain an IT car and Ice Racing as we know it, one of the guys handed me a helmet, strapped me in and let me go a few laps (See Photo). They couldn't understand why we didn't "strap some iron" on our cars to hold them down?!? (Apparently they use items such as straight eight cylinder heads and old farm implements as "iron" - ed.)

Other Classifieds...

1977 **FORD** 1/2 Ton Pick-up truck.

All NEW:

Engine

Starter

battery

Clutch

Tires

Body in good shape. Asking \$1,600

Call Thomas Brunner 248-4945 (any time)

MARSH RACING TIRES!! NEW
NEVER BEEN RACED

(Two) 8.00x15x23 on 205/50VR15
DOT casings.

Make Offer:

Call: Jim Hemmesch
243-6118

CRESCENDO RACING CARS FOR SALE

ITC Rabbit

2nd 1994 Fur Rondy GP (as ITB)
1st 1994 Tanacross (as ITB)
1st 1994 Soldotna GP (as ITB)
2x 1st D/SP SCCA Solo 1994

ITC Rabbit

2nd 1995 Fur Rondy GP
3rd 1994 Fur Rondy GP (ITC)
1st 1994 Soldotna GP (ITC)
1st 1994 Soldotna II (ITC)
2x 1st D/SP SCCA Solo 1994

What you get:

1980 VW Rabbit, 1600 cc; 5sp
F.I. Techtonics Built race ready;
12 wheels; spares **PLUS** two
parts cars.

1978 Ford Fiesta, 1600 cc
4.06 fd; fuel cell; adj. shocks; spares;
special tools; 8 13" wheels/ 8 12" whls.
PLUS two parts cars.

**BOTH CARS ARE EXTENSIVELY PREPARED TO THE
SCCA IMPROVED TOURING RULEBOOK**

What's the cost:

Both cars, parts, and spares (everything): **\$7,000**

One car, all parts/spares: **\$4,000**

Let's make a deal!

Call: Kevin Seckel: 278-2176 Dana Morrison or "Doc" Studer: 746-2227

You may have heard about the Legend brand dwarf racers that are available delivered in the \$12,000 range. These are the small 5/8 scale classic American racers that you saw featured during Rondy. They weigh 1,200 lbs., and are powered by Yamaha motorcycle engines with 5 speed transmissions. They use many off-the-shelf parts so that makes up keep and repair inexpensive and easy. At least 2 of these have been purchased from Legends of Alaska (349-7575) already. If you want to race with Jerry Kinn of McDonalds' fame and Sid Johnson, this is what you need to buy. I would not be surprised if you saw Chuck Singletary (who has personally safety tested them) cruising along side. Rumor has it that Brian Andrade is saving for one as well.

This brings us to Brian's tube frame mid engine chassis that's for sale at CASCO. He wants around \$2,000 for this roller that has many hours of fabrication devoted to it. It uses a VW Bug front end and a reverse mounted Bug transmission. There are a huge number of adapter plates available for this transmission to run everything from an air cooled VW to a big block Chevy motor. I am not sure if there are any body parts for it yet, give him a call. I hear he's "eager."

Sid & Erik Johnson built a similar racer with a Quad 4 Oldsmobile mid engine wrapped with a Pontiac Firebird body. The car has zero race time on it so you know that it's fresh. I think the basic premise here is that Erik wants a Legend car. Call him up (349-9900!)

Mike Strang has a Bug that ran class 1 as part of the infamous Hemmesch Motor Sports crew in the 1994 Rondy and previous. Two years ago he wanted to sell it for \$1,500 to me, maybe less to you or maybe more. Of course, you could run it as a GTU or GTO or GTX car depending on the power plant. This car has been a consistent runner for years and being a mechanic, you can bet Mike has done a few special things to it. Dig those big red and green lights on the dash!

The other air cooled VW that I know of is "Ol Blue". Wayne Johnson (248-4986) has a Kaarmann Ghia that is fully caged under about 100 feet of snow on his ranch at 31st Ave. Here again, you could put lots of different motors in this. It has a 1600 cc power plant in it currently; I think the fuel cell is already there, too. Wayne also has that center drive Chevy Orange Ghia he has been ice racing these years, he says everything is for sale for the right price! Ask him about his IT Rabbit while you have his attention.

