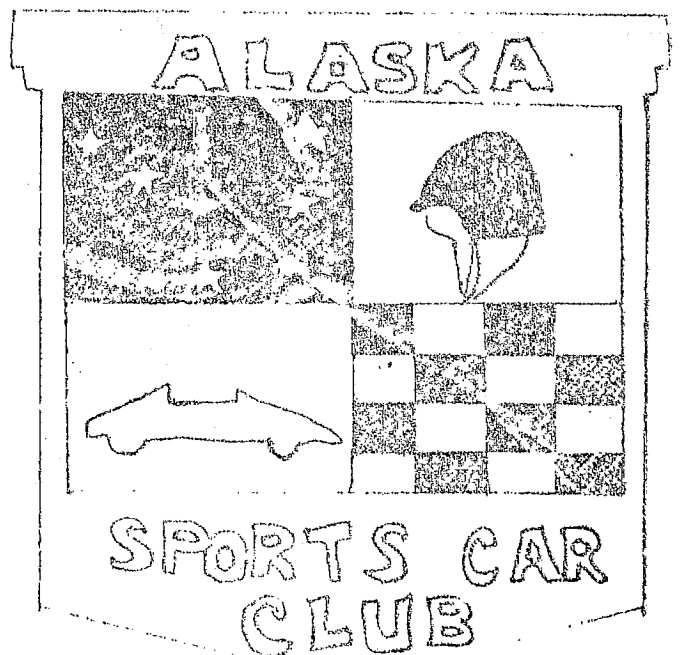


# OIL SLICK

# SENTINEL

PUBLISH-  
ED MONTH-  
LY

BY THE  
ALASKA  
SPORTS CAR  
CLUB INC.



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Whoop-ee!!! And a Quack! Quack! here we go with the last issue of the Oil Slick for this year. and talk about help putting it together, the whole gang showed, Could it be the Pizza and Beer.! Ha Or better yet maybe they think there'll be a repeat of the night of Dec. 6th. Who cares I appreciate every one's efforts and work. Thanks to all. And a Merry Christmas and a Happy New Year's too All!

\*\*\*\*\*  
\*\*\*\*\*

ADDITION & CORRECTION IN CLUB MEMBERS

George Badger 2300 E 49th Coust, Apt. 7  
Anchorage 344-6162

Mel & Kathy Logan 333-6660

Eloise Cowen 522 E 10th Apt. 3  
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Judy Sajdak & Scars 272-8158

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279-5126

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Batten, John 400 W Potter Dr. Sp. 7  
277-3975

Beyer, James 90th Co., 19th Ava. Bn.  
Ft. Richardson 863-8186

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\*\*\*\*\*

Any one having any contributions for the Oil Slick Sentinel please submit them to Horst Haunold, ( or known as your "Friendly Tech") or Sharon or Bob Daniel.

Thank You.

\*\*\*\*\*  
\*\*\*\*\*

## TIPS FROM THE TECH

### ICSCC ROLL BAR SPECS

Paragraph 1128 of the 1966 ICSCC Competition Regulations reads as follows: "A suitable roll bar will be on all cars and may either be removable or faired into the body. It shall be at least as high as the top of the driver's helmet and it is recommended that it be at least 3 inches higher. All roll bars shall be braced; bracing shall be no more than one-third of the way from the top of the bar or shall be from the center of the bar. All roll bars shall be approved by the race steward. It must be understood that no guarantee, representation, or warranty of satisfactory performance is either expressed or implied by 'approval' of roll bars."

As the paragraph is rather vague as to what constitutes a "suitable" roll bar, the following information is presented to be used as a guide when constructing a roll bar. Cars having roll bars not in conformance with these specifications may be rejected at technical inspection.

