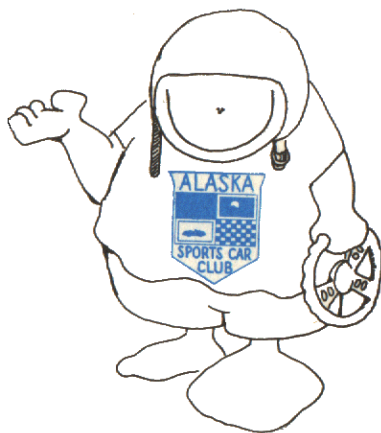


3rd Annual NORTH AMERICAN ICE RACING CHAMPIONSHIP



—Photo by Ron Sandman

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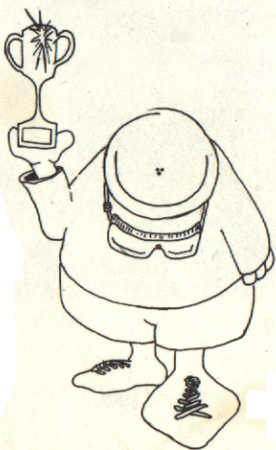
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ABOUT THE COVER

Len Sutton, noted Indianapolis driver passes Gary Feught as he comes on to the front straight. Len, driving a Porsche 912 furnished him by Tom Brink's Nu Kar Sales, was a guest of the Club last year and also in 1968. Len won the Championship in 1968 only to lose his title of North American Ice Racing Champion to Chuck Higgins last year.

HISTORY OF ALASKA SPORTS CAR CLUB

The Alaska Sports Car Club was formed by five people in the spring of 1958. From this small beginning the club has grown to over sixty-five members. This club is best known for its participation in ice racing. Ice racing is one of our main spectator attractions.

Our summer months are taken up by autocrosses (similar to slaloms) at the Orah Dee Clark Jr. High School parking lot, and rallies throughout the area.

Anyone interested in joining our club should come to one of our weekly meetings, Sunday evenings at 7:30 p.m. at the Sheffield House in the Travelodge, Third & Barrow.



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WELCOME TO THE 1970 NORTH AMERICAN ICE RACING CHAMPIONSHIP

This is the 3rd year that the Alaska Sports Car Club has held the North American Ice Racing Championship here at Sand Lake.

Last year we invited Len Sutton, noted Indianapolis 500 driver, to race with us again during our Championship event, as he had done in 1968. Len won the 1968 North American Ice Racing Championship and returned last year only to be beaten by Club Member Chuck Higgins, driving a Ford Powered Austin Healy.

This year the Anchorage Daily News North American Ice Racing Championship will feature another well known racing figure, Pedro Rodriguez, who, February 1, won the 24-hour Daytona Continental endurance race, will be in Anchorage to compete in the three-day event. Pedro is scheduled to drive a Porsche 914/6 furnished him by Tom Brink's Nu-Kar Sales.



Start of the 1969 North American Ice Racing Championship

COMPETITIVE RACING . . . ON ICE?

By BEN STAPLES

Competition is a natural instinct of man. This is "the" rule of the Alaska Sports Car Club as is witnessed every year when the winter racing season begins.

This year it all started December 21, with the first race as soon as the ice would allow. Spectators observed a multitude of cars, skidding together at break-neck speeds across the lake.

Auto racing on solid ground is an exciting, highly competitive sport. Add unseen traction on a closed course on a frozen lake, mix in many turns and high speeds and the result would be considered barely controlled mayhem by all but the participants. These experienced drivers are as at home behind the wheel on ice, under these adverse conditions, as anyone else would be in their favorite rocking chair and they have as much control over the car as anyone would have on the rocker.

The feeling of competition does not blind the Club to the safety hazards and organization necessary to have the races. Stringent safety requirements are adhered to by everyone.

If any of you readers are interested in becoming a driver, participant or spectator, come out to Sand Lake on Sunday afternoon.



George Badger attempts to free his Fiat from a snowbank. Club rules state that if a car gets stuck in a snowbank the driver must free it himself or be disqualified.

