



**1974 NORTH
AMERICAN
CHAMPIONSHIP
ICE RACES**

Satch
always
goes
sideways
when there's
a cameraman
around. . .



Jeanne
Maddocks
moves over
for Jim Borden.

The tooth
fairy goes
wide as
McLaughlin
comes
through.



COVER: Out of the early sun and a cloud of snow comes another speed-crazed ice racer (yes, that's ice, not mud! You never heard of black ice?!). Photo by Mark A. Johnson, who also did most of the others used in this booklet. And while we're tossing out credit, special thanks are due to Mike Kerr, who peddled most of the ads who made the whole thing possible (if improbable).

SERIES 7!

Sports car racing has been around ever since there were two sports car to race and a place to race them. In Alaska, of course, finding a place can be a problem!

It didn't take long for the would-be racers to realize that while asphalt roadracing courses were few and far between in the 49th state, ice was plentiful. Admittedly, ice offers less traction than asphalt---but that's where Alaskan ingenuity comes in. From racing with bare tires on the icy streets of downtown Anchorage to using recaps made with crushed walnut shells to the current use of sharp-pointed racing studs, the Alaska Sports Car Club racers have steadily refined their techniques and equipment.

It has long been the custom of the ASCC to bring up a prominent outside driver to share the thrill of the North American Ice Racing Championships; former guests have included national champion Len Sutton, international driving ace Pedro Rodriguez, Swede Savage, celebrity driver Dick Seothers, and even a Bavarian prince!

This year, for the seventh running of the North American, the ASCC has brought Judy Smith, probably the finest woman driver in the country, for the Fur Rendezvous series. We hope you enjoy watching them and she enjoys racing in them as much as we enjoy putting them on!



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Saves**



"Look! They're running that big ol' Corvette against that puny little Porsche! It just isn't fair!"

If everybody drove the same kind of car, we wouldn't need any classifications. But we get racers with big engines, little engines, engines in front, engines in back, engines in the middle, good traction, lousy traction, and on and on. To even out the racing, the cars are divided into eight classes, indicated by the small Roman numerals on the side of each car; classes I through VII are production cars with certain limitations on how much they may be modified and how many studs are allowed. Class X is the unlimited class, in which design and modifications are limited only by safety requirements, the driver's imagination, and money.

Basically, there are two kinds

CARS & CLASSES

of cars: those with their engines sitting above or near their driving wheels (EO cars) and conventional front-engine, rear-wheel-drive (RD) cars. The handling and traction characteristics of EO and RD cars are so different that they run in separate classes (except for Class I, in which very small EO cars are combined with ancient stock VWs and RD cars of slightly larger engine capacity).

Classes are further broken down by engine size:

CLASS I: 0-1000cc EO cars
0-1300cc RD cars
Certain stock VWs

CLASS II: 1001-1500cc EO

CLASS III: 1501-1900cc EO

CLASS IV: 1901 and larger EO

(Continued on next page)



LEFT: Bill Konte in a Class IV Corvair leads Jim Bennett's Fiat (V), Bill Carlson's Mini (I), and Satch Carlson's SAAB (III) through a corner.

CLASS V: 1301-1700cc RD

CLASS VI: 1701-3000cc RD

CLASS VII: 3001cc and up RD

CLASS X: Unlimited (no stud restrictions, engine restrictions, RD and ED cars and anything else that can't be classified anywhere else).

If all this is beginning to confuse you, don't be alarmed; few drivers can tell you what the class restrictions are, either!

To avoid running eight races a day, the race steward combines the classes into larger groups, trying to keep them all fairly closely matched. For instance, this year Classes I, II, and III will most likely run together, along with

any Class V entries that come out (it's been a slow year for Class V). Classes IV, VI, VII, and X will also run together, unless enough Class X cars appear to justify running them separately. It makes for spectacular racing; this year the Class IV cars seem to be just as fast as the Class X behemoths!



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the old Lady
catches me...

