

FAST TIMES

DECEMBER 1994

NEXT MEETING
DEC.12,1994

THE OFFICIAL NEWSLETTER OF THE ALASKA SPORTS CAR CLUB

Volunteers will soon be needed for ice racing . Anyone that would like to help out or wanting more information are asked to call Ice Race Chair Fred Peiserich. At the ASCC ice race Hot Line.....563-0877

ICE REPORT

AS OF THE PRINTING OF THIS NEWSLETTER, BIG LAKE IS NOT QUITE READY FOR ICE RACING. TOO MUCH SNOW & OVERFLOW FOR NOW BUT WITH CONTINUED COLD WEATHER AND NOT A LOT MORE SNOW WE MAY NOT BE TOO FAR OFF THE PROPOSED SCHEDULE. WHEN CONDITIONS PERMIT RACERS WILL BE NOTIFIED.

ICE RACE DATES

DECEMBER - 17th -31st
JANUARY - 7th -14th - 28 th
FEBUARY - 25th
MARCH - 4th - 18th - 25th
APRIL - 1st
ALL ICE RACE DATES D.O.I.

Coming Soon A must see event !

Better than a movie. Greater than Madonna. It can save a life! " THE

GREAT ALASKA FIRE & RESCUE SCHOOL"

Interested people can get in touch with Cheryl Demming or come to the meeting on the 12th of December. Cheryl says there will be a fee for taking this class. This class is worth going to! All corner workers and drivers should attend.

NEW RULES ?

THIS IS A THREE-CLASS SYSTEM

GTU - A four cylinder class limited to 2 liters plus normal service limits as set by the manufacturer (i.e. maximum overbore). Production based vehicles. Normally aspirated, production based engines. Original engines position must be maintained with no more than 8" setback/forward.

Special note: Forced induction moves vehicle up one class. *

GTO - A class allowing any number of cylinders with displacement up to 2.7 liters plus normal service limits as set by the manufacture (i.e. normal maximum overbore).

Special Note: Forced induction is acceptable in this class but a displacement multiplier of 1.2 applies.*

GTX - A class without limitations to include any vehicle that meets current ASCC safety guidelines. Includes all four wheel drive vehicles.

Special note: Forced induction is acceptable in this class*

*Nitrous Oxide is considered forced induction for the purpose of these regulations.

The basic premise of these designations is to provide a GTU class which can be considered entry level in terms of cost, which will be competitive and encourage new participants. GTO & GTX are essentially equivalent, except for the engine size limit, to provide for equal competition across all classes.

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DO YOU HAVE A PHYSICAL ON FILE WITH THE A.S.C.C. DID YOU KNOW THAT YOU MUST USE THE NEW FORM? HERE IS THE "I NEED A PHYSICAL LIST"

JOHN CONGER
MIKE SMITH
PETER SALIBA
BRUCE LEE
DAVE CECHOWSKI
DAVE DITTMAN
TRAVIS MAXIM
NATE CUENCA
MALANIE DANIELS
STEVE PHILLIPS
ROB WINFREE
M. MARTENS

RAY MCGOLDRICK
DWIGHT BOWDEN
JIM HEMMESCH
DAVE/SHAWN HUTCHING
N. VANLANINGHAM
DAVE GRECO
JIM ROGERS
JIM SLOAN
DON SMITH
TESS STEWART
C. YOSHITOMI
T. BRUNNER

S. PARSONS
REV. KEVIN SECKEL
DOC. STUDER
DANA MORRISON
DAVID RAUCHBAUER
GREG MOWLDS
J. HASSLER
WALLY HOPKINS
WANE JOHNSON
C. LARSON
FRANK BRANZUELA
TERRY DANIELS

MIKE STRANG
BOB ESTEY
TERRY ESTEY
BILL DEMMING
BRIAN ANDRADE
KEVEN BOHALL
GLEN CURTIS
SID JOHNSON
GARY GAGE
MIKE HANSEN
LARRY FRAZIER
DON BROTZMAN

RAYMOND EVERETT
J. HEDBERG
A. HEDBERG
JIM ARMBRUST

HOT ICE TIRES

EURO-CAR SERVICE HAS ACCESS TO PURPOSE BUILT ICE RACING TIRES MADE IN FINLAND. THESE ARE AVAILABLE IN LIMITED SIZES AND ARE DESIGNED TO SUPPORT RACING STUDS UNDER EXTREME CONDITIONS. CALL BRYAN AT 349-1122 FOR DETAILS.

R.U. MIRROR

Got a copy of that infamous collection of stuff known as the J.C. Whitney Catalog a while back -- actually for twenty years and more they've found me East Coast, West coast, Midwest, and Alaska... always found me.

Oh, I've bitten on it once, no twice. Tried some headers for the Bug Eye, only you had to be an engineer and certified welder to cut and assemble. The other time... twenty years ago... I had been driving an early 144 Volvo with SU's, old and tired; I think it had been a flood victim at one time. I had much less money than I had time, and the battery ran down mid-winter. It took a couple of weeks to save up enough for a new battery, and by the time I got it installed, the darn thing had seized up. Tried pushing, pulling, jumping... nothing would turn it over... flat spotted the tires.