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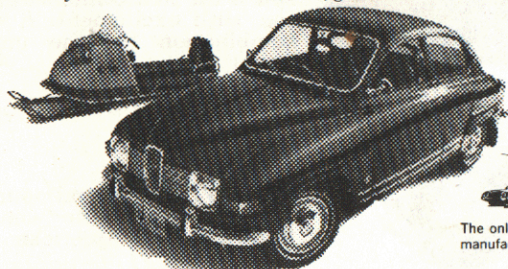
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FRIDAY

- 9:30-10:45 Late Registration, Tech Inspection and Practice
10:45-11:45 Time Trials
12:00 Novice and Powder Puff Race—10 laps
12:30 B Main Championship Points Race—20 laps
1:15 A Main Championship Points Race—20 laps
2:00 B Main Championship Race—20 laps
2:45 A Main Championship Race—20 laps

SATURDAY

- 9:30-11:45 Open Practice
12:00 Novice and Powder Puff Race—10 laps
12:30 B Main Championship Points Race—20 laps
1:15 A Main Championship Points Race—20 laps
2:00 B Main Championship Race—20 laps
2:45 A Main Championship Race—20 laps

SUNDAY

- 9:30-11:45 Open Practice
12:00 Novice and Powder Puff Race—10 laps
12:30 B Main Championship Points Race—20 laps
1:15 A Main Championship Points Race—20 laps
2:00 B Dr. Margetts Memorial Race—20 laps
(non-championship)
2:45 A Dr. Margetts Memorial Race—20 laps
(non-championship)

CLASSIFICATIONS

The small Roman Numerals painted on each car denote class. There are two divisions of classes. Cars with engines over driving wheels fall into Classes I, II, III; cars with engines not over driving wheels fall into Classes IV, V, and VI.

Class I cars have engines with 1300 cc or less.

Class II—1301cc to 3000cc

Class III—3001cc and over

Class IV—1300cc or less

Class V—1301cc to 3000cc

Class VI—3001cc and over



Rudy Kreybig takes the checkered flag to win the 2-hour endurance race at last year's Willow Winter Carnival.

1969 North American Ice Racing Champion

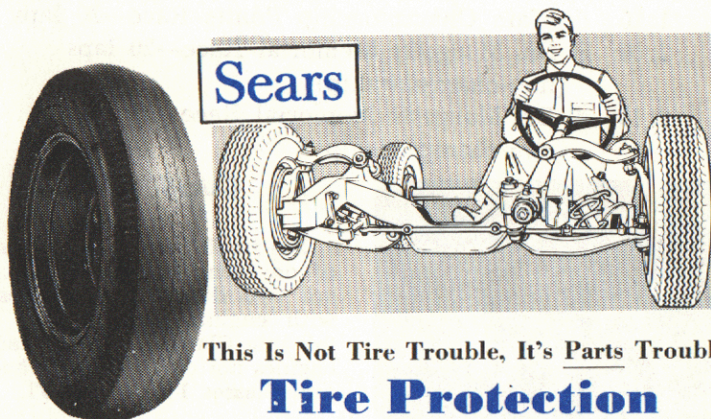


Chief Flagman Brian Hall gives Chuck the checkered flag.

Chuck Higgins, in his first year of ice racing with the Alaska Sports Car Club, tallied up an impressive record to become the 1969 North American Ice Racing Champion. Chuck won every race he entered during the three day event, driving a Ford powered Austin Healey with an automatic transmission.

Chuck is owner and operator of Northwest Auto Parts, and has raced stock cars in the Anchorage area for many years.

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Bob Daniels — No. 58

Bob raced his MGA with us last winter and took a second place in F production in the Autocross Championship. This year Bob still has the MGA, but a Chevy II engine has replaced the old MGA engine. Bob runs in Class V.



Jeff Tucker (No. 6) and Dave Peterson (No. 31) drift sideways into turn one. Jeff and Dave, usually battling for position in Class VI are battling this year in Class I.



Jeff Tucker — No. 6

Jeff has been very successful in past years driving a Class VI Ford powered MGB. This year Jeff will try his luck in a Class I Volkswagen.

Barbara Bowden — No. 124

Driving a Sunbeam Tiger, Barbara is really showing the stuff she's made of! She's a powder-puffer and also a senior driver right along with the rest of the guys. She and her husband, Dwight, comprise a true racing family.

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Ed Gregory leads the field through turn 1 in the first race of the season held at Sand Lake.



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We wish to thank the following people, without whose help our races would not be possible.

Dave Cechowski, Chief Race Steward; Ben Staples, Race Marshall; John Batton, Chief Flagman; Elsie Link, Chief Timer and Scorer; Sharon Daniels, Judy Sadjak, Joyce Gawrys, Assistant Timers & Scorers; Horst Hunnold, Tech Inspector; Don Williams, Flagman; Bob Daniels, Trophy Chairman; Al Laney, Publicity Director; Ron Sandman, Photographer and Program Chairman; Dwight Bowden, Driving Instructor and License Director.