#### 1. MATERIALS

##### Hoops and Braces

The roll bar hoop and braces shall be of iron or steel tubing having a minimum wall thickness of 1/8". Minimum outside diameters shall be:

- Cars under 1000 lbs. 1"
- Cars 1000 to 2500 lbs. 1 3/8"
- Cars over 2500 lbs. 1 3/4"

##### Mounting Plates and Gussets

Mounting plates and gussets, when required, shall not be less than 3/16" thick steel plate.

##### Bolts and Nuts

Minimum diameter for bolts and nuts will be 3/8". All bolts must have sufficient length to have an effective thread engagement of the diameter of the bolt. All nuts must be self locking, double nutted, safety wired or castellated nuts suitably cotter pinned.

#### 2. FABRICATION

One continuous length of tubing shall be used for the hoop member, with

smooth continuous bends and no evidence of crimping or wall failure. Wherever welding is required, welds shall be sound and continuous with full penetration, and of the highest possible quality. Where welds steel tubing is used, the seam shall be on the neutral axis of the bend, ie; the tubing shall not change in length along the seam.

#### 3. DESIGN REQUIREMENTS

The top of the roll bar shall not be more than 3" above and 6" behind the top of the driver's helmet when he or she is in a normal driving position.

#### 4. BRACING

Bracing shall be provided extending directly from the hoop member to secure mounting points on the frame or structural panels. On hoops extending to or below the seal level, bracing may be attached to the hoop not more than one-third of the distance down from the top of the hoop to the base of the hoop member. Where the hoop bottom does not extend to seat level, bracing must be attached to the top of the hoop. Two braces are required on hoops more than 15 inches wide.

#### 5. MOUNTING PLATES

Unless tubing is to be welded directly to the frame members of equal or greater strength, a properly gusseted mounting plate of sufficient area to adequately distribute the load shall be welded to the base of each tube. These must have a minimum of four bolt holes in each plate for bolted installations. Where connection of braces to the hoop by welding is impossible, or undesirable, a pair of flanges adequately bolted together, or a similar connection which does not normally place bolts in shear, will be permitted.

#### 6. INSPECTION HOLE

A conveniently located inspection

Tips con't  
hole 1/4 inch in diameter must be provided in the hoop member and must be at least 4 inches from any weld or bend.

## 7. INSTALLATION

Inspectors shall be tolerant of any installations in those cars where space is at a premium, and whose construction shall make adherence to these rules unfeasible. However, cars of this construction shall have particular attention paid to the construction and installation of roll bars and shall follow the foregoing rules wherever possible.

MERRY CHRISTMAN from your friendly  
Tech

### ICE JITTERS

A few of the members look a bit bewildered when they are told that we cannot race on the ice yet. A very simple explanation is given, "It is not thick enough". Basically this is part of the reason, but it is much more complicated than that.

I feel that if the members are going to risk their most valuable, sometimes their only, possession (to say nothing of their life which is considered 2nd to the car) on the ice; they should know how their safety is determined. Contrary to popular belief, it is not a mystical guess influenced by close inebriation or desire to compete. The guide to follow was supplied to me by the Alaska Air Command. They researched the information so that they had guidelines to follow when establishing Air Fields on ice. The size of the effected area is determined by the thickness of the ice .10 inches of ice+area affected is 90ft. radius circle .15 inches of ice+area affected is 120ft. radius circle 20 inches of ice+area affected is 150ft. radius circle. The weight that will be in the described circle is the weight that has to be considered.

The strength of the ice is greatly effected by the average air temperature which is the average of the highest and lowest temperature of a day. As the ice gets colder it

becomes more rigid. My figures are based on a minimum weight on the ice of 65,000 lbs. This will allow for 25 cars and 50 people, using this figure;  
Average air temperature 14.22° 31°  
Required thickness 18 20 23.5  
(minimum)

Other factors that are taken into consideration I shall mention briefly because a book can be easily written on the available information.

The thickness and deterioration of ice can be determined by the average temperature, snow covering, etc.

