

Fast Times Gazette

Alaska Sports Car Club

1993 Annual Meeting

The 1993 Alaska Sports Car Club annual meeting will be held at PACO'S Mexican Restaurant (6728 Lake Otis Parkway 349 - 7100) on April 20, 1993. Optional dinner will be served at 6:30 and the meeting will begin at 7:30 pm

This is an especially important meeting because it includes the voting in of new officers for the 1993 year. Any one may attend, however only card holding members may vote. Your 1993 membership cards will be available at the meeting. Membership dues are \$15 per year (\$20 per family), and competition licenses will also be available at \$30. Only licensed drivers may vote for the competition rules committee. If you are not going to attend, you may give your vote to someone else via proxi, as club secretary, Steve Parsons (243 - 5735) will take your proxi if you can not find someone to do so.

Dinner will be served at \$12 per plate for your choice of 2 Italian or 3 combination Mexican dinners. Beverages are extra. Marcus Oder and Mike Smith have committed to 30 dinners, so please make an effort to dine with friends, R.S.V.P. Marcus at 344 -5947 (leave a message). There are tables and chairs for 65 people, maximum seating is 96. Let's pack the house! Park in the old lot across the street if the mini mall is full.

Now is your chance to voice your opinion and make a difference in your club for the future. Please attend.

1993 SCCA Improved Touring Specification now available

The 1993 Improved Touring Specifications are now available by contacting the Sports Car Club of America's Arctic Alaska Region representative Ron Howe at 345 - 6418. the cost is most likely the same as last year, \$15 for non SCCA members. There may be a bulk or special pricing available for ASCC members, no word as of yet.

The handbook offers the classifications of IT race cars as they are classed in the rest of the world; in 1992 the ASCC adopted the SCCA rules as they were published at the time. Many people haven't read these rules (or completely ignored them) and it will be up to the new "regime" to determine what IT will be doing this year. Sane advice would be to build according to the most current publications so that your vehicle doesn't come out short. One thing's for sure, we've seen more protests this past year than previously; maybe the new rules are working?

r. v. mirror goes Syndicated?

Anchorage - Mysterious columnist R. V. Mirror has made us laugh, cry, and wonder for some years now. The question, "have you seen R.V. Mirror" has been brought up before, and now evidence points towards an individual who most likely is both an ASCC & SCCA member. An article has been seen in the *Off Course Ramblings* publication of the Arctic Alaska Region of the SCCA. Never the less, this publication does receive an unmarked envelope posted in Anchorage on a regular basis. No clues have yet been uncovered. As our experts have tried to match the computer printer type face, the style is as common as any. Though the article was not the same as one we've received, we do hope to be able to continue to bring entertaining stories like this to you.

r.v. mirror

December 3, 1991 - The real start of all this madness has to do with those toys given to boys at an early age -- cars and trucks. Granddad gave me a stamped sheetmetal semi-tractor and gasoline tanker trailer from the local service station, Baldy's Esso, for my third birthday. I don't remember the feel of that rig, but I've seen pictures of it beside the birthday cake with my big smile aimed at the truck. The rug in Grandma's dining room had a dark blue border strip about six inches from the edge and five inches wide -- ample to order roadway. Hands and knees, around and around the room the haul road to nowhere. Grandma supplied wooden sewing thread spools that became parking spaces, things to avoid obstacles, and reasons to be told to "pick up your toys before someone tripped." -- That's strange, you can see them all really clearly down here at roadway level.

There were other vehicles in the fleet. Do you remember the models that dealers would give out in the 1950's when your parents would stop in for a test drive? Somehow I ended up with an olive green 1949 or 1950 Studabaker Champion - the kind that had the "bullet" nose and looked nearly the same coming as going. It was plastic, had a lot of detail and was really tough (I still had it in 1964 when I was into "auto accidents" and blew it up/melted it down with a fire cracker). Similarly, there was a 1958 red and black DeSoto (Mom worried about the fins "putting my eye out") and the 1958 turquoise and white Edsel. What a fleet was built up over the years!

