

FAST TIMES

The Official Newsletter of the Alaska Sports Car Club

March 1995

IT NEWS - AND BLUES

Jon Schneider, running in the Improved Touring A Class, just set a record for most consecutive division wins at the Fur Rondy Grand Prix. In regards to a threat from the IT Division, the record is probably safe. Unfortunately that can't be said for the division itself.

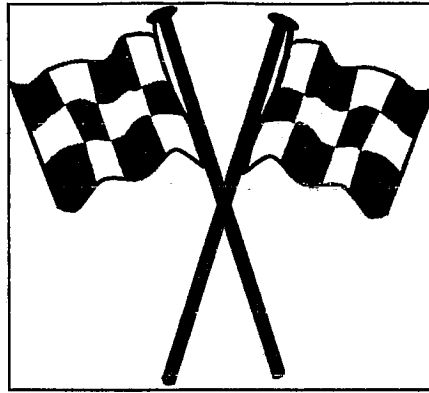
It's a well known fact that the IT class barely produced the requisite number of cars to field its own heats. It's probably less well known that the deciding entrant's fee had to be paid by fellow competitors to ensure that the class minimum was met.

Where am I going with this? It's really simple. I just wanted to say a few words about where the IT division came from, how it benefits

continued on page 7....

Happenings.....

- ◆ Competition rules committee meeting March 8, at Arctic Import Service 7:00 PM (Open to the general membership)
- ◆ Monthly business meeting March 14, at Pioneer Honda 7:30 PM
- ◆ Annual Meeting in April, time and date to be announced
- ◆ Ice racing March 4th, 18th, 25th & April 1st
- ◆ Spring Tanacross on Memorial Day weekend



A Special Note and Thanks:

Chuck Singletary appears to be recovering nicely from his wild ride and should be fully back in the saddle within a few weeks. Good luck Chuck and thank you for all the efforts and hard work in producing this year's Fur Rondy Grand

FOR those of you who enjoyed this years Rondy Banquet and feel the need to thank the person in charge of setting it up call 277-8615 or write:

GREATER ANCHORAGE, INC.
Attn: Tara
327 Eagle
Anchorage, Alaska 99501
cc. Board of Directors

Rondy race results:

GTO:

- 1) JIM ROGERS
- 2) JIM HEMMESCH
- 3) MIKE HANSEN
- 4) JIM MCGANN

GTU:

- 1) BRYAN DOUGHTY/
CHAD YOSHITOMI
- 2) MAC DURGELOH
- 3) KEN MARTENS
- 4) DAVE LANE/
TIM ALMETER

ITA:

- 1) JON SCHNEIDER
- 2) MARCUS ODER
- 3) JIM CUCURULL/
JIM SLOAN
- 4) DALTON CLARK

ITB:

- 1) JIM WOOD
- 2) RAY MCGOLDRICK
- 3) MELANIE HAHNLEN

ITC:

- 1) KEVIN SECKEL
- 2) DANA MORRISON
- 3) STEVE PHILLIPS

LEGENDS:

- 1) TERRY WILLIAMS
- 2) TERRY SINKLER
- 3) ELLIOTT FORBES
ROBINSON
- 4) CHUCK EGNER

FLAGRANT RUMORS

- 1 Mad Mac packed his cape and flew south. Club members will miss the sight of the Caped Crusader at Tanacross, attired in spandex tights caressing his body builders thighs, flying his kite with his red cape flowing behind him.
- 2 The President of the Alaska Chapter of the Hair Club for Men erroneously reported that Super Dave uses "CHIA GRASS" to stimulate hair growth. This is not true! NOTE: This publication will not stoop to yellow journalism, therefore, all submitted rumors MUST be the truth. The truth is, Super Dave uses Hair in a Can and he had better reorder a new supply ASAP!
- 3 When driven into frozen snow berms; Legend cars proved they can take a hitten, a hitten, a hitten, a center punch and keep on ticken.
- 4 Jim Rogers is the new Wonder Boy.
- 5 Mad Mac is back! That's correct; the Caped Crusader was racing the Rondy. I guess it was him; the cape didn't look like Jim Sloan's. (Jim's cape is green with a big E on the back).
- 6 Drag racers really can stop, turn and not crash into anyone or anything.
- 7 GT drivers best beware. Your worst nightmare will be realized with Chad in his very own car and an unlimited budget.
- 8 Some stock car racers are, literally, into turn one first.
- 9 Mad Mac is gone again. Or is he? Tune in next month for the March Mad Mac Update.
- 10 Jim Sloan does some things faster, outside of the GTI, in the snow bank.
- 11 La Mex can actually seat more than 75 people, they just can't feed them.