The load on the ice is not one car but all of the cars and the center of the load is where a crack will appear first. The ice will fail in a circle around the center of the load and will sag. Even after the ice begins to sag noticeable there is plenty of time to get off the ice. Thick ice will not puncture through but will slowly sink with the load. When the ice first cracks there is no reason for alarm. The bearing capacity of the ice is considerable more than the weight that cracks the ice. The ice is supported by the water.

In short there is no chance that someone will disappear through the ice. Even if the cars broke through, the drivers would have time to get out and walk safely to the shore.

In the mid of winter, Sand Lake would probably hold the whole city of Anchorage so let's try to get them out to the races.

Ben Staples

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*Oh, TANNENBAUM!*

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CLASSIFIED ADS

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WELDING--FABRICATION--ROLL BARS  
--TOW BARS--  
FRAME REPAIR--CALL DUANE AFTER 5  
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Hard to find foreign car parts.  
All accessories & anything else  
you can think of---fast service--  
discount prices.

Competition Equipment Co.  
See the Link's.

---

TOTEM EQUIPMENT & SUPPLY  
2536 Commercial Drive

Offers a discount to card carrying  
members of ASCC.

---

Don't forget at Sear's members  
receive a discount on catalog  
sales of \$100.00 or more. This is  
on automotive parts only.

---

Cartridge City has offered a 10%  
discount to members also.

---

Wire-haired terrior about to  
be impregnated.  
Place your order now,  
call Rich at 277-0997

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Don't forget the big bash at the  
Bowden's house on New year's eve.  
BGB

In case you don't know that means  
Bring Good Booze.

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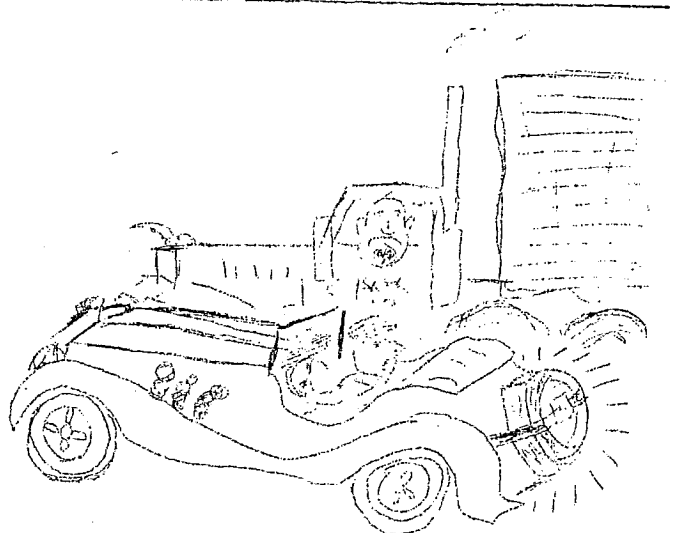
NEWS FROM TURNAGAIN SPEEDWAY.

Well, members of the sports car and  
dune buggy club, the Arcoda racing  
association has announced that they  
would like to spread out and get  
together with the ASCC and the  
Anchorage Cycle Club and have a  
full day of racing for the racing  
fans of Alaska. They found out  
that the only way a racing club  
will make any benefit what makes  
it worse to go out and race every  
Sunday they should mix up the  
action so the spectators will have  
a full day of racing with different  
kind of cars and action and they  
found out that the people of Alaska  
stay there and watch the racing.  
And now fellow members I think it  
is time that each driver of the  
sports car club members think  
about a place to race next summer.  
We could also make some money for  
the club, plus it might bring back  
some of the old spirit the club  
used to have and shmehow is dis-  
appearing..

The club could join Arcoda and then  
split the gate money. It sure would  
help the club financially.  
Well fellow members I think this  
is something to think about in the  
cold winter month while we go  
ice racing.

Horst Haunold

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Hey.....izzat them new BELTED tires?

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Business Meeting - 30 November 1969

The meeting was called to order at 7:55 P.M. by President Ron Cooper.

Minutes of the previous business meeting were read and approved.

