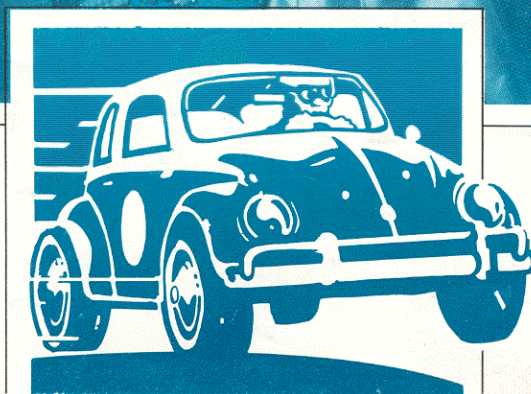


1991 FUR RONDY NYE FRONTIER TOYOTA AND FORD

GRAND PRIX

SATURDAY, FEBRUARY 9 AND SUNDAY, FEBRUARY 10



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WELCOME RACE FANS

Welcome to the 1991 Fur Rondy NYE Frontier Toyota and Ford Grand Prix. This year you will see a multitude of exciting races. In both the Prepared Production (PP) and the Improved Touring (IT) classes.

ITs are considered budget racing cars because they are limited in the types of modifications they are allowed. The three classes (A-IT, B-IT, & C-IT) are very competitive. Often it is the driver's talent and skill that gets them to the checkered flag first.

The Fur Rondy Grand Prix is the high point of the season for Alaska Sports Car Club races, crowning a year full of ice and pavement events. As soon as the ice is thick enough, many of these drivers and others head for Big Lake to try their skills on ice. There are also summer races in Tanana and Soldotna.

It takes plenty of drivers and a lot of people behind the scenes to make the Alaska Sports Car Club successful year around. So if you enjoy the races this weekend and would like to see more or even try your hand at competing, please

attend other ASSC events throughout the year or come to one of our meetings which are held the second Tuesday of



the month at Pioneer Honda. To confirm these dates or for more information call 243-8607 or 333-2393.

*The Alaska Sports Car Club would like
to sincerely thank the following individuals who volunteered their time and made the
1991 NYE Frontier Toyota and Ford Fur Rondy Grand Prix possible.*

Race Coordinator—Susan Peacock • Race Chairman—Chip Derrick

Race Stewart—Fred Peiserich • Course Marshall—Doug Green

Paddock Marshall—Henry Hedbery • Registrar—Greg Mowlds

Crowd Control—Mike Kerr • Scoring—Porsche Club of America, Alaska Region

Chief Starters—Ron Cooper/Gary Elwood • Chief Tech Inspector—Frank Branzuela/Jim Sloan

Grid Marshalls—Skip Winfree/Ed Fleck • Press and PR—Dave Dittman/Bradley Communications

Banquet and Tickets—Barbara Bowden/Lorna Barnhart • Trophies and Awards—John Conger

Mall Display—Dwight Bowden • Pace Car Drivers—Skip Winfree/Susie Fouse

Announcers—Ron Moore/Randy Cruise



SCHEDULE OF EVENTS

1991 NYE Frontier Toyota and Ford Fur Rondy Grand Prix
Saturday, February 9 and Sunday, February 10

- 10:00 a.m. — Practice IT Class
- 11:00 a.m. — Practice Prepared Production
- 11:15 a.m. — Practice All Classes
- 12:15 p.m. — IT Race
- 1:15 p.m. — Prepared Production Race
- 2:00 p.m. — IT Race
- 2:45 p.m. — Prepared Production Race
- 3:30 p.m. — IT Race
- 4:15 p.m. — Prepared Production Race

VEHICLE CLASSIFICATION IMPROVED TOURING (IT)

Show Room Stock type auto with limited improvements. Roll bar and other basic safety equipment required. All cars are classed by engine size.

- IT(A).....All cars with engines between 2001cc and 2500cc
- IT(B).....All cars with engines between 1601cc and 2000cc
- IT(C).....All cars with engines 1600cc and below.

Sports cars (2 seaters) and multi-valve engines are moved up one class. Turbocharged cars are classed by engine size multiplied by 1.4. Rotary engine cars are classed by engine size times 2.0.

VEHICLE CLASSIFICATION PREPARED PRODUCTION (PP)

Undated engine, suspension and drive train modifications are allowed. Extensive safety equipment is required. All cars are classed solely by engine size.

- I.....All cars with engines 1600cc and under.
- II.....All cars with engines 1601cc to 2000cc.
- III.....All cars with engines 2001cc to 2400cc.
- IV.....All cars with engines over 3000cc and all V8 engines.

WARNING!

Spectators, Patrons and Participants—Every precaution has been taken to insure your safety and the safety of our drivers. Please abide by the rules and follow the officials' instructions who are strategically located around the track. Enjoy the race and thank you for your cooperation.



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SID JOHNSON, #00, races an ITC Blue 1977 VW Rabbit with a stock 1600cc engine. His crew chief is Eric Johnson and his mechanic is Jim Skorn. He thanks both Eric and Jim for all the work they have put into his car. Sid's sponsors are Demming Balancing Co., Eero VW, and Quick Lube.

