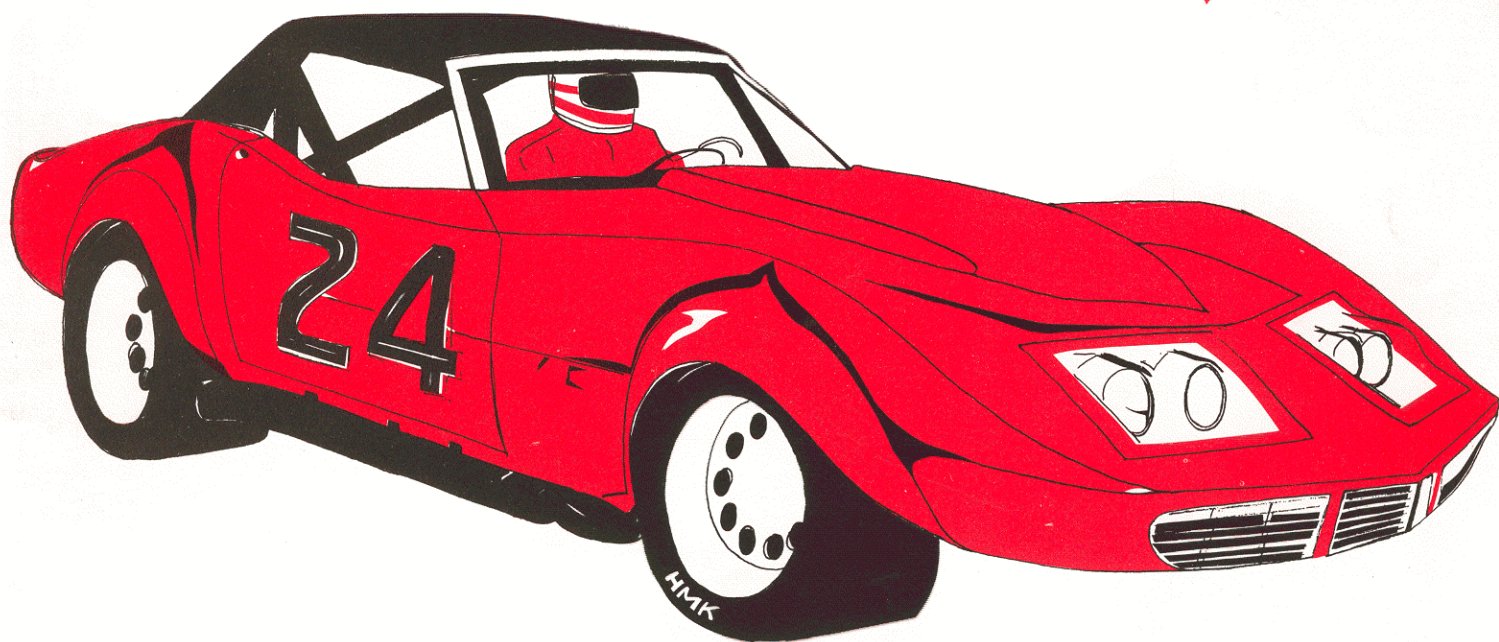


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The Anchorage Roudy Grand Prix is actually a series of races for which points are awarded according to finishing position. The driver who accumulates the largest number of points over the two days is the winner. Sound simple? Well, just to complicate things, each race is composed of cars from different classes. Thus the drivers are not only competing for points within their class but also for finishing points overall within their race. Is that clear?

In the interest of safety, the cars are run in two separate heats, allowing larger engined cars to be classed together and the smaller engined and slower (?) cars together. In some cases you may find a small displacement car, a VW for example, classed with the large cars. This can occur at the request of the driver, who has proven that his car is fast enough and who wishes to play "David and Goliath" and run with the big engined machinery.

Cars are classified according to engine displacement measured in cubic centimeters (cc). Cars with engines of 1600cc displacement or less are classified as Class One, designated by the Roman numeral I adjacent to the car number. Cars with engine displacement from 1601cc to 2000cc are considered Class II. 2001cc to 3000cc are Class III, with the unlimited class or Class X being those cars with engine displacement of 3000cc.