Where to find us.....

Executive Officers:

President	Ray McGoldick	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)

Physicals:

Reduced rate physicals are available to ASCC members through Medical Pard 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:

The Rondy Race has come and gone, along with all the money from most racers wallets. It's time to sit back and reflect on all the fun you've had.

Like: spending all that money you didn't have (who needs lunches anyway); working like a dog on the race pile, only to find out that you can't keep up with the pace car; trying to convince yourself that you really do like racing in weather so cold that the wiper fluid freezes on the windshield, along with all the track grime that's been deposited by the fast guys you couldn't catch; the owner of the local car wash dedicated a wash bay solely in your honor; the wife just left you for the same Milkman you had in Arizona.

Yup, it ain't easy satisfying ones need for speed, but is sure

"you really do like racing in weather so cold that the wiper fluid freezes on the windshield"

is fun!! As soon as the divorce is final, it's time to plan for the summer race schedule. But wait, don't forget there are still ice races remaining on the schedule. Please plan to participate, Burt is working on flooding the track, the competition has been exceptional and the races have been a blast.

Let us not forget that a short 90 days from now it'll be time to caravan to Tanacross for the

Memorial Day extravaganza. For those that would like to join us foolhardy soles that leave a couple of days early to partake of the dirt bike riding opportunities on the way to the races, plan to meet at Dry Creek campground, outside of Glennallen, on Thursday morning May 25, 1995. Fresh ground coffee will be served piping hot, then it's off to Duffy's to do it in the dirt. You don't need a dirt bike to come along, and I've always found it quite enjoyable to leave a day or two early, as it gives me a chance to unwind and prepare for the upcoming festivities.

To quote one of the unnamed racers "well" that's it for now. See you all at the races. S.D.

FOR ALL YOUR FABRICATION NEEDS

- WELDING (MIG, TIG, PLASMA CUTTER/WELDER)
- TUBING BENDING/FABRICATION
- PERFORMANCE ENGINE MODIFICATIONS
- GLASS BEADING
- 4WD CONVERSIONS
- ANTIQUE & MUSCLE CAR RESTORATION
- ALUMINUM & STEEL FABRICATION

Tubing & Fabrication by

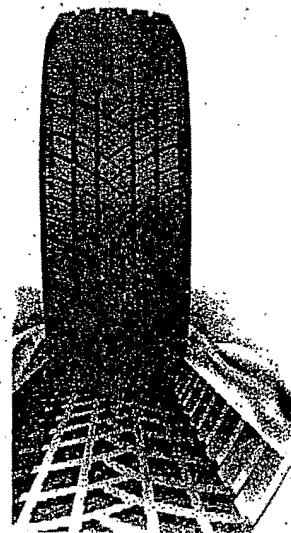
CUSTOM INC.
349-6287

Why Studded Tires?

Why buy studded tires when the Nokia NRW out performs the competition's studded tires. Nokia tires are manufactured & perfected in Finland, where conditions mirror that of Alaska.

Nokia NRW high mileage, high performance winter studdless tires may be used year round providing exceptional value.

- Avoid costly and inconvenient changeovers twice yearly
- Excellent performance in rain
- High Speed
- Environmentally superior
- Do not tear-up our roads
- Long lasting- do not need replacing as often



NOKIA NRW

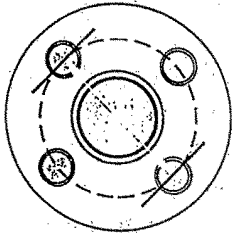
But, if, you still need studs; buy the World's Safest Winter Tire - Nokia Hakkapeliitta

TECHNICAL TIDBITS

BOLT CIRCLE

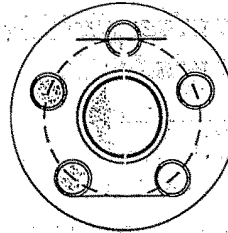
Bolt Circle is vehicle specific. It is the diameter (usually expressed in mm) of an imaginary circle drawn through the center of each lug in a pattern.

