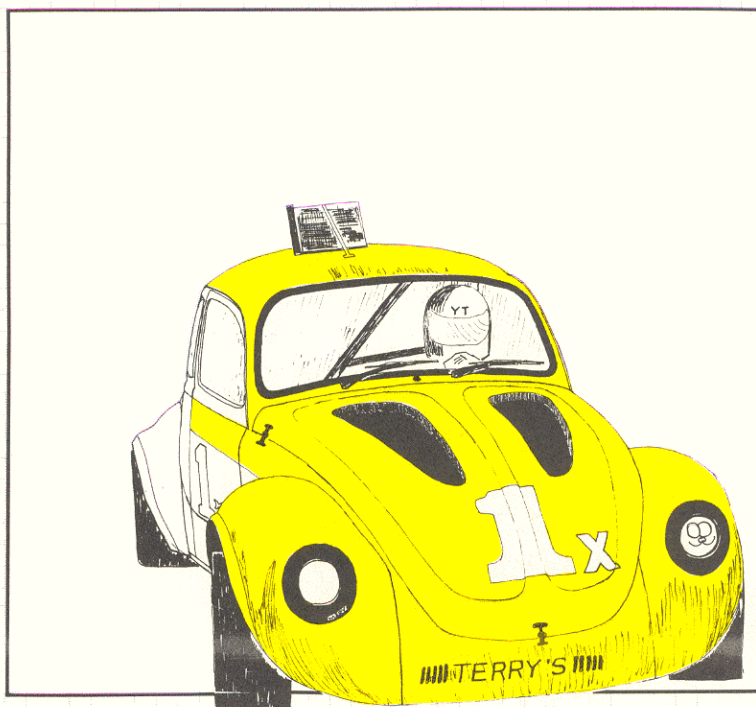


1985 Anchorage Rondy



GRAND PRIX



February 9-10
Minnesota By-Pass Area



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The Civic CRX



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1985

Welcome Race Fans!



The Alaska Sports Car Club would like to welcome everyone to the 1985 Rondy Grand Prix.

Racing in Alaska has become more and more popular every year and the Rondy Grand Prix is the highlight of the year for our club. This year's race should prove to be one of the best races we've had yet. The new course on the Minnesota By-Pass should be a little faster and more exciting. The course will definitely be more exciting from a spectator's standpoint because almost 90% of the track is visible from the spectator area.

The Alaska Sports Car Club would like to thank Fur Rondy and Wally Hopkins for the promotion of this race. We would also like to invite anyone who would like to be involved in road racing to call us at 243-5755.

We hope you enjoy the race!

W.C. Phalp
President
ASCC

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GREEN
Start — Course
Is Clear

YELLOW
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Host Position



RED
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or Course Blocked

Follow the Flags of Racing



WHITE
One Lap To Go

BLUE-YELLOW
Move Over



BLACK
Pull Into Pit

CHECKERED
Finish



SCHEDULE OF ACTIVITIES

Friday, February 8

12 Midnight Road closures in effect for track preparation
(should not affect the 15th Ave. area at K Street)

Saturday, February 9

8:30 A.M. Race Officials arrive
9:30 A.M. Meeting of all officials and volunteers
10:00 A.M. Practice
11:00 A.M. Break
12 Noon First Race
12:45 P.M. Break
1:30 P.M. Second Race
2:15 P.M. Break
3:00 P.M. Third Race

Sunday, February 10

8:30 A.M. Race Officials arrive
9:30 A.M. Meeting of all officials and volunteers
10:00 A.M. Practice
11:00 A.M. Break
12 Noon First Race
12:45 P.M. Break
1:30 P.M. Second Race
2:15 P.M. Break
3:00 P.M. Third Race

*Roads should be open by 6 p.m. for traffic with limited traffic
late Sunday night for balance of clean-up.*



Photo by Ed Viscardi

Why ?

by Satch Carlson

All these race car guys are liars.

You stand around the pits on the first day of the Rony Grand Prix and listen to the lies. They all have the same theme: to hear these people talk, nobody's going to win anything. Nobody's happy; everybody's moaning that some OTHER guy has the HOT SET-UP, some secret that will allow a car to run away and hide from everybody else.