Points are awarded for finishing position; 8 points awarded to the class winner, 6 points for second place, 4 points for third place, 3 points for fourth, 2 points for fifth, and 1 point for all other finishers within the class.

During the two days of racing for the Roudy Grand Prix four races will be held each day. The first race will include cars competing in classes I and II, while the second race will be for cars in classes III and X. The third and fourth races will be the same as races one and two except that the driver's starting position will be determined by his finishing position from his first race of the day. The race format for the second day of the Roudy Grand Prix will be the same as day one; again the starting position will be decided by the finishing position the previous day.



Many thanks to Vic Kepler of Top of The World Foreign Auto Parts for single handedly contacting the following businesses for the race purse to be awarded.

With the support of these businesses, the Rondo Grand Prix has come a long way in three years.

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TERRY WOLBERT

1

CLASS X



If there's ever a major race around, you'll find Terry Wolbert in it, and usually he'll be in some sort of VW. This year the multicolored Superbeetle carries Number One, and it's powered by every possible bit of horsepower that can be squeezed out of a 2180cc engine (last year the car led the race until the engine went away). Terry is sponsored by all the customers of Terry's Parts and Supplies, where he does things to Volkswagens.

MARLO SCHNURSTEIN

3

CLASS II



When Marlo Schnurstein was in the Midwest, he was addicted to British cars, competing in MG's and Austin Healey Sprite's as well as a rare Arnold-Bristol (which he still owns). But these days he's running a Mazda RX-3 with a big Number 3 on the door. He should be good—he's a driving instructor at Fairbanks.

JUDY SMITH

4

CLASS II

It has been 5 years since Judy last came to Alaska to Race with the Alaska Sports Car Club. In 1974, Judy was the guest driver for the North American Ice Racing Championships and was an instant hit with drivers and fans alike.

Judy will be driving a borrowed Sunbeam Imp sponsored by Terry's Parts and Supplies. The Imp is VW powered and should be competitive in Class II.

BOB DOW

8

CLASS X



Anchorage insurance agent Bob Dow has been a Chevy fan ever since the days he ran a black Corvette in local ice races. These days the familiar number 8 can be seen on a black Datsun Z-car—but it's powered by a 350-cubic-inch Chevrolet engine! The black Z, distinguished by its special flared fenders, is sponsored by United Auto Supply, Allied Automotive, and Dow Insurance.



TOM HOPKINS

9

CLASS II

Tom Hopkins is your basic doperwad. He is that horrible-looking guy who looks like half of a Smith-Brothers snuff drop ad (the other half is his brother Walt). Hopkins has been racing for three years, winning the Evil Roy State Award for his driving, which can best be described as Car Abuse. The only modifications to the engine of the number 9 Porsche 356 occurred in 1988, when Tom changed to 30-weight oil. Oh, yeah, he rightened the king pins in 1988. Sometimes he rolls. Sometimes he and the car roll together. Nobody would admit to sponsoring Tom this year.



GARY L. GAGE

11

CLASS III

Gary Gage first got a name for driving fast Corvettes, then switched to a Datsun 240-Z to race Downtown. The silver number 11 car will be running three side-draft Weber carbs and bulging headers. It's been lowered, with sway bars added, in an attempt to catch the Mustang. Gage, a local jeweler, is sponsored by Nana Gage.

MIKE NELSON

12

CLASS X

Mike Nelson will be driving the number 12 SAAB 900, a car built by Tim Weil to waste all the big-car money. It runs a modified Mazda engine (despite Weil's claim that the motor is stock) through a VWWebster gearbox. The car was awesome when racing on the asphalt at Tanabara, but it ran out of brakes; the SAAB people never expected their cars to hit 140 mph. But now it's running Hunt-Arham all around, so the car has some potential advantages in Class X—except that the front-wheel drive cars don't get off the starting line very well. The SAAB (MAAB? SAZDA?) is sponsored by AmalOil and The Drink Shop.



SKIP WINFREE

17

CLASS III

Skip Winfree's turbocharged Porsche 256, with its 1835cc engine, might be classified as either a Class III or Class IV entry. The silver and red Porsche on stock suspension was good enough for first place in the 1978 hot racing season running in Class III. Skip is sponsored by Arctic Self Storage, as well as Norfolk Investments.