Mark Martin (the local one, not the NASCAR one) listed his #20 Honda, Acura, Pontiac hermaphrodite on the race cars for sale board at Arctic Import Repair for \$6,000. This is an Acura mid engine powered tube frame that Mark designed and built himself. Like Bruce and Mac, I think the only reason he is selling it is so that he can build another one. Some people are never satisfied! Bruce (277-3399) will sell you the #7 GTU Scirocco for \$7,000. What can we say about this "stock" 2.0 liter whirlwind? It is really fast and has some trick stuff on it that I am not at liberty to discuss under penalty of death! I think the striped steering wheel is included in the deal.

Of course, there are two IT cars on the for sale list at A.I.R. The first one is Jon Schneider's #18. If you can't win a race in this Scirocco, there is something seriously wrong with you and you should consider a career in snow sculpture or some other slow moving profession. Every one knows this

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black tornado, it runs IT class A and quite nicely thank you very much. The only reason Jon would ever sell this is because "it just isn't fast enough" for him. Yeah, like water isn't wet enough for the rest of us! Rest assured that no expense was spared to make this a winning car. I personally think it should be bronzed and hung from the ceiling at A.I.R.! The asking price is \$8,500 trophies not included.

The other IT rig is Ray McGoldrick's B class Toyota Celica GT. Ray (333-2393) has extra tires and wheels, spare motor, and other goodies that go with the vehicle at \$3,500. He has won lots of races with this car including second place at Rondy this year. The stainless steel exhaust system alone is worth big bucks.

Does nothing interest you yet? How about #57 and #58 of the *Crescendo Racing* lineup? These are both IT C class cars (Ford Fiesta & VW Rabbit) that have been around for some years. Kevin Seckel built the Fiesta as the second car from UMRA days. It has a fuel cell, etc. and could be run as a GTU car if you wanted. Doc Studder's Rabbit used to belong to Mike Smith and has a Techtonics factory race motor in it. You can buy the cars as a pair or individually and I know for a fact that there are lots of spare parts for both. The team is selling these cars to fund the building of their latest endeavor: Siamese Fieros! Kevin's phone number is: 333-4862.

Finally, Bill Demming (243-4625) is willing to part with his IT C Dodge Colt. SCCA legal as they get, this is a real bargain at \$1,500. It is worth that just to drive to work in it daily!

Did I get your car wrong? Do you have a car you might be willing to give up? What ever happened to all the cars we saw in the past? Have they all gone the way of the crusher? You can call me in the day time at work (562-7107) and let me know. If there is any additional information, I'll write a follow up article to set things straight. The next thing I think I'll write about is the cars that are coming out. Until then, I'll just be working on my secret weapon. Buckle up and I'll see you on the asphalt!

Steve Parsons #55

COMPETITION RULES meetings are pretty much always open to the general membership. This allows for input to the committee which is necessary in order to address the concerns of the Club. I find it interesting, therefore that very few members choose to take the time to address the committee until rumors come out suggesting that terrible changes are about to be made. One thing is true, if you don't show up or let your concerns be known some other way we will all lose out. No one on the current committee has ever demonstrated the desire to change the rules to better their own chances in relation to the competition and certainly no changes have been made without due consideration for any issue presented. Be aware of what is being discussed and have your concerns heard. Become involved with your club. Attend the regular and comp rules meetings.

B. Doughty

*Corrections
&
Additions:*

I must apologize for the oversight of not identifying Jim Cucurull as the author of "IT News & Blues" in last month's newsletter. In the future all contributions will be properly credited.

make it up to all the races, and I also know that it takes time and money to ice race. But I also think you can work at it little by little and make it up to Big Lake to support this winter event.

We will be giving Jim Hemmesch shock treatments to help him to remember the races at Big Lake on April 1st (Jim will be out of town on the 1st attending an Indy Car race in Long Beach but the treatment might do some good anyway - ed.)... Let's talk about Super Dave. He seems to be O.K. but forgets to call us and make sure that we get to the ice races. Dave, we missed you at the last race.

Look at this guy Fred. He is the best guy when it comes to ice racing, the biggest and the best. He looks at the ice for us and tests it for us as well.



Real Alaskan - Tom Brunner

He is always at the track braving the cold for us. Wow! If only we all put in as much effort as Fred does we would have a full turn out. Let's all turn out for the last ice race on April 1st.

Thomas A Brunner

P.S. - I will stay away from Marcus Oder at all ice races!

I will stay away from Marcus Oder at all ice races!

I will stay away from Marcus Oder at all ice races!

Please come race with us Marcus.



Real Alaskan - Big Fred

FOR ALL YOUR FABRICATION NEEDS

- WELDING (MIG, TIG, PLASMA CUTTER/WELDER)
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FAST TIMES

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- ◆ Letters
- ◆ Classifieds
- ◆ Rumors and more