Skip Walls reported that our current assets total \$ 524.00 with approximately \$ 75.00 in outstanding bills.

Ron introduced guests.

Old Business

Ron informed the club that Roger White contacted him and made the first of his monthly payments of \$ 75.00 to cancel the debt he owes to the club. Duane Hallback moved that a notarized promissory note be obtained from Roger. The motion was seconded by Willie Cross and was carried.

Big Lake raffle tickets are to be turned in by December 14.

Coming events: The dry-track banquet will be held on December 6 at the Sheffield House.

If the track is ready, drivers school will be held at Sand Lake on Saturday, December 6 and the first races will be held on December 7. Otherwise the first race will be held at Big Lake on December 21. Ben announced that the Lions Club will provide crowd and gate control at all Sand Lake races. In return, they will receive 50% of the daily donations.

Ed Gregory stated that it was sometimes difficult to distinguish the chief flagman during races. He said that a checkered jacket is available for approximately \$5 and suggested the purchase of such a jacket for the chief flagman. Barbara Bowden suggested that fluorescent vests be worn by all race officials. Ben will look into this matter.

Track Maintenance - Ron stated that Dave Peterson will plow our track if we purchase a plow. The plow will cost approximately \$ 500; there will be an additional cost for mounting. Dave can purchase the plow on account and the club will then make the down payment and successive payments. Rusty Link requested clarity on the ownership of the plow. It was explained that the plow would be Dave's in return for his work on the track. Although this means that we will have no plow or guarantee of maintenance next year, Ron stated that the cost of any other arrangement available would be greater. Sid Johnson moved that we proceed with purchase of the plow for Dave; Ed Gregory seconded. The motion was carried.

Metal car badges - a letter has been sent to the badge manufacturer requesting a sketch of the proposed badge.

New Business

Arley Roe reported on the event which he and Dave put on. He also reported that Bonnie Davis had undergone surgery and encouraged club members to donate blood at the Blood Bank of Alaska to be credited to Bonnie's account. It was also suggested that we establish an account for the Alaska Sports Car Club.

Ron announced that the club had been contacted with regard to the use of our raffle permit by a local business. He has contacted the state and was told that we are not authorized to do this.

Rusty Link announced that the rules printed by the race director cover most of the information required for ice racing, however the conference rule book still applies in those areas not specified.

Dwight announced that there are still many drivers who have not renewed their licenses. This must be done prior to Drivers school and the first race.

Ron read a copy of the release of liability for Mr. Peterson for the use of his property.

Rusty Link stated that a new member is needed for the Competition Rules Committee to replace Brian Hall. This will be done at the next business meeting.

Ron reminded everyone that meetings are supposed to begin at 7:30 but never do. He asked for the members' cooperation in starting meetings on time.