MIKE KERR

18

CLASS I



Team 18 is back. A string of second place finishes during the '76 and '77 seasons have made Mike hungry for the first place check.

Driving the VW Karmann Ghia which won Class I in the hands of Bud Whitfield in last year's Randy Grand Prix should prove to be the vehicle that gets Mike into the winner's circle in 1979.

A partner by trade, Mike and crew chief Jeff Grant have honed the ghia to the razor edge needed for success.

HORST HAUNOLD

21

CLASS I



Since Horst Haunold is the general manager of Bob's Beetle Shop, it is natural that he should show up with a Bug, the black Class I car running Number 21. Sponsored by Bob's Beetle and AutoDyl, the car is running a 1500cc engine.

DWIGHT BOWDEN

24

CLASS X



Ah, good ol' number 24! Dwight Bowden does not mess around. A veteran ice racer when most of us were whelps, Bowden is one of the few who recalls the OLD Downeast Races, back in the days before he started winning all the ice racing championships. And you may remember his back-to-back wins in the '77 and '78 Randy Grand Prix in the red Corvette. This year there's a new Corvette, one built for SCCA National racing outside. (In fact, Dwight plans to campaign it on the west coast this autumn.) The engine is a blueprinted 427, and the suspension has had everything legal done to it. Look for the blue Corvette, sponsored by Bowden Co. Realtors, at the front of the pack.

DAVE DITTMAN

25

CLASS I



Whenever anybody takes a poll around these parts, they call on Dave Dittman—who races cars when he isn't asking questions. Sponsored by Alaska Analysis and Northwest Auto Body, Dittman will be driving the number 25 silver Toyota Corolla in Class I.



FRANK REED, JR.

27

CLASS X

See the personalized license plate QUICK? It's on a very special Datsun, Frank Reed Jr.'s Chevy-powered Scarb. (Scarb is a company that specializes in stuffing Chevies into Z-cars). A stockbroker by trade, Reed has been racing for two years, if his driving and the car's braking system—always critical when racing the hills Downtown—can match the car's potential in power and handling, he could be a Class X contender in the number 27 machine. After all, it was driven by guest driver Bob Bondurant last year, and he had no complaints, since he was leading when he married a pro-tank. Reed is sponsored by Dinowale and Stereo Warehouse West.



FRANK CICCONE

28

CLASS I

Frank Ciccone, owner of Precision Automotive & Auto Body, has a unique approach to building a race car. He starts with a heavily damaged vehicle, takes it all apart, pounds it straight, and rebuilds it to exact racing specifications. Frank will be driving the number 28 gold Toyota in Class I; the car has been lowered four and a half inches and runs an enlarged exhaust system with a jetted carburetor.



JIM SLOAN

34

CLASS I

If Jim Sloan can be believed, the number 34 VW Scirocco is running a stock, but blueprinted, engine; however, there were some doubters last year when he ran away and hid from the other entries in Class II (he was also a second-place finisher the year before). Classified this year in Class I, the car is a definite favorite. It's sponsored by Euro Volkswagen, Service Auto Body, Noy Studios, AmuOil, and Anchorage Tack & Welding.



JERRY BRUMBAUGH

35

CLASS II

Jerry Brumbaugh is probably the best MiniCooper builder in the state, but this year he's moving up a notch or two to the green number 35 VW Scirocco, a turbo charged entry in Class II. The car is being sponsored by Bob's Beetle Shop, Alaska Diesel Service, Alaska Statebank, and Valentino's.

BUD WHITFIELD

36

CLASS II

Bud Whitfield, who'll be driving the number 36 Karmann Ghia, owns a speed shop in Colorado. In real life, he races USAC Midget race cars, takes a run at Pike's Peak now and again, and flies up to drive the Rocky Grand Prix. Last year he ran away with the small car heats; this year he's counting on a 1600cc Class II engine, running trick heads of his own design, and several suspension modifications to stay out in front again.

DAVID L. HAWKINS

38

CLASS I



David Hawkins, who competes in Class I with the number 38 VW Bug, took third place in Class II last year. He'd have finished better, no doubt, but he blew the engine in the third race on Sunday morning. Hawkins is sponsored by R.J.'s Homestead Restaurant.