TO MEASURE 4 LUG BOLT CIRCLE

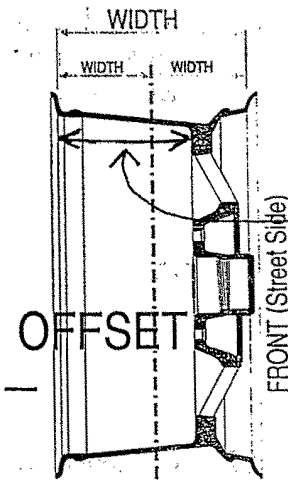


Measure from centerline to centerline of two holes directly across from each other.

TO MEASURE 5 LUG BOLT CIRCLE



Measure from centerline of one hole through the center of the wheel to the imaginary circle drawn through the center of all the bolt holes.



BACKSPACE, AS OPPOSED TO OFFSET, IS MEASURED FROM THE INSIDE REAR BEAD OF THE WHEEL (INSTEAD OF THE WHEEL CENTERLINE) TO THE BACK SIDE OF THE HUB MOUNTING SURFACE ON THE WHEEL. BACKSPACE IS MORE COMMONLY USED IN RACING CIRCLES THAN OFFSET DUE TO THE USE OF EXTRA WIDE RIMS AND THE CONSIDERATION OF CLEARANCE TO SPRINGS, ETC.

CONVERSION CHART

INCH	MILLIMETER	FRACTION
4x4.00	4x100	4x4
4x4.25	4x107.95	4x4 1/4
4x4.33	4x110	4x4 1/2
4x4.50	4x114.3	4x4 1/2
4x5.12	4x130	
4x5.51	4x140	
5x4.00	5x100	5x4
5x4.25	5x107.95	5x4 1/4
5x4.50	5x114.3	5x4 1/2
5x4.53	5x115	
5x4.72	5x120	
5x4.75	5x120.65	5x4 3/4
5x5.12	5x130	

NOTE: 1 inch equals 25.4mm

WHEEL APPLICATION CHART AMERICAN & IMPORT

Designation	Bolt Pattern	Common Application
A	5x4-1/2	Older Full Size Ford & Chrysler Products
B	5x4-3/4	Chevy Camaro & Most Older Full-Size Chevrolets
C	5x5	Grand National & Most Older Full-Size GM Cars
D	5x5-1/2	1/2 Ton Ford Pickups, Most Jeeps & International Scouts
E	5x5-1/2	Older Model Chevy & GM Pickups & Some Late Blazer & Datsun
F	5x6-1/2	All 8 Hole 3 1/4 Ton Trucks
G	5x7-3/4	Old Wide 3 Hole Volkswagens
H	5x10-3/4	Modified 37 Ford, Slickton or Wide 3 Holes
I	5x5	5 Pin Sprint Car 3/4 Drive 8 Hole
J	5x5	5 Pin Midget 1/2 Drive Pin
K	4x100	Ford
L	4x100	Chevy Chevelle, Plymouth K-Car, Isuzu Pup, & Renault
M	5x100	All GM A, J, & X Body Front Wheel Drive
N	5x4	Vega & GM 90 & Older Skyway, Simba, Astro & Sunbird
O	5x4	Plymouth Dash, Scamp, Valiant, Volare & Dodge
P	5x4-1/4	Pinto, Some T-Birds, Other Ford Small Cars, & Some Porsche
Q	5x4-1/2	Some Renault & Mazda
R	4x110	Older Mustangs & Capri & Cyl, Some Datsun, MG, Mazda & Toyota
S	4x120	Some Mazda & Honda
T	4x130	Volkswagen & Some Porsche
U	4x140	Subaru
V	5x5-3/4	Military Pull Truck
W	5x7-1/4	Military Pull Truck
X	5x8	Military Pull Truck