It's an unspoken superstition, this pessimism. Perhaps it isn't lying so much as a sort of mechanical self-deprecation. "Don't know why I even came down here," says one driver. "Motor's JUNK. We've been usin' it for a DOGRstop for a year and a half, and just put it in last night."

To hear these people tell it, nobody knew they'd be racing this weekend. Somehow, everybody decided to cobble up some race cars in the middle of the week, and now we're all down here watching the water run in the streets and playing if Only.

"If only I'd bought them rain tires..."
"If only my motor'd stop missin'..."
"If only we'd had more time..."

The time element is vital, since this is THE sports car race in Alaska, bigger than the Iditarod re-start, bigger than the annual trek to Tanacross in the summer, the only other asphalt road-racing game in the state.

Many of the cars here today have been in the building stages since last year. Well, they've been in the planning stages, anyway. Anyone can plan a race car.

What actually got built is what shows up this morning, and the cars run the spectrum from a cosmetically perfect Chevy-powered Porsche 914 to a plethora of clapped-out Volkswagens that might have seen service in the North African campaign. The Rony Grand Prix has to be the last American run-what-you-brung road race.

Time, money and normal relationships have lost all meaning as race day looms nearer. The Sundog Racing Saab Sonett squats on fat, new Goodyear rain tires; they cost about a hundred per; they're only for this race; and the owner isn't even sure they'll be used; if the city crews can't get the streets down to wet asphalt instead of snow or ice, he'll run the Pirelli CN-36s he uses for summer autocrossing. Or a set of hydrophilic snow treads. The money has lost all meaning, except as a key to the hot set-up.

By the second day of racing, nothing looks the same, not even the drivers or mechanics. Once-bright machinery is covered with salt and road grime; there are scratches and a few dents in the erstwhile spiffy paint jobs. Yesterday has been expen-

sive even in the costly world of sports car racing. Wally Hopkins has gone through two engines. Whitey Davis has scattered one like a grenade, will cook another before today is through.

Near the end of things, when mechanics are looking forward to the luxury of sleep and enough time to repair the carnage for next year's races, a teen-age kid walks up to a driver and asks him why he's out here. The driver, whose car has melted into very expensive slag, has spent a hundred bucks just to enter these races, only to watch things from the pits, thinks a minute, frowns, and answers, "It's the most fun there is."

The kid gives back a skeptical, knowing look, a leer that says there must be ONE thing that's more fun. The driver reads his meanings, leans intently forward trying to make a point impossible to grasp if you haven't been there.

"Wrong," he says. "Not even that. You don't understand. When everything's right, the car's right, and you're right, and everything comes together, you're racing. And there's nothing else like it." He trails off, unable to explain the unexplainable, frustrated, misunderstood. He shakes his head, smiles softly, says again, "It's the most fun there is."



1984 GRAND PRIX WINNERS



Photo by Ed Viscardi

OVERALL WINNER

Whitey Davis

Classes I-II
IV-X

OVERALL STANDINGS

Classes I-II

1. Whitey Davis
2. Ron Starheim
3. Barbara Bowden
4. Jim Sloan
5. Lyle Davis
6. Dave Hawkins

Classes IV-X

1. Whitey Davis
2. Terry Wolbert
3. Cort Phalp, Jr.
4. Wally Hopkins
5. Gary Gage
6. Jon Peterson



**When the competition is
tough... you've got to be
a little better to win.**

Class I

- 1st Jim Sloan
- 2nd Barbara Bowden
- 3rd Dennis Stauffer
- 4th Norm York
- 5th Mike Pietrok
- 6th Cort Phalp, Sr.

Class II

- 1st Whitey Davis
- 1st Ron Starheim
- 2nd Lyle Davis
- 3rd Dave Hawkins
- 4th Wayne Johnson
- 5th Frank Ciccone

Class

Standings

Class IV

- 1st Whitey Davis
- 2nd Gary Gage
- 3rd Terry Bowden
- 4th Jon Peterson
- 5th Dave Dittman

Class X

- 1st Terry Wolbert
- 2nd Cort Phalp, Jr.
- 3rd Wally Hopkins
- 4th Bill Carlson
- 5th Skip Winfree

THANKS!