Meanwhile, I'd bought a \$100 '65 Barracuda, and got a summer job near my parent's home. Half-way through the summer, the 'Cuda was belching, and I had a little cash, and some time... J.C. Whitney had found me once again, and there was a whole B-18 Volvo engine for \$250... I bit, thinking about modifying the additional set of SU's and driving again in manifolds or carbs, and it wasn't seized. My father and I got the engines swapped by the first of September and I went back to my winter job on the third.... in style!?!

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THE OFFICIAL NEWSLETTER OF THE ALASKA SPORTS CAR CLUB

AS WE NEAR THE END OF THE 1994 RACING SEASON, EVERYONE HAS HAD AN OPPORTUNITY TO EXAMINE & CONSIDER CHANGES THAT HAVE BEEN MADE TO COMPETITION CLASSES. ALL MEMBERS ARE ENCOURAGED TO EXPRESS CONCERNS & COMMENTS REGARDING THIS OR ANY OTHER ISSUE TO THE COMPETITION RULES COMMITTEE. THIS IS THE WAY TO HAVE YOUR ISSUES ADDRESSED. CURRENT COMPETITION RULES COMMITTEE MEMBERS ARE:

DWIGHT BOWDEN	278-2776	DAVE CECHOWSKI	243-8607	BRYAN DOUGHTY	349-1122
JIM HEMMESCH	243-6118	WAYNE JOHNSON	277-3399	JIM SLOAN	272-5522

DURING THE LAST REGULAR CLUB MEETING, IT WAS DECIDED TO APPROACH GREATER ANCHORAGE, INC. REGARDING THE UPCOMING FUR RONDY GRAND PRIX. THE ISSUE WAS ONE OF TIMELY DISSEMINATION OF INFORMATION REGARDING THE RACE. SPECIFICALLY REGARDING TIMES, CLASSES, FORMATS, SAFETY AND RUMORS OF DROPPING THE IMPROVED TOURING CLASSES. INCLUDED IS A COPY OF THIS LETTER AS DELIVERED. IT WAS RECEIVED IN THEIR OFFICE ON NOVEMBER 21ST, WE ARE AWAITING REPLY.

November 16, 1994

Erin Jackson
Event Coordinator
GREATER ANCHORAGE, INC.
327 Eagle
Anchorage, AK. 99501

Dear Erin:

The Alaska Sports Car Club feels it is necessary to express concerns regarding the upcoming Rondy Grand Prix. It is our understanding that the race is being planned and decisions are being made as to how it will be run.

As you are undoubtedly aware, virtually all race participants in previous years have been Alaska Sports Car Club members. Many of these members are attempting to prepare for the event but lack necessary specific information. Our concerns center on the lack of timely information regarding the following items:

1. **Specific competition class definition.** 1994's last minute departure from established classes, along with rumors that one of the most popular classes, Improved Touring, may be dropped from the roster, has contributed to concern over what exactly will happen this year and which classes will be allowed to participate. Will the Improved Touring class be replaced with something all new to Alaska Racing?
2. **Pit Area arrangements.** Last year's configuration was perhaps the least desirable in Rondy history, compromising the safety of racers, pit workers and spectators alike.
3. **Crowd control around the racetrack and pit area.** Last year there were considerable safety concerns regarding track design relating to spectator safety in the event of a mishap.
4. **When, where and how will the race be run?** Last year even the Daily News published an incorrect track location and formats, this severely compromises the exposure of both racers and sponsors who have invested considerable time and money into their programs. It is very difficult to attract new sponsors without being able to offer them some return in terms of exposure.
5. **Race participants need a reliable contact person to whom concerns, comments and suggestions may be directed and questions answered in a timely manner during the upcoming weeks.**

In the interest of a safe, successful race experience and consideration of our membership, the majority of Rondy Grand Prix participants, please respond in writing within seven calendar days of receipt of this letter. This will enable us to dispense the information to our membership in a timely manner via our regular newsletter. We would also welcome a follow-up question and answer session during our regular business meeting on December 13th, 1994.

Please address all future correspondence regarding this matter to:

Fred Peiserich
Vice President/Activities Director
3311 East 43rd Ave.
Anchorage, AK. 99508

Sincerely,

RAY MCGOLDRICK
President
Alaska Sports Car Club

cc: General Membership
ASCC

ADDITIONAL RONDY INFORMATION!!!!

We have been informed by Greater Anchorage, Inc. that this year's race Producer, Chuck Singletary, will be present at our NEXT MEETING ON DECEMBER 13TH. He will respond to those issues brought up in our letter as well as answer any other questions brought up at that time.

Entrance fees will be \$250 for early sign-up and \$400 for those registering after tech inspection. Forms will be available that night.

For those owners of Improved Touring cars, it seems there is concern over whether there will be enough of these cars to make up a full class. If you are interested in competing, it will be important to let Chuck know now. We understand he is looking for a minimum of eight cars.

It also appears there will be a sizable stock car contingency this year and possibly a few Legend cars to mix in.

This should be an informative and interesting meeting, we hope to see you there with comments, concerns, etc.

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ALASKA SPORTS CAR CLUB
P.O. BOX 220254
ANCHORAGE , ALASKA
99522

TO -

Marcus Oder
3631 Crowberry
Anchorage, AK 99507