TOM WALL

39

CLASS III



Nobody ever believes Tom Wall, probably because he lies a lot. It gets kind of complicated. Wall will be driving a car built by Butch Lambert, the oddly-colored Karmann Ghia number 39. This car is powered by a Mazda rotary engine, as is the car that Wall built last year. THAT car is being driven by Mike Nelson. Complicated, yes? Wall and Lambert both swear the Mazda engine in the Karmann Ghia is dead stock except for the carburetor. They do admit to Porsche brakes and suspension pieces. The body work was done by Scott and Chris Lambert under duress, with paint by Solar Canine Productions, who added magnets when they ran out of red and orange. The car is sponsored by First National Bank of Ketchikan, the Crank Shop, and AmalOil; the pit crew is Bob Burgess.

SEAN BRADY

41

CLASS I

Sean Brady is the young driver in the number 41 Datsun 510, fighting for position in Class I. A mechanic by trade, Brady was joined in the racing project by Eddie Connelly, Pat Wright, Bob Connelly, and the mechanics at Euro Volkswagen; the car is sponsored by Top Of The World Foreign Auto Parts.

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- 1977 ACA Championship Autocross Top Time of Day
- 1978 3rd Place overall Rondo Grand Prix
- 1978 3rd Place Class X Rondo Grand Prix
- 1978 July 23rd ASOC Championship Autocross Top Time of Day
- 1978 July 23rd ASOC Championship Autocross 1st Place A/Modified
- 1978 June ASOC Championship Autocross 1st Place A/Modified
- 1978 June 30 ACA Championship Autocross 1st Place A/Modified
- 1978 Top Time of Day Season Champion
- 1978 Class A/Modified Season Champion



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If your family needs or wants something with a little extra in its fun program, contact the Alaska Sports Car Club, the Anchorage Corvette Assn., Porsche Club or Chugach Sports Car Club and get involved. We think you will like it. Who knows—you may even learn to survive in downtown Anchorage traffic.

We hope you will join us as a participant or spectator during the year ahead.

Sinc. Regards,

Harvey Prickett
President
Alaska Sports Car Club

Harvey and Marjorie Probst and family would like to give a very special thanks to our friends, helpers and sponsors.

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Charlotte for her support and ASOC participation.

Scott, Chris & Chad for their mechanical abilities and pit crew assistance.

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A very special thanks should be given to:

Bill Carlson, Mally & Ray Hopkins, Fred Peterich, Cheryl Babbe, Tom & Sandy Hopkins, Gary Gage, Dave Dittman, Michele Fritts, Gary Erwood, Doug Miller, Dwight & Barbara Bowden and Larry Turley.

And to:

ASOC members, PCA members, ACA members, CSOC members, and all other helpers, spinners, spectators and enthusiasts who by their actions or participation make the field of auto sports a pleasure for all.



WALLY HOPKINS

42

CLASS

After two unsuccessful tries at winning the Randy Grand Prix, Wally has decided that if money can't buy happiness it certainly can buy fast race cars. His Porsche 928R was prepared by Chuck Stoddard's shop in Cleveland and air freighted to Anchorage for the Randy race.

As the driving force behind the downtown race, Wally is probably the best known of the Anchorage race drivers. His battle over the past two years with his Porsche, Mikey Grape, versus the V8 powered Corvettes will continue this year as he tries to unseat 2-time champion Dwight Bowden.

Wally has been described as the Bill French, the Chris Peak, and the Czar Nicholas II of Anchorage racing. All of the titles are true...and this should be the year that he adds the title of Randy Grand Prix champion to his growing list.

ROSS SCOTT

45

CLASS I

Ross Scott flies in the air and on the ground. A pilot for Sea-Airmotive, he has been racing his Fiat Abarth coupe for several years, and runs rallies and autocrosses in his Porsche 911. His mechanic, Ray Gattings has the orange car breathing through dual Weber carbs in an attempt to win Class I. (Scott was second in 1977 and '78). The project is sponsored by Sea Air, Inc. and Alaska Skyraft.



FRED PEISERICH

47

CLASS III

Fred Peiserich, number 47, likes to think of himself as the world's fastest garbage man, and he may be right. He started in the lower classes on the ice, winning Class II in 1976 and '77, then moved up to Class X, where he won in '77 and '78. The Class X VW fastback runs a 2180cc engine complete with Weber carbs and all the other tricks, and it's been lowered 2" with the addition of antiroll bars and S-60 T.A. Ratels.