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wishes to thank the following businesses and individuals who helped make the

RONDY GRAND PRIX

a success:

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KTNX Live Broadcast Support	Dennis Stauffer
Driver Pictures	R & D Photo



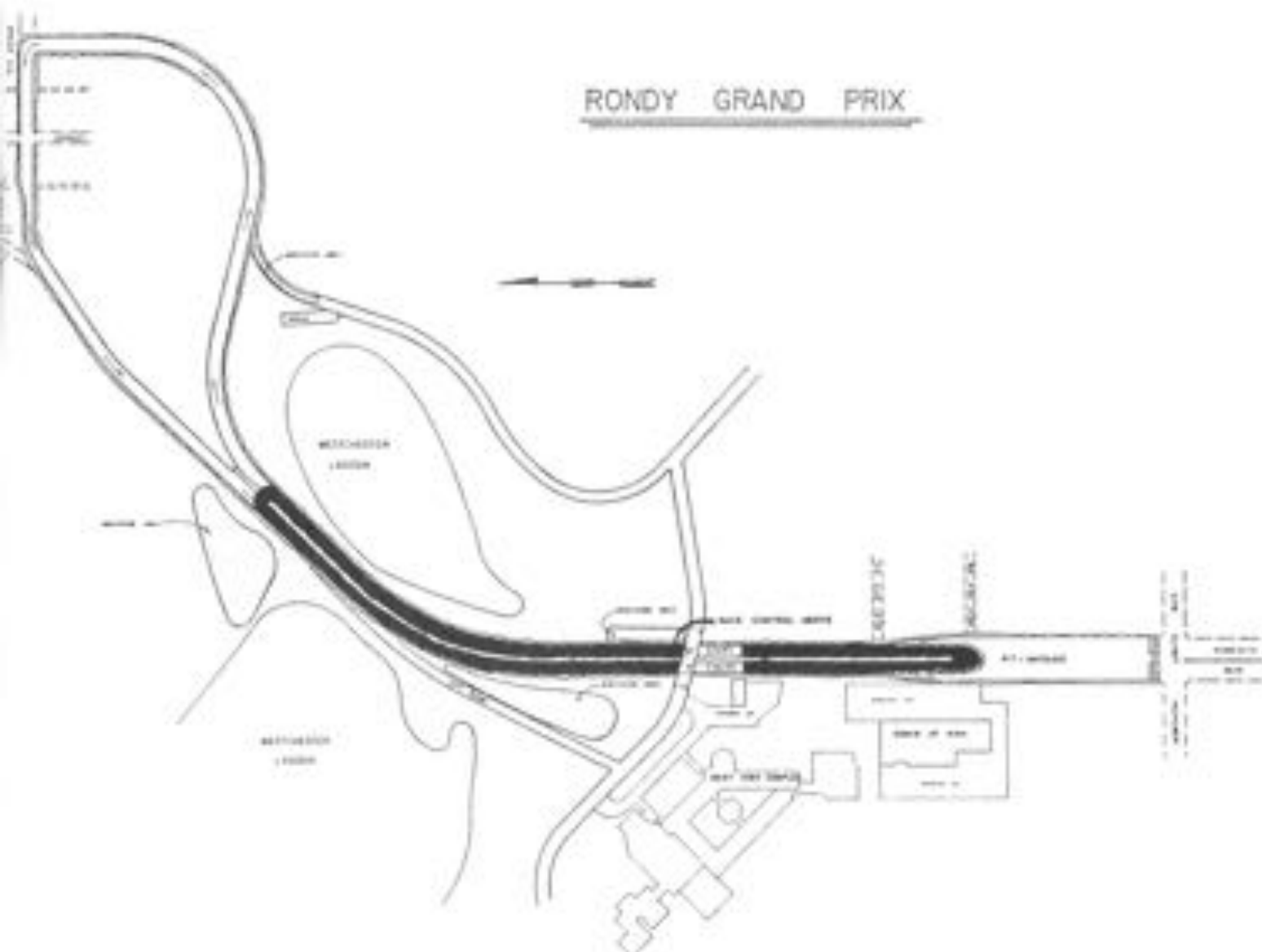
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All types of racing - modified, late model, sports cars or motorcycles - are thrilling and spectacular - and can be dangerous.