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Why VW?

The Alaska Sports Car Club and several of its veteran drivers have organized the formula VW class for the 69-70 Ice Racing Season.

Aside from being a popular car, the VW was thought of as an inexpensive form of wheel to wheel racing, especially since it is restricted to no more than 40 HP (models prior to 1965 only).

The class has been safely organized the same as other ice racing categories. Inspections are on a regular basis, prior to each race. The requirements for equipping a VW for competition are simple: roll bar, 3-inch seat belts and a fire extinguisher.

Any VW meeting the standards listed above is a potential winner, see you on the track!



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Driver: Ed Gregory.

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DAYTONA WINNER TO ENTER NORTH AMERICAN ICE RACING CHAMPIONSHIP

Pedro Rodriguez, who Sunday, Feb. 1, crossed the finish line in a 5 liter Porsche for a record breaking win in the 24-hour Daytona Continental, will be in Anchorage to compete in the 3rd Annual Anchorage Daily News sponsored North American Ice Racing Championship.

Rodriguez is scheduled to drive a Porsche 914/6 (a mid-engine model) courtesy of Tom Brink's Nu-Kar Sales

Rodriguez may have some difficulties changing from Florida's moist heat to our sub-arctic chill, but there can be no doubt about his driving ability. With a "Flying Finn" as a co-driver, Rodriguez whipped a sturdy German Porsche 917 to a record-setting victory in the Daytona endurance race.

They won by an amazing 45 laps or 171 miles, a margin that resoundingly squelched Ferarri's return to sports car racing.

Rodriguez and rookie Leo Kinnunen of Finland drove their winning sky-blue Porsche through everyone else's troubles. They moved to the front of the 65-car field three hours after the start and stayed there the rest of the way.

They covered 2,755 miles at an average speed of 114.817 miles an hour.

The old record, set in 1966 by Lloyd Ruby and Ken Miles in a more powerful 7-liter Ford Mark II, was 2,580 miles at an average speed of 107.388 m.p.h.



Porsche 914

WILLIE CROSS WINS CLASS I



Willie Cross, a five-year veteran of the Club won his second North American Ice Racing Championship for Class I, driving an Austin-Cooper.

In the 1966 Fur Rendezvous Championship races Willie took top honors in Class V; in the 1967 Fur Rendezvous Race he took Class I.

This year Willie will be driving a Volkswagen (No. 29) instead of his Mini.

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Chuck Higgins (No. 55), 1969 North American Ice Racing Champion, "sets up" for turn one during one of last year's races. He is closely followed by Dwight Bowden (No. 24) in his Sunbeam Tiger.

NO. 77 WINS CLASS II

Rod Harrison, driving a 1956 Porsche took the Class II Championship last year.



Rod, a consistent winner, built the first Formula Vee in Alaska and won the 1968 and 1969 Dry Track Championships in that class. Last year Rod concentrated on his Porsche and came up with the winning combination—a 1956 Porsche with a six cylinder 911 engine.

Rod has “semi-retired” his Porsche and moved his Number 77 to a Class I Volkswagen.

Good Luck to All Drivers in the '70 Fur Rendezvous Ice Races!

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STAPLES TAKES CLASS IV



Ben Staples driving an MG Midget and Ivan Harrison in a Triumph Spitfire battled it out for the Class IV Championship throughout the 1969 North American. Ben, despite the many mechanical difficulties he encountered, finally won.

Ben is currently Vice President and Activities Director of the Club and will be driving a Volkswagen (No. 50) in this year's Championship.



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Dave Peterson — No. 31

Dave may be seen this year with his number on any one of three cars—a Volkswagen or a Mini or his old standby—a Chevy powered Austin-Healy. Dave was plagued with mechanical trouble last year, but he's back this year in full form and will be one of the "men to beat."

What the Flags Mean

Green Flag

Denotes that the course is clear and is used by the starter to start the races. This flag is used only at the Start-Finish Line.

Yellow Flag

Caution Flag. Held motionless, it means danger—take care and advises the driver to remain within his limits because an accident has occurred ahead. Waved, it denotes great danger—be prepared to stop. This flag is used when a car is spinning temporarily out of control or when the track or line through the corner is partially or completely obstructed. Passing is not permitted under the waved yellow flag.