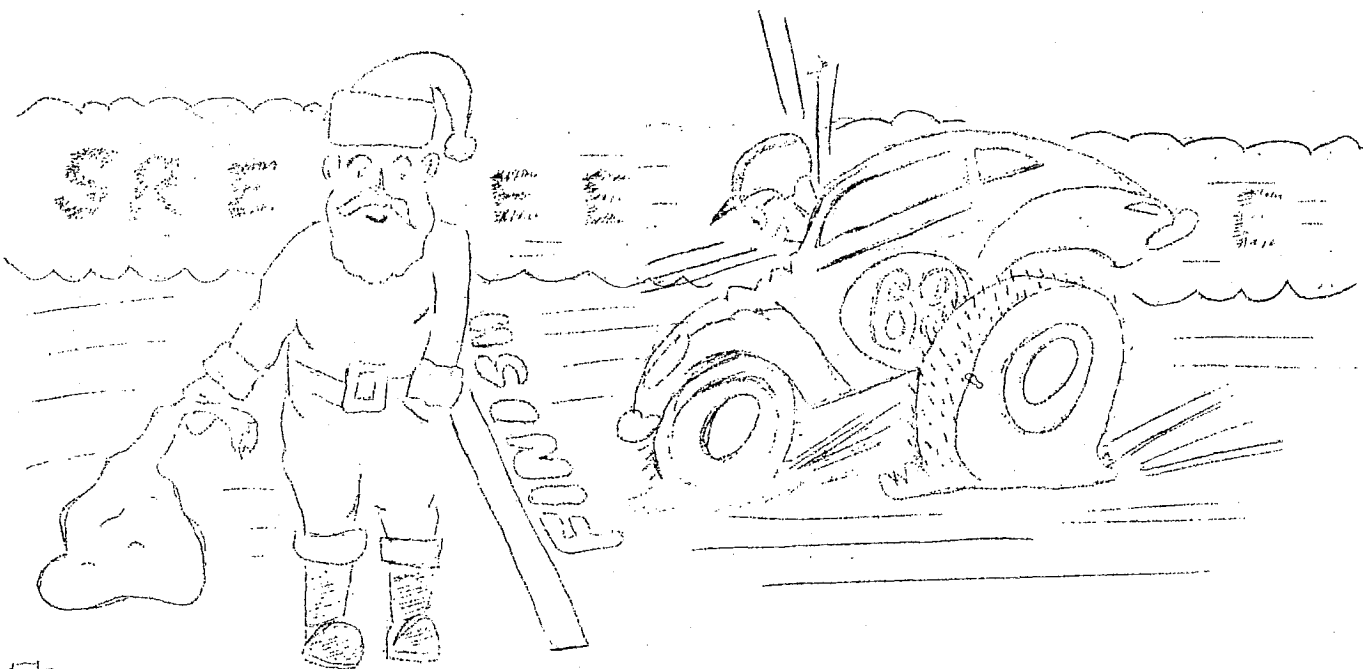
There being no further business, the meeting on motion adjourned at 8:00 P.M.

Respectfully submitted,

*Elsie M. Link*

ELSIE M. LINK, Secretary

FIRST RACE-----oh NUTS!!!!



merry new year  
happy christmas

TILLIE

TILLIE TELLSALL ???

Well friends, due to a quite premature New Year's resolution your old friend Tillie had decided to retire. However, after last Saturday night I not only find my resolution had drown ( it was a bubbly death & i must admit it had a proper wake) but so much to tell that anyone like myself who knowsall, hearsall, seesall,, and tellsall unless she gets drunk and misses all cannot possibly keep silent.

Many of you are probably wondering why the main banquet room of the Sheffield House has been closed for repairs this week at the peak of the party season. ~~Anyone not wishing to be shouted at would do well not to ask Graham about it.~~ I understand there is ~~some~~ problem with the ceiling tile. However, from the joyous event which caused this disaster several requests to that jolly old fat man who with his band of fairies brightens many hearts during the holiday season. And as good old Tillie knowsall she has also managed to steam a few of these envelopes.

DEAR SANTA:

Joyce would like a nine inch (WHAT??) She promises to use it after every meal, watch between meal treats, etc.

Darlene would like a little bottle of happy pills to cheer her up when she has the BIG GLOOMIES so she won't miss all the good parties

Tiny Tim would like a new name. He traded his uke in on a twelve string guitar, cut his hair, and aquired a fabulous voice but the name hampers his new image.

Janett would like lock jaw. It seems her big mouth gets her in entirely too much trouble.

Horst would like revenge but he can't remember on whom.

Elsie would like rugged rubber bumpers.

Dave would like to unpucker.

Bob would like to tell all he knows but csn't afford to leave Alaska.

Reiko would like people to get a new slant on the truth about the Japanese.

Bruce would like to know if when in Rome, do you have to do as the Romans do?

Staples would like a cork aimer.

Dwight would like to know how to stop humming while being provoked.

Rich would like a new Rambler 71.

Roy would like a club to go with his caveman instincts

Cooper would like candy..

Peggy would like people to show more affection to one another.

Eloise would like a sponsor.

Terry passes (could anyone have that much?)