"Henry! Put down those car keys! You're NOT taking my VW to the ice races!"

It's not really too far-fetched; there have been cases of racers purloining mama's car (or at least the engine out of it) the night before a big race. These days, however, Henry is liable to have spent months of late-night preparation even before the lakes began to freeze over. To qualify to run ASOC races, each car must meet certain standards of safety, including a hefty roll bar, three-inch lap belts, and a fire extinguisher. In addition, the driver wears a flame-proof suit and a modern safety helmet.

If he's serious about the sport, a racer may have \$400 in tires and racing studs just for the production classes: Class X (unlimited) cars have been known to run 3000 studs per tire (let's see, 3000 times 15¢ a stud . . .). Any engine modifications run the bills up accordingly.

Of course, a driver can still put a minimum of cash into his sports car, drive it to the track, and compete; but in these days of turbochargers, superstuds, "trick" suspensions, and the like, it

isn't very likely that he'll put the competition to shame!

Still, stranger things have happened. Bob Horschel won Class II---and the Pookie of the Year award--- with a box-stock Porsche 914 in 1971. Tom Duncan spent two seasons beating all Class II comers in a stock SAAB Sonett. Who knows? Maybe this will be the year some poverty-pocket driver will wander in and shoot down the competition without even changing tires!

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Judy Smith is not just a good woman driver---she's a great driver, period. She holds her own in the Baja 1000 and similar gut-busting extravaganzas, where nobody asks if you're male or female, black or white, rich or poor or anything: it all comes down to how well you

THE DRIVERS: JUDY SMITH AND SOME OTHER GUYS

can make a car fly across the desert.

Ms. Smith has proved her abilities with class wins in several major desert races in the past few seasons: she also grabbed a third in class driving solo in the 1972 Baja 1000. If the 110-pound southern Californian can handle the ice as well as she tames the desert, she'll be hard to beat.

Judy will be driving a Class III Porsche 914-4, supplied by Terry's Parts and Supplies and set up by Terry Wolbert. The ex-Horschel Porsche was a consistent winner a few seasons back, but it hasn't been run this year.

Probably the strongest competition in Class III will come from the Sundog Racing SAAB Sonettas of Satch Carlson and Tom Wall and the Porsche-powered VW driven by Jim Borden. Carlson (#23) is the

(Continued on page 10)



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Class III points leader going into the North American, with Borden (#71) nipping at his heels. Wall (#39) broke his Sonett in the first race of the year and has spent all the time since trying to get it back together again.

Other Class III drivers out to catch the First Lady of Off-Road Racing include Charlie "Doc" Connell (#21) in his battered Porsche and Art Burkholder (#3), a first-year driver whose home-built VW Special shows great promise.

Who else is out there? Well, how about a breakdown of drivers by class?

CLASS I:

10 Bill Carlson, a plumber by trade, spent the early part of the season preparing his bright yellow Mini Cooper. It's reliable enough to have lasted through the two-hour Willow endurance race.

67 Gene Sanderson, a new driver this year, bends wrenches for Wells' Alaska Motors when he isn't racing his Fiat 850. The car is fast enough for a Class I win (Bill Floyd won last year's North American with it) and Gene's a consistent driver.

202 Bobby Haddox bought his red Fiat 850 coupe last year and ran well. This year he started late in the season, but he should be ready to run for North American honors.

CLASS II:

66 Skip Wells, owner of Wells' Alaska Motors, has completely dominated Class II this year with his turbocharged Fiat X 1/9, the first one in the state. The mid-engined green car has superb handling as well as ungodly acceleration and must be counted as the Class II favorite this weekend.

166 Joyce Wells has run consistently in her red Fiat 128, and she is currently second in the season-long points race. With new Weber carburetors and some other new goodies, she is a definite threat.

124 Barbara Bowden has had a lot of luck this year---all bad! Her 1300cc Mini Cooper has broken its suspension, lost valve springs, and thrown away its brakes. If it all gets back together this weekend, Barbara should gallop to at least a second place---and maybe topple Wells for first.