We have taken every possible precaution for your safety, and enjoyment of these races. Aside from the main race officials that are located in the "pit area" and the Anchorage Westward Hilton, there are workers at each corner and spaced along the track. These people have been instructed to keep you away from hazardous areas. Please abide by all rules for the safety of yourself and others. Thank you for your cooperation.

1984 TANACROSS WINNERS



Photo courtesy of Hirsch Porsche Audi Repairs

Fall

Heat Races Class Standings

Class I — Under 1600cc

- 1st Barbara Bowden
- 2nd Cort Phalp, Sr.
- 3rd Jim Rodgers

Class II — Under 2 liters

- 1st George Sefkin
- 2nd Don Wilhelm
- 3rd John Snyder
- 4th Wayne Johnson

Class IV — Under 3 liters

- 1st Terry Bowden
- 2nd John Conger
- 3rd Jon Peterson
- 4th Gary Gage
- 5th Tom Hopkins

Class C — Unlimited

- 1st Cort Phalp
- 2nd Dwight Bowden
- 3rd Don Thieman

Open Wheel

- 1st
- 2nd Todd Snyder



Spring

Class I — Barbara Bowden

Class II — Dan Wilhelm

Classes III-IV — Terry Bowden

Class X — Cort Phalp, Jr.



Courtesy of Anchorage Fur Rondy

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Illustration by Greg Vinciguerra



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GRAND PRIX DRIVERS



CLASS I

BARBARA BOWDEN	124
JIM SLOAN	34
DENNIS STAUFFER	36
CORT PHALP, SR.	54
WIL PAINTER	67

CLASS IV

NORM YORK	70
WHITEY DAVIS	1
JON PETERSON	55
TERRY BOWDEN	48
DAVE DITTMAN	25
DALE HIRSCH	2
RON STARHEIM	6
TOM HOPKINS	9
MIKE PIETROK	9

CLASS II

WAYNE JOHNSON	68
DAVE HAWKINS	38
JOHN SNYDER	22

CLASS X

DWIGHT BOWDEN	24
WALLY HOPKINS	42
TERRY WOLBERT	14
BILL CARLSON	10
CORT PHALP, JR.	30
SKIP WINFREE	17
GARY GAGE	11
AL FRY	80

Rondy Grand Prix

The Anchorage Rondy 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: 9 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 Rondy 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 Rondy Grand Prix will be the same as day one; again the starting position will be decided by the finishing position the previous day.

RANDY RACER



Driver Profiles →





**WAYNE
JOHNSON**

68

Class II

Johnson is the owner, manager, and general flunkie at Johnson Repairs, which specializes in Volkswagon Repairs and Parts. He's very meticulous and if his silver and blue '69 Volkswagon Karmann-Ghia holds together this year, he'll be a viable contender.

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DAVE HAWKINS 38 Class II

Hawkins has been racing eight years and made a strong third place finish in class in last year's race. He's got his VW TUBE precision-tuned and plans on winning this one.

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BILL CARLSON 10 Class X

Carlson has been racing on Alaska's tracks for 15 years and expects to be a strong contender for the '85 Grand Prix honors with a '72 Ford Pinto. The 24-year Alaska resident says he's made considerable modifications to his car this year, and is optimistic about his chances.



JON PETERSON 55 Class IV

Peterson has made some impressive showings in races outside the past couple of years, running in the 2000 series. He placed 4th in class 4 last year and has fine-tuned his Porsche 916/6 to precision for a big win this year.

PHOTO NOT AVAILABLE

**JOHN
SNYDER**

22

Class II

Snyder will be making his Grand Prix racing debut in a 1974 yellow Porsche 914. The local surgeon says he expects to give the other racers a run for their money.

You rarely win if you never risk losing. In other words, you don't often make that victory lap without having to put a great deal of yourself on the line in the race leading up to it.