Peterson would like some snow so he can play with his new toy.

Arly Roe would like to know why he always has to go.

Sharon would like a coat of her own.

Judy would like a new door knocker.

The Links would like a new Curator.

Barbara would like a new see-thru dress.

May I leave you with this blessed thought: It is more blessed to give than to recieve" Ron Cooper it seems your club has blessed you well this year if they were a little late in doing so please remember it was done just the same and actually it's the thought that counts which makes you a dirty old man.



AROUND THE TOWN RALLY, November 23, 1969

<u>DRIVER</u>	<u>NAVIGATOR</u>	1	3	4	5	Total
John Batten	Jim Taylor	49	34	25	59	167
Graham Beckett	Reiko Beckett	142	40	65	11	258
Rusty Link	Elsie Link	102	23	79	59	263
*Bettie Evans	Dave Evans	14	85	70	141	310
Al Woodin	Mary McDaniel	98	114	85	61	358
Ron Cooper	Ben Staples	53	60	125	143	381
Mel Logan	Kathy Logan	161	113	70	73	417
Rudy Kreybig	Peggy Kreybig	23	29	95	283	430
Vernon Noland	Lyman Babcock	300	51	15	69	435
Marie Morrison	Paul Smith	82	15	65	300	462
Dwight Bowden	Barbara Bowden	16	300	26	177	519
Kathy Barnett	Lou Barnett	300	102	35	111	548
Duane Hallback	Darlene Hallback	76	500	48	185	809
Bob Daniel	Sharon Daniel	120	300	300	116	836
Lee Hockman	Art Stone	500	36	105	300	941
Roy Maddocks	Janett Maddocks	500	299	106	69	974
Rolin Dow	Bernie Peterson	40	500	500		DNF
Anthony Canonica	Josephine Canonica	300				DNF

\* Best Novice

Checkpoint two was eliminated from the scoring

CHAMPIONSHIP STANDINGS

Rally	1	2	3	4	5	Total
Rusty & Elsie Link	100	100	0	100	88.2	300
Reiko Beckett	90	54.5	100	-	94.1	284.1
Graham Beckett	90	54.5	-	100	94.1	284.1
Kathy Logan	85	100	0	42.9	64.7	249.7
Mel Logan	85	100	-	42.9	64.7	249.7
Janett Maddocks	75	72.7	100	57.1	11.8	247.7
Rich Gawrys	100	45.5	0	0	100	245.5
Joyce Gawrys	100	45.5	-	0	100	245.5
Dwight Bowden	-	90.9	0	100	41.2	232.1
Ron Cooper/Ben Staples	50	81.8	0	78.6	70.6	231.0
Sharon Daniel	75	-	75	-	23.5	173.5
Barbara Bowden	-	0	0	75	41.2	116.2

There were ten additional entrants in the championship who did not qualify for final standings. Total score is based on best three.

# rallye notes

Do you know what a road rally is? The Sports Car Club of America (SCCA) says: "It's a drive in the country to grandmother's house -- only you don't know how to get there, and you have to arrive exactly on time." In other words, a driver and a helper try to get from one place to another by following written instructions. They are told where to go and how fast to go, every step of the way. Does it sound easy? Well, it's not.

Last summer, I watched the Berkshire National Rally in Brattleboro, Vermont. There were 68 drivers from 25 states and two groups of cars. Class A cars had fancy computers to help the driver and his helper figure out their instructions. Class B cars had no extra equipment, and the driver's helper did the figuring himself. This is called driving by the "seat of the pants."

There were 48 cars in Class A and 20 in Class B. The rally route covered 410 miles - 260 on Saturday and 150 on Sunday. Only the SCCA officials knew the route before the rally started. The drivers got their instructions just before they set out each morning.

I wasn't in the rally. But a Ford man and I tried to follow the instructions from one checkpoint to the next. The hard part was driving at an exact speed for an exact distance while following road signs and landmarks. After learning our penalty points at a few checkpoints, we knew we would never be a threat to the other rallyists. But we had fun.