Red Flag

Denotes complete and immediate stop and is used only on very rare occasions, in races where a great danger exists and the race must be stopped.

Blue Flag

Advises a driver that another competitor is following very closely (flag motionless) or denotes that another competitor is trying to overtake (flag waving). Driver is to make room.

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Red and Yellow Striped Flag

(Oil Flag)

Motionless—Denotes oil on circuit, take care!

Waved—Denotes a dangerous amount of oil has been spilled on the line through the section.

White Flag

Notifies driver that there is one more lap before the end of the race.

Black Flag

Only displayed at Start-Finish Line. Instructs driver to complete one lap at reduced speed and return to his pit. This is given for a driving infraction only. If shown furled it is a warning to driver for dangerous or unsportsmanlike driving.

Green Flag and White Flag Crossed

Notifies driver that race is at halfway mark.

Checkered Flag

Marks end of race.

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Bob Dow — No. 99

Bob, sponsored by Crescent Body Shop and Neels Auto Repair is currently driving a Stingray and doing a good job "horsing" it around a track with some really tight corners.



Rich Gawrys — No. 22
Joyce Gawrys — No. 122

Last year Rich raced Jeff Tucker's MGB - Ford and a 4-wheel drive Jeep with a fiberglass body and a 283 Chevy engine. This year he and his wife Joyce will be driving a Class I Karmann Ghia. This is Joyce's first year of ice racing.



Roy Maddocks — No. 5

Roy has been racing with us for several years in his MG 1100. This car, plagued with mechanical trouble at the start of the season, has always been a strong competitor and we look to see some good racing between Roy and other Class I cars.



Wally Hopkins — No. 42

This is Wally's second year of ice racing with the Club. Wally, who is also a member of the 4-Wheel Drive Club, made a good showing last year as a rookie in his Porsche 912, and is showing signs of becoming one of the front runners this year.



LEMANS START—2 hour endurance race at Willow



Rusty & Elsie Link — No. 20

Both are driving the Mini in this their second year of competition with the club. They have been affiliated with numerous sports car clubs across the country. Rusty's sponsor is Phillips 66.



Bob Borden — No. 52

His car is a Class I Volkswagen. Bob's chances for finishing high in his class are good. He's his own sponsor since he owns Bob's Beetle Shop. Bob has been an active member for seven years.

MGB - GT WINS CLASS V



Ron Cooper, club president and active racing enthusiast, drove his 1968 MGB-GT to a Class V win in the 1969 North American Ice Racing Championship.

Ron, who until this year has been partial to MG's has purchased a Class I Volkswagen and if the first race at Sand Lake was any indication (Ron beat all the other VW's) will be one of the drivers to watch in this year's competition. When he isn't driving his No. 16 Volkswagen, Ron will be driving a new Renault R10 sponsored by Lou's Auto Sales.



Ben Staples — No. 50

Judy Sajdak — No. 150

Ben and Judy are sharing the same car this year. Ben, last year's Class IV champion is racing in Class I, and Judy is doing remarkably well in her first year of ice racing in Powder Puff.



Dave Cechowski — No. 9

Dave, an ardent racing enthusiast, has come out of retirement this year and will be driving a Class I Volkswagen. In past years Dave drove a Class V Austin Healy 3000.

RENEE CROSS WINS POWDER PUFF



Renee accepts the checkered flag from Chief Flagman Brian Hall.

Renee Cross, emphatically stating at the beginning of the year "I'm not racing this year!" went on to win the Powder Puff division of the North American Ice Racing Championship, driving her husband's No. 29 Austin-Cooper.

Renee and Barbara Bowden, also driving an Austin Cooper, were fierce competitors throughout the three day event, with Renee finally taking top honors.

Skip Wells — No. 66

This is Skip's second year on the ice. Last year Skip drove a Class V TR-3. This year he is driving a V-8 powered Corvair.

Ivan Harrison — No. 7

Competitively driving sports cars for thirteen years, Ivan has been honored several times for his rare abilities. Two of those honors were for "Driver of the Year."

Dwight Bowden — No. 24

Dwight won the 1968 championship in Class V driving a Sunbeam Alpine. Dwight's a constant threat to all competitors, and his Sunbeam Tiger is expected to be a top runner this year.



Horst Hunnold — No. 21

Competing on ice for his third year, Horst chooses to drive a Volkswagen—being the head mechanic of Bob's Beetle shop probably has something to do with it.

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