GENE ERPS

49

CLASS II

Since the limit for Class I is 1600cc, Gene Erps' blue VW beetle will be running in Class II with its 1650cc engine. Gene, a student/welder by trade, is more familiar with open-wheel summer-style racing and autocrosses. He carries number 49.

PAUL PALMER

50

CLASS III



Paul Palmer is piloting the silver and orange VW Ghia, number 50. Powered by a turbocharged 1670cc engine, the car runs Class III and is sponsored by S&S Engineering and Commercial Real Estate.

CARROL PALMER

51

CLASS II



Carol Palmer has been racing for three years, and this year she'll be competing in Class I for possible II, depending on last-minute rule changes in the number 51 VW fastback. Yes, she is married to Paul, who drives number 50. They run in different classes, which is a good way to maintain marital harmony. Carol's car runs a 1670 engine with twin carbs and an extractor exhaust. She is sponsored by Spawnt Builders' Supply and the Investment Center, Inc.

DREUX BOEHMER

53

CLASS X



If there was a hero last year, living or unborn, it had to be Dreux Boehmer. The young driver of the number 53 Porsche 914 astounded everybody by nearly running away with the race. He's back this year, and he has a lot of help: Paul Nelson built the potent 327 Chevy engine, Chris Leslie and Myles Boehmer grounded out the results of an excursion into a snowbank last year, and Al Fry and Steve Brummer lent their advice and special tools. The car, sponsored by most everybody in town (B.F. Goodrich, High Performance Auto Supply, Pineapple's Texaco, Norte Trucking, Nelson Trucking, Schwab Auto Repair, and R.D. Peterson Construction), runs Bultman shocks, the front suspension from a Porsche 911S, and the famous Hurst-Ashari brakes that it takes to stop a car this fast.

JEFF HASSLER

65

CLASS X



Jeff Hassler figured his blue Corvett already had plenty of ponies with a stock 427-inch L48 big-block engine, so he put his time and energy into improving the car's handling. Guldstrand full racing suspension helps it around the corners a lot more efficiently than your average fiberglass hot rod. Sponsored by Turnagain Union, Big O Automotive, and Allied Automotive, this is the same car that has won the Roney Grand Prix for two years running with Dwight Bowden at the helm.



JIM BORDEN

71

CLASS II

Jim Borden drives the potent red Mazda number 71 in Class II, and you will hear when it goes by that it is definitely not stock. There are over 200 horses in the red RX-2, and it runs factory competition suspension. A favorite for the class, the hummer is sponsored by Mazda of Anchorage and...uh...Manicures By Louise.



LYLE DAVIS, JR

81

CLASS X

Lyle Davis is one reason you can't outrun the cops. An auto theft investigator for the APD, Davis is driving the red, white, and blue number 81 Camaro with the biggest, nastiest 407 engine you ever saw. What's more, this year it may go around the corners (you might say the handling was inadequate last year), with updated Gullstrand suspension pieces. Davis has been racing for 19 years and is sponsored by (take a deep breath) the Anchorage Police Employees' Association, the Alaska Peace Officers' Defensive Driving Course, Norm's Texaco, Transmats' Local 859, Alaska Auto Arts, Industrial Machine Shop, Glacier Auto Body, and Schuler Auto Parts & Repair.

BOB ESTEY

86

CLASS II

Look closely at number 86, Bob Estey's VW Karmann Ghia. It is not stock. It does not weigh anything. The seat and steering wheel are in the middle for better weight distribution. The car runs a 2000cc engine that has EVERYTHING in it modified. Estey is sponsored by Estey's Automotive and will be contending for Class II honors.



TERRY ESTEY

87

CLASS I

Terry Estey won his class Downtown last year, and this year he decided to build a Class I car. He destroyed a VW 411 engine to bring it down to 1600cc, filed it up with a lumpy cam, fat pistons, and big valves, and buried it under big Weber carburetors before shoe-horning it into the number 87 VW fastback. Sponsored by Estey's Automotive, where he is self-employed, Terry has built a number of unusual VinDubs, some turbocharged, and most have been ice racing class winners.