I almost felt like making up lost time by going over the speed limit. But I knew better. Road rallies are run with the cooperation of police. They watch the rally. If a driver gets a ticket for any moving violation, he is out of the rally.

By late Sunday afternoon, the 1969 Berkshire National Rally was over. The over-all winners in both classes were Ford Mustangs. The Class A award went to Francois Didot and Moishe Mark from West Chester, Pennsylvania. Class B honors went to Jack Chidester of Uniontown,

Pennsylvania, and Bruce Gezon of West Chester. Chidester and Gezon were the 1968 national rally champions, too. It was a sweep for Mustang and Pennsylvania.

Rallying is becoming popular all over the country. If you want some information about it, write to: Mr. Ed Crockett, Rally Assistance Program, Ford Rally Team, P.O. Box 446 Medford, New Jersey 08055.

-Marshall Spiegel  
Automotive Editor

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## UP ON NO WHEELS

UP ON NO WHEELS (an odyssey taken from two outings of a local group of ATV owners)

Sunday morning. God its late--get up!. Something special today, what is it? Better get up. Almost noon. Oh no! They're leaving at noon. Wonder where they'll go. Maybe the gravel pits, or over Indian Pass. The sand flats at Portage? Or how about to the top of the chair lift at Alyeska? Well up and at 'em.

Hope they havn't left yet--nope. . there they are. Now isn't that colorful! Eight metalflake tubs glistening in the sun. Where'er my sunglasses/

"Everone is ready. Volks motors gun to life. Porshe motors gun. Corvair motors gun. Alot of noisy gunning. . . , ROOM-BAH ROOM-BAH We are asked to join Yester Field, his wife Wiley and their baby. This is like four adults and a baby together with picnic lunches in a buggy. The chrome roll bar makes a nice railing for us backseaters to hang on to. We try to forget that the presence of this railing implies that the tubs do turn over and need roll bars. (This was later disproven in a contest to see who could turn his buggy over first. There were no winners and the game had to be called on account of darkness.)

CONTINUED

The serentine begins and is it exciting! Down Spenard Road like a Formula Vee Race--but with kids and babes in arms. No need for a Police Escort--people just pull their cars off the off the road and stare. Out in front Taddy Bat's wife, Lene, leads the way followed by Gold, Blue, Red, Green, Feusha, Orange and Black. Over past Spenard builders Lene turns right where the road turns left and . . . Wa Whoosh! Down the side of a cliff she goes. Well, almost a cliff.

Now the rest of us don't know that Lene has made a mistake so. . . Wa Whoosh Wa Whoosh one after another down that drop off. You've all read articles by those Buggyists down there in "The World" but either those guys can't write or stateside Buggyists are soft. Friends, we're plummeting Straight Down--like a roller coaster. Fantastic! And before the day is over this hill will seem like child's play. In fact we might turn around and motor back up it just for spite.

At the bottom we encounter typical Alaskan Bog and we're sure its all over. But the engines power up emitting throaty, snorty sounds. The docile street machines, are now prehistoric monsters rooting in the mire. Angrily slewing forth and back grunting and throwing up rooster tails of mud. The huge Terra Tires grabbing; belly pans scraping, sucking; the exhaust stingers hissing with steam and the bug eyes and glittering bodies become spotted, yet these animals seem more alive the worse it gets.

Firm footing at last we speed up. An obstacle appears. A small stream must be crossed. Hey! We're not slowing down. no obstacles, even us new to the sport are sensing the power, the power, the freedom of all terrain vehicles. Next down a bulldozer trail and suddenly a chain link fence blocks the trail. "NO TRESPASSING" Shoulders shrug and we take to the woods around the fence. The path gets better and speeds are over 50. The babies. . . Why aren't the babies crying? Are they too scared to cry? No the babies are asleep!