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WINFREE**

17

Class X



Some people don't know when to slow down. Here he is just back from the 24-hour Endurance Race and Winfree is signing on for the Grand Prix. First, however he's looking to catch a ride with someone looking for a co-driver.



Courtesy of Anchorage Fur Randy



AL FRY 80 Class X

Fry will be racing his familiar 1970 Black Oval GT custom car, the one he built several years ago. He expects to be very competitive again this year. He thanks his sponsor, Schulze Auto Repair & Parts.



BARBARA BOWDEN 124 Class I

Look for Barbara at the front of the pack again this year. This 19-year racing veteran took overall honors in '83 in Classes I, II, and III. She says she's looking forward to taking her small 1600 cc engine and beating the big guys. Her sponsors are ERA Bowden Real Estate and Schulze Auto Parts and Repair.

**DWIGHT
BOWDEN**

24



This veteran racer has won more overall for the Grand Prix than anybody, taking first place honors in 1977, '78 and '82. His snappy '73 Red Corvette has a new engine this year and he's hoping for a change in luck from the last couple of years. He might get it with the new course. His sponsors are ERA Bowden Real Estate Company, Schulze Auto Parts and Repair.

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WALLY**

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**TERRY
BOWDEN**

48

Class IV



Terry has followed the "family racing tradition" and will bring a '69 Red 911 Porache to the track this year. Last year, he placed a none-too-shabby third in Class IV at the Grand Prix and first in Class IV at the Spring and Fall Tanacross. He'll be very competitive again this year.



**DENNIS
STAUFFER**

**36
Class II**

Stauffer's credentials have been established in past Class II competitions and he should be a favorite again this year in Class II. He'll be tackling the course with his white, orange, red, and yellow Volks Karmann-Ghia in '83. Stauffer is sponsored by Terry's Auto Parts.

**JIM
SLOAN**

**34
Class I**



Sloan is a veteran Grand Prix contender having raced every year since 1977. He took Class I honors and was second overall in 1984 and expects the track to be kind to him again this year. He'll be driving a red, white and blue '78 Volks Rabbit GTI. Sloan is a mechanic at Zero Volkswagen Porsche Audi and they'll be sponsoring him.





Courtesy of Anchorage Fur Ranch



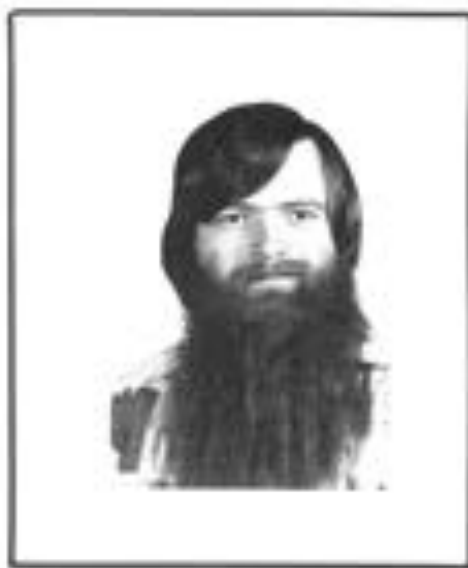
**MIKE
PIETROK**

**9
Class II**

Pietrok has raced since 1983 and placed 3th in class last year. He'll be co-driving a Mazda RX 4 this year with Tom Hopkins and they plan on cleaning up. Pietrok is sponsored by Preferred Auto, Qwik Lube, Sleeper Starhelm.

**TOM
HOPKINS**

**9
Class II**



Hopkins is back this year with a few modifications to his Mazda RX 4. For one, he'll have a little help from his friend and co-driver Mike Pietrok. Hopkins is sponsored by Qwik Lube, Preferred Auto, Sleeper Starhelm Co.



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**RON
STARHEIM**

6

Class II



Starheim placed second overall in classes I & II last year and now he's hungry for a first place finish. He plans on running away with the race in a Mazda RX 7 this year. Starheim would like to thank his sponsors: Gwennie's, Gold and Diamond Company, Sleeper-Starheim Co., Alaska Rubber & Supply, Inc., Alpine Associates and Midas Muffler.