Along about 1960, I discovered that one could make these models myself. The first ones were full of fluey fingerprints and unpainted, but as my patience matured and the possibilities were seen, these cars began to look better. I began to experiment with spray painting -- down in the basement - next to the furnace -- never blew up. The local Hobby Shop had a contest sponsored by Testors. I entered a 1940 Willys dragracer (very few sports car models then), and it was there in the window that I saw it, a scratch-built Ferrari GTO racer, and the name Ned Schmaltz beside. Over the next month I tracked down Ned, found we were the same age and had similar interests. We traded model parts and ideas all through high school. When I went away to college, I had a machinist's toolbox full of model parts and I hadn't built a kit as designed in three or four years, just went to the parts bin. There were Grand Prix cars with working shift linkages and suspensions, customs and made from three or four different bodies, even a "figure eight" stocker complete with dents and hand painted graphics. Had to grow up at college. There were real toys to play with. Gave all that stuff away. (Well, I did move a couple of the more interesting pieces for a few years - even after marriage, but moving takes its toll.)

It's done . . . almost. Nine years ago I spent six months building a Tamayai 1/12 scale Walter Wolf Racing 007 SP Car, all the working stuff was designed into the model, so all there was to do extra was to make a wiring harness from embroidery floss for the instruments -- moving got it, too. But, I do not have a Brabham of the same type and vintage that hasn't been touched. . . Can't decide on the color scheme . . . Anybody have a rug with a contrasting border about six inches wide?

For Sale

1983 Mercury Capri powered by a 302 V8 w/8.8" rear end, 3.73 gears pushing 16x7" wheels w/ BFG 245 45 ZR16 tires. Full Autopower rollcage and 5 point harness provides safety on top of the Meher suspension sytem around Monroe GP Quad shocks. Motor is stock - \$3,500 / obo call Tory 373 - 0392; 349 - 2422.

Team UMRA is recruiting people to learn, race, and solo with a small investmnet. The team will be building up to two new cars this spring.membership fees are \$100 for Solo privelages, and \$500 for racing. Call Kevin Seckel at 333 - 4852.

1980 Datsun 200SX Prepared Class II consistant winner. One race on total rebuild of entire car (Soldotna '92) best equipment and parts used, no corners cut! Many spare engine components and rear ends. 20 rims with slicks, rains and Rondy tires. Complete turn key , rev limmiter at 75k, built to turn 92k RPM . Call Kurt 243- 6118

Tires good year formula rains. Two each 8 1/2"-20X 13", 9 1/2" -20X13". Never Placed on the ground! Kurt 243 - 6118

Nomination Committee Reports Findings

The 1993 Nominating committee has determined that the follwing individuals might best be suited for nomination at the April '93 annual meeting. These individuals are presented as likely candidates for office. They must be nominated by members in good standing and are then voted upon by the general membership. This is by no means a final or complete listing, however the names mentioned have expressed some desire to get involved and somebody else saw that and said "Hey, this guy volunteers!"

So if you don't see your name here and you really want to get involved, be sure to let it be known at the annual meeting and someone will gladly nominate you! Things are pretty cut and dry as to who will be whom if there are no others interested than the following:

President	Fred Peiserich
Vice Presidents	Dave Rauchbauer Jim Rogers
Treasurer	Marcus Oder
Recording Secretary	Eric Johnson
Trustees	Cheryl Babbee Dave Ceckowski John Conger Chuck Singletary
Registrar	Kevin Seckel
Chief Scorer	Kay Jensen Marisa Oder
News Letter Editor	Steve Parsons

The 1992 Officers

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Chuck Singletary

Vice President

Brian Andrade
Fred Peiserich

Treasurer

John Conger

Secretary

Steve Parsons

Trustees

Sidney Johnson
Barbara Bowden
Susan Peacock

'93 SCCA Formula Vee Made in ALASKA!

Would you like to own a 1993 SCCA legal Formula Vee race car? Would you like to be able to race that car with other Vees in Alaska? Are these stupid questions?

If you answered yes to two out of these questions, you should contact Mike Strang, Chuck Singletary, Mike Smith or Terry Estey.

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Alaska Sports Car Club
P.O. Box 220254
Anchorage AK. 99522

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ADDRESS CORRECTION REQUESTED

*APRIL MEETING
APRIL 20th, 1993
PACO'S MEXICAN
DINNER 6:30 PM
MEETING 7:30 PM
(see details inside)*

Marcus Oder
3631 Crowberry
Anchorage, AK 99507