By and by after miles of rockless racing on an as yet unopened road we take to the brush except for the green one driver by Garreth Ley. In the dust he misses the turn and motors on alone--

until the dust disappears. We come to a large hill studded with trees and a survey trail going straight up it. Guess we'll turn around. Huh? Lene is handing off the kids to someone. She'll attempt alone. And she's up it. Over a hundred feet raise in elevation. This with a volkwagen automatic, yet. Some of the other take more than one try but one by one the group at the top grows until we are full-force. Down the other side and up a trail and then stop. A man-made dirtpile has been situated so as to completely block the way. There's no getting around this one. We get out and look over the situation. Our female guide thinks it can be done so again riding alone she winds up and lets fly. Somehow she is able to get the buggy around and over. Next to try is Vester and now just getting through is not the challenge. Vester Field guns up to the highest peak and at the top his front wheels continue out into space. And then the back wheels too. Look! You can see blue sky under that baby! Wa WHOOSH! What a landing. Each buggy now in turn. Taddy gets under way just in time and a second later Garreth lands where he had been. This is a close one and exemplifies the reasoning behind not allowing passengers when the going is at its harest.

A leisurley lunch was partook by the hungry adventurers followed by agmes similar to gimmick rallies ending with "who can get to Sand Lake Gravel Pit first". Incidentally, on the way to Sand Lake we passengers got a chance to look at our fancy sports clothes and had a good laugh at ourselves for wearing such things. After a dune buggy outing cloth must be returned to the manufacturer for reconditioning.

We're at Sand Lake gravel pit now and as the other buggies arrive I'm with Vester with our dune buggy perched on the brink of of sixty-to-eighty foot drop off. Taddy tete pulls alongside and then Garreth and the others. My date is being cheuffered by Taddy Bat who is showing off and just trying to impress her in general. Well, he comes along and just drives over the edge and we all enjoy the terrified screams of the

CONTINUED (ONE MORE TIME))

charming blonde who is now free-falling through space. To make sure that she has a complete nervous break-down, at the bottom he keeps a heavy right foot and uses the differential brakes to "tractor" the rig around and tries to climb back up! Off course it doesn't make it all the way and about 2/3 of the way he turns the wheel to the right and the buggy, all traction gone in the loose gravel, slews sideways down the hill. Imagine deliberately going sideways on a near-vertical slope! Do they mention that in the magazines? It's impossible to adequately describe some of the things we did to those machines. They have a Super Low Center of Gravity and very little weight and are reliable mechanically--but then the magazines told you all that.

Maybe those journalists can write. Maybe they're just too tired when they get home. Or maybe they fear a credibility gap. You, for instance. Maybe you don't believe that all this happened within a few miles of Anchorage, Alaska. After all "Alaska isn't dune buggy country".

Skip Wells

All the way to Alyeska my date is cooing about much fun it is to be terrified and how she's got to make a down payment of a used Duney out of next week's paycheck. At Alyeska the snow is down to within a hundred feet of the top of the chair lift. Upon obtaining permission we climb the bulldozer trails to the top of the ski slope and find to our amazement that the side of this mountain is all water. Like maybe its a glacier with a handfull of peat and rock tossed over it. We only got stuck twice and only two buggies made the final assault which took several hours.

Not too far distant from Alaska's renowned ski resort is the area known maps as Portage. Portage is near the end of the Turnagain Arm and here are acres of tide flats. It was on these tide flats or sand flats that the Australian Pursuit Race was held. Everyone went off course so once again there were no finishers. The sand flats are like Jello in spots. You can see the ground quiver all around and, brother, you don't back off the gas 'til your on firmer ground. Taddy Bat found his little heart going thumpity-bang; thumpity-bang when he went sideways and up on two wheels for about fifteen feet. Jumping (or "up on no wheels") was good too but we decided to cool it when we almost landed on Vester after a leap in the air from the bottom of a creek bed. Vester had been laying on the ground by his buggy fixing the skiid pan. You shoulda seen his eyes!

That's a recap of all the action except for hosing off the mud and stuff.