JIM BLAKE

88

CLASS II



Jim Blake's Karmann Ghia is back for another try at the Hasty Grand Prix. The 1985cc engine car is sponsored by Gold Streak Freight Lines, A.M.E., and Johnson's Repco.

Jim has been racing for 10 years, most of which has been in VW powered machines of one type or another. An avid autocrosser who has won many season championships, Jim should be found running up front in Class II.

DAVE CECHOWSKI

92

CLASS III



Dave Cecowski, sponsored by AAA, Junior's, intends to CLEAN UP this year! Oh, well. Cecowski has been racing locally for years, mostly in Porsche, and this time he'll be driving the number 92 Porsche 911S, running a stock twin-turbo engine in Class III.

BARBARA BOWDEN

124

CLASS I



Barbara Bowden finally has a car. Long known as one of the best drivers in town, she has endured the vagaries of contrary Mini Coopers for years, but this year she'll be driving the red Ford Fiesta, number 124, in Class I of the trick engine arrives in time, expect her to win with it). Barbara started racing in 1964 when Dwight said, "You're in the next race! Get in the car!" and she's been going fast ever since. As the 1978 Porsche Parade in Denver, she was the second fastest woman in the country, driving a stock Porsche against the faster "modified" cars of the Outside Porsche crazies. She is also an expert rallyist, an accountant, and a restorator. Barbara is sponsored, oddly enough, by Bowden Co. Realtors.

HARVEY PRUCKETT

19

CLASS X



Harvey is the president of the Alaska Sports Car Club and his firm hand guides both club and car.

As of this writing, he informed us he'll be driving his Corvette or "a friend's car". Lots of car secrets and surprises this year, it'll be fast, whatever it is, as Harvey likes to win.

Harvey participates in autocrosses, hill climbs and Tandems, so his driving skills are razor sharp.