**WHITEY
DAVIS**

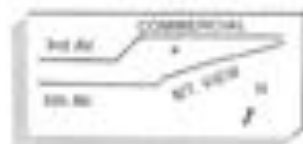
1

Class IV

"Hot." A three-letter word that is synonymous with Whitey Davis. He's been on a roll since he entered his first Grand Prix race five years ago. He walked away with overall wins in all classes last year and he's become a Roddy Grand Prix favorite.

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**NORM
YORK**

70

Class II

York is back in the race this year with a new car, a '78 Datsun 200 SX. He has placed second in Class I in previous years and expects a strong showing this year. He thanks his sponsors, Waxoyl, Alaska Auto Preservation, Inc., Yakotna Video Products and Big Corner Texaco, American Tire-Anchorage and Fairbanks, and Industrial Electronics Inc.



**WALLY
HOPKINS**

42

Class X

As the driving force behind the Rondy Grand Prix, Hopkins is the one you read about most in the papers. He's been playing a big role in Alaskan racing since the late 60's when he first got behind the wheel on the ice track by Sand Lake. In 1978, he pulled together a "quickle" package known as the Rondy Grand Prix and the rest is racing history. He's also walked off with a fair share of wins in the Grand Prix, Tanacross, and ice racing events.

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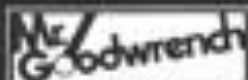


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**GARY
GAGE**

11

Class X

This year, Gage will unveil his new car, a Triumph TR 7, which is entered in Class X. Gage first earned his reputation driving fast corvettes, and he's modified his Triumph with a Corvette engine and a Ford rear-end. He's a jeweler and is being sponsored by GLG Manufacturers.



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**DALE
HIRSCH**

2

Class IV



Hirsch brings ten years of racing experience to the track. This year, he'll be driving a white '71 Volks Fastback with a 2.6 engine displacement. Under modifications, he has listed: "Everything." Hirsch is being sponsored by Hirsch-Porsche Audi Repair, the company he owns, and Alaskan Home Builders.

HIRSCH PORSCHE AUDI

REPAIR, INC.





**DAVE
DITTMAN**

25

Class IV

Nine years ago, Dittman entered his first Alaskan race, the North American Ice Racing Championship. He's made some very impressive showings in the years since and placed first in Class III and 2nd place overall in Classes I, II, and III in 1983. Dittman is sponsored by Alaska Spring, Dittman Research Corporation of Alaska, Midas Muffler & brakes and Performance Paint.



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**WIL
PAINTER**

67

Class I



This year, Painter will be driving a vintage '67 white Lotus with blue trim that has been completely restored. He's done a lot of racing "outside", and placed second in Class I in the '82 Grand Prix. His Chief Mechanic is Andy Gordon and Mary Anne Dvorak is his Chief Supporter. Painter owns a construction management firm in Anchorage and is sponsored by the U. S. Navy and the U.S.S. Alaska.



**CORT
PHALP,
JR.**

30

Class X

Phalp is just back from running the Daytona 24-Hour Endurance Race and he figures he's just getting started. He and his dad, Cort, Sr. will co-drive a mystery car that's rumored to be a Porsche.



**CORT
PHALP,
SR.**

54

Class I

Rumor has it that Phalp is preparing a Porsche for this year's race, but he says he's entering his '67 Karmann-Ghia. This will be the second year of racing for the meat wholesaler. He is being sponsored by Alaskan Home Builders, Northern Meats, Inc., Don's Automatic Transmission Service, Anchorage-Fairbanks Freight Service, Hirach - Porsche Audi Repair and Troy's Air Service.

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**TERRY
WOLBERT**

14

Class X

Wolbert was 1st in class X last year in his favorite Grand Prix vehicle, a Volkswagen special. This year, he'll be in an Audi 4 w/4 Four-wheel Drive. You can't miss it.