DALE HIRSCH, #2, is 40 years old and owns Hirsch European Repair. He races a yellow and red 1971 Volkswagen Super Beetle. This car is in Class X with a 1300cc engine. Dale does all his own work on the car and has made so many changes that we can't begin to list them. He's been racing for many years and has numerous wins to his credit. Sponsoring Dale are Hirsch European Repair Inc., Hirsch Auto Body and Paint, Power 102 FM, Dittman Research, and Anchorage Towing and Recovery.



DAVID LINN DITTMAN, #2, is 47 years old and works in public opinion research. Dave has been racing since 1976, earning trophies at Fur Rondy in Classes I, II, III, and combined. In 1981 and 1982 he won Class A in the Iditarod Open Ice Race, was first in total points for the 1978, 1979, 1980 seasons, and gained trophies in the

North American Ice Racing Championships in 1976 and 1979. Dave's sponsors are Dittman Research and Midas Mufflers, Brakes & Transmissions. Dave is co-driving with Dale Hirsch.



BRUCE LEE, #7, is 32 years old and is the owner of Arctic Import Repair. He races a yellow 1970 Mazda R100. This car is in Class III with a 1271cc rotary engine. He's added Porsche brakes, a coil over multi-link rear suspension, and a coil over strut type front suspension. He's been racing for

over ten years and has placed third overall at Rondy twice and second, in Class IV three times. His sponsors are McDermott Insurance Agency and Arctic Import Repair.



KENNETH MARTENS, #13, is 25 years old and works as an Audio and Lighting Engineer and as a Purchasing Agent. He races a white 1977 Toyota Celica. This car is in the ITA Class with a 2200cc engine. He has added a Weber carburetor and headers to a balanced engine. The suspension was beefed up with

racing springs and sway bars. Ken has been racing for three years and placed third in the 1989 Fall Tanacross and first in the 1989 Autocross season. Sponsoring Ken are Arctic Import Repair and Mt. Redoubt Volcanic Eruption.



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JON SCHNEIDER, #18, is 19 and a recent Bartlett High School graduate. He is currently a full time student at UAA. Jon has participated in ASCC autocrosses for the past three years and took second place in Stock Class B in 1989. In his Rookie Year Jon has driven his 1978 Volkswagen Scirocco to a fourth

place ITC finish in Spring Tanacross 90 and a first place finish in the 1990 Soldotna Progress Days Solo 1 Event in Street Modified Class C. He also finished first place in ITC, tying for fourth place overall with Ken Martens. He is sponsored by 10th & M Seafoods, Arctic Import Repair, Stu's Guide Service, Klugne Construction, and DNS Service Corporation.



RAY MCGOLDRICK, #22, is 34 and works as a Parts Advisor at NYE Frontier Toyota. Ray races a red Toyota Celica. This car is in the ITA Class with a 1600cc engine. Ray has been racing in Alaska for five years. He placed second in the 1987 Grand Prix, third in the 1988 Grand Prix, and second in the 1989

Soldotna Grand Prix ITA. Ray is sponsored by NYE Frontier Toyota.



DWIGHT BOWDEN, #24, is a Real Estate Broker. He races a red Honda CBX 4. Dwight has been racing for 26 years and has accumulated quite a record in a variety of cars. Driving a corvette, he posted wins in 1977, 1978 and 1982. Driving an Austin Cooper, he won the

North American Ice Racing Championship in 1970. His sponsors are ERA-Professional Realty, Bremners Schultze Auto, and Anchorage International Airport Inn.



JIM HEMBUSCH, #25, is 27 years old and works as an Engineering Aide. He races a white and blue 1972 Volkswagen Superbeetle. This car is in Class X. Jim has been racing for 4 years and has compiled an impressive record with 2 first place and 2 second place finishes at the Rondy Grand Prix. In 1989 he finished

fourth overall. Jim graduated from the ELF Winfield Professional Racing School in France and has competed in the Lower 48 SCCA NW Regional races. He finished first at Seattle International Raceway and third at Portland International Raceway last season. Jim's sponsors are Arctic Import Repair, Aero Alaska Electric Motors, Custom Crafts Unlimited, Southside Automotive, Custom I.N.C., Anchorage Drag Bike and Performance, Alaska Valve & Fitting, Took-A-Look RV Sales and Fred Johnson Race Cars.



DAVID GRECO, #32, is 42 years old and works as an Engineering Supervisor. He races a white 1980 Volkswagen Rabbit. This car is in the ITC Class with a stock 1600cc engine. Dave has added a low restriction exhaust system, stabilizer bars, heavy duty springs and shock absorbers to his car. Dave has

been racing in Alaska for 12 years. In 1988, he placed first in the ITC Class at the Spring Tanacross. In 1989, he placed first in the Spring Tanacross, first in the Soldotna Progress Days race (second overall) and third in the Rondy Grand Prix. He also placed second in the Soldotna Progress Days Autocross race. During the Rondy race, last year, Dave



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slid into a snow berm during practice and bent the rear suspension