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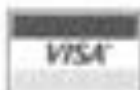
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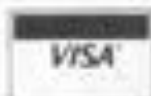
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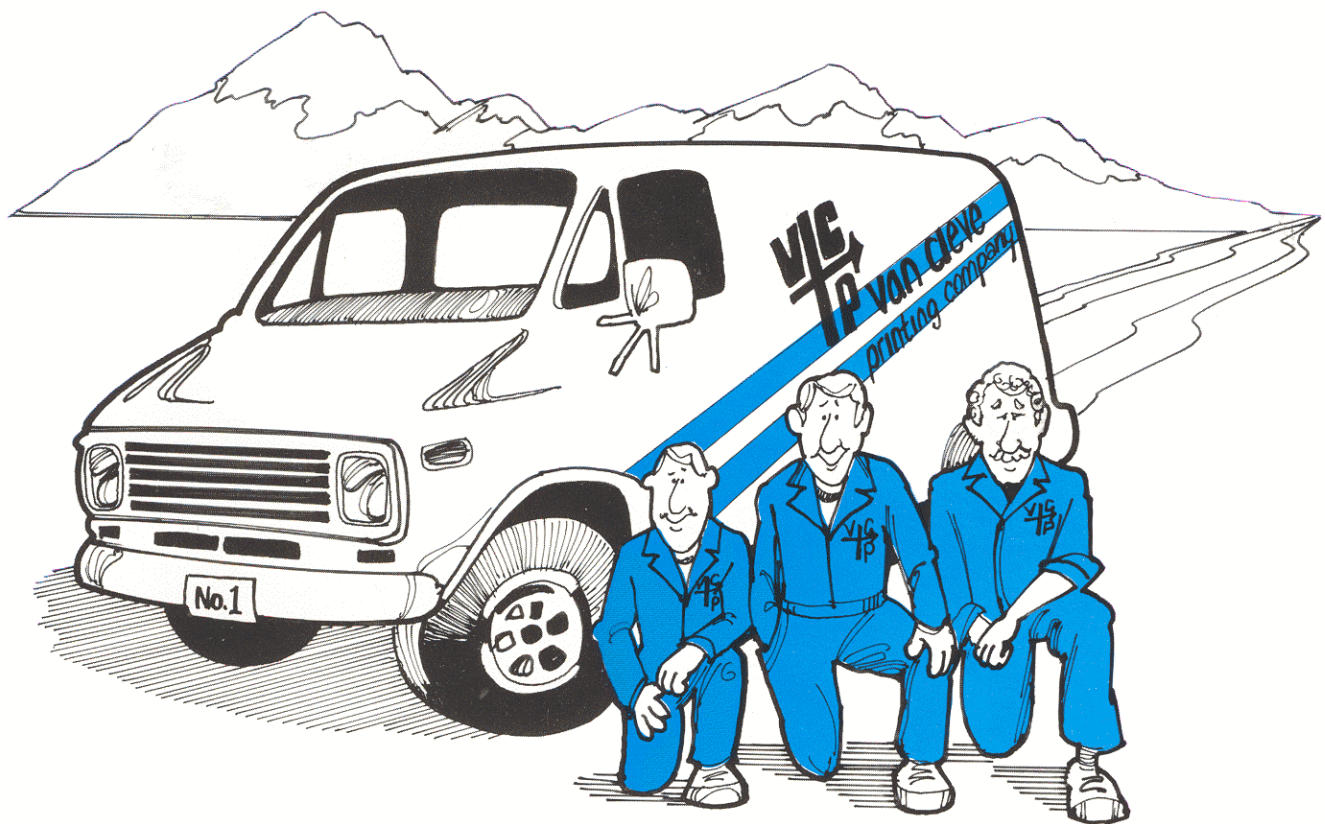
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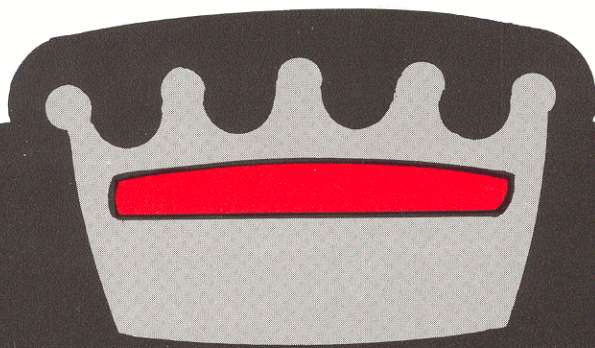
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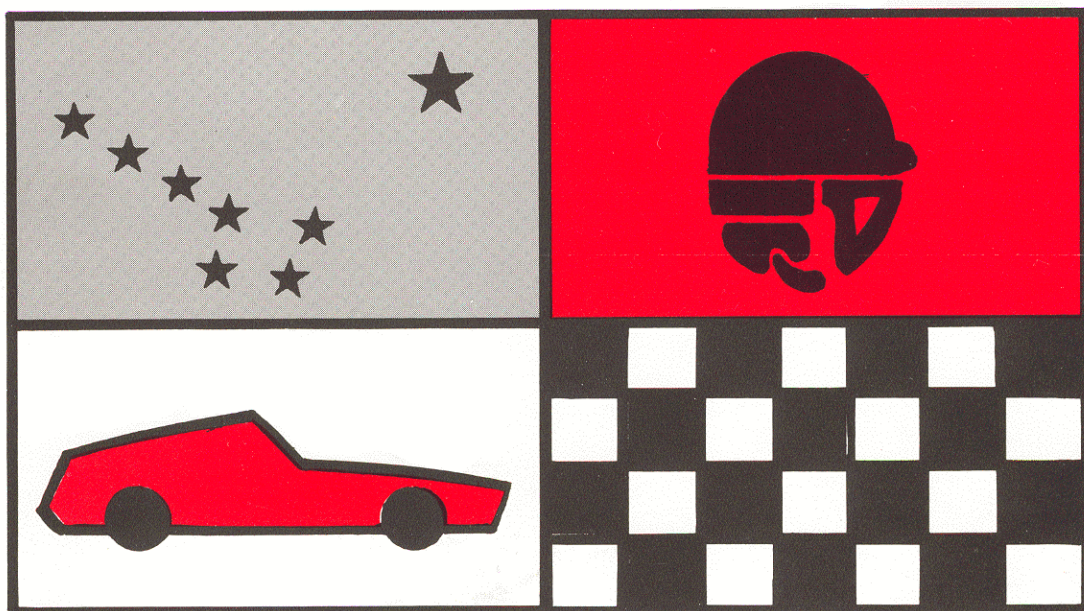
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