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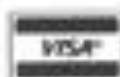
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Photo by Ed Viscardi



Membership Application

Name _____ Age _____ Date _____

Address _____ Res. Phone _____

Business Address _____ Bus. Phone _____

Name of Spouse _____ Bus. Phone _____

Nearest Relative _____ Relationship _____

Address _____ Phone _____

Make of Car _____ Body Type _____ License # _____

Drivers Lic. No. _____ State _____ Primary Interests Are:

(1) Racing _____ (2) Rallies _____ (3) Gymkhanas _____

Other Club Affiliations _____

Sponsored by _____

Date Application Received and Initiation Fees Paid _____

YEAR	DUES PAID	PHYSICAL	COMPETITION LIC.
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

The Alaska Sports Car Club (ASCC) was first incorporated as a non-profit organization in 1958. The club's primary interest was ice racing, which was held on Sand Lake and Big Lake from 1958 through 1977.

In addition to the club's activities on Sand Lake and Big Lake, in the early 1960's, ASCC held races in downtown Anchorage during Fur Rendezvous. Almost the same location is currently being used for the RONDY GRAND PRIX.

In 1977 ASCC, in conjunction with Fur Rendezvous, began the current series of the RONDY GRAND PRIX in Anchorage. This Rendezvous event has drawn over 30,000 spectators for the weekend.

The club also holds two annual events at Tanacross near Tok, Alaska, on the old World War II airstrip during Memorial Day and Labor Day weekends. These two races draw spectators from Fairbanks, Anchorage, and the Nailbelt areas.

ASCC has had an annual endurance race, for the last three years on Wasilla Lake during the Iditarod restart weekend events. There are currently several ice racing events at Finger Lake on Sundays per scheduling.

The ASCC summer activities are autocrosses being held frequently at High School parking lots in Anchorage.

Aside from the above regular schedule, there are a variety of events scheduled, periodically, which includes rallies, hill climbs, Willow Winter Carnival, and working Muscular Dystrophy on the July 4th bed race.

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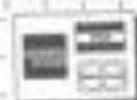
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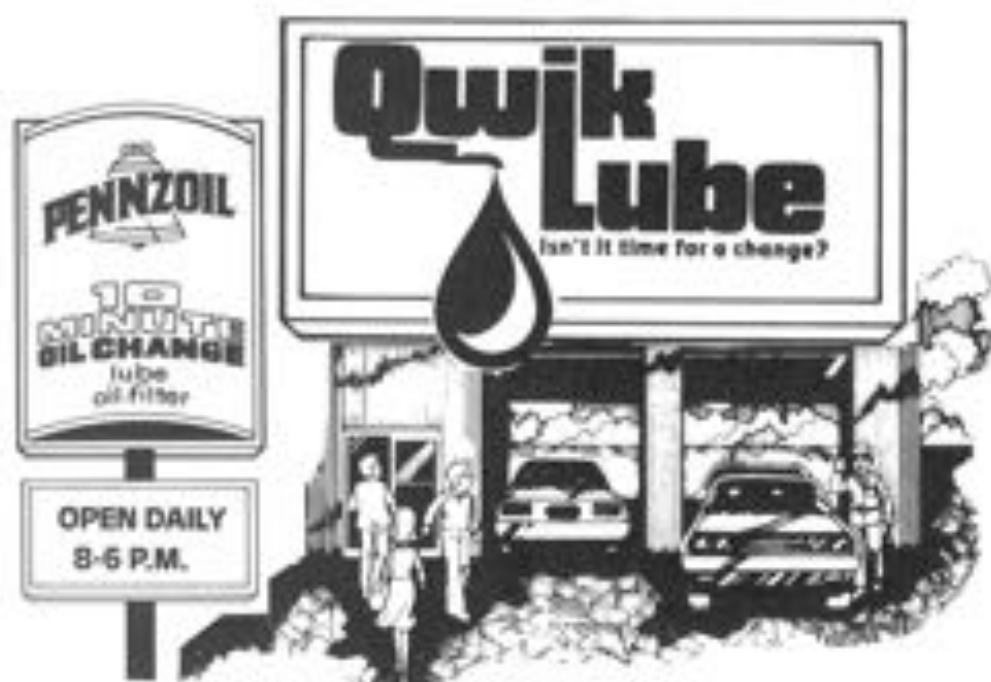


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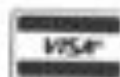
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