Class III hotshoes Jim Borden (71) and Satch Carlson (23): can they catch Judy Smith?





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36 Last year Dennis Stauffer bought an Imp and found it WEAK, even for class I. This year it's running a transplanted VW engine and should be fast in II.

115 Jeanne Maddocks has driven everything from Porsches to Minis to an AMX; this year she has a new white Fiat 128. Very aggressive, she should place highly in Class II.

CLASS IV:

This year Class IV is up for grabs. The cars are so fast that some drivers switch their cars to Class X just by changing tires! Drivers to watch include:

87 Terry Estey drove a turbo-charged VW to Class III honors last year. This year he's been playing musical engines, jumping from III to IV with his fastback VW. As of this writing, he SAYS he'll be a Class IV entry in the North American.

15 Kelly McLaughlin made his ice racing debut this year by blowing everybody's doors off with his VW-powered Fiat. A brief rollover in the Willow endurance race hasn't slowed him, either. Look for Kelly in Class IV---if he doesn't change tires and go after the Class X cars.



McLAUGHLIN: Will he stay in Class IV or jump up to Class X?

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17 Dale Van Meter is another driver who skips around a lot. He started this season driving an open-cockpit car in Class X, but his ears got cold. He has been building a Porsche 912 which may run Class III or IV depending on which engine is handy. Or he may change tires and run Class X.

65 Wayne Mitchell's VW is quite deceptive; under its docile exterior lurks a Corvair engine. Mitchell is a favorite for first or second in Class IV this weekend.

56 Mitchell's partner-in-crime Bill Korte drives the flying tan Corvair. It's turbocharged and quite fast when he can keep it from going sideways---a full-time job.

79 Frank Garfield got a slow start this year, spending his time with appendicitis rather than racing. His black Corvair has carried him through two seasons reliably until Willow, where he broke it about twenty feet from the pits.

16-18 Veteran ASOC ice racer Ron Cooper (16) had a Porsche, and novice Bob Moore (18) had a badnasty VeeDub engine, so it was natural that they teamed up together. Except for rolling the car on the way home from the first tech inspection, they haven't done too badly!

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CLASS V:

35

See Jim Bennett smile! He's smiling because he's driven that Fiat 124 Spider to victory for four straight years now with no major damages or expenses. Since he is the only Class V driver to appear so far this year, he will likely content himself with dicing with the Class I and II cars this weekend.

No Class VI or VII cars have hit the ice yet this year, either. Most of the big car pilots seem to have elected to go to

CLASS X:

42

Wally Hopkins' beautiful purple Porsche actually started out as a lowly 912; a couple years, a 911 engine, much body and paint work and a bunch of tires later, it's a six-cylinder fire breather, highly favored to win Class X. Wally is currently leading in season points for Class X and won the Willow endurance race, first in class and first overall.



24

Dwight Bowden, the grand old man of ASOC ice racing, has been driving Minis and other small cars for years. This year he switched to a wild red Corvette in serious pursuit of Class X honors. Brand new and well prepared, the red car could continue Chevrolet domination of Class X.

00

Sid Johnson, ASOC vice-president and general flunkie, got an early start this year with his immaculate blue Corvette---so he kept a good standing in the season's points race even after he scattered an engine! With any luck, he'll have everything back together by this weekend and we can see the battle of the giants!

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33 Bob Stewart owns S&S Welding and the world's fastest Karmann Ghia. Built by Terry Wolbert a couple seasons back, the red car runs a modified Corvair engine. The downforce wing also acts as an air brake at the end of the straights. The big question remains: can small, light cars beat heavy but powerful cars?



Fast, light VW-powered Fiat---
fast, heavy, Chevrolet
Corvette; who takes Class X?

Now, you are likely to see some drivers we haven't included in this booklet. Every year we have racers who show up only for the North American, after which they disappear into their secret garages to prepare for next year! The ones in here are those who have been visible since the first of the season; if we missed any, it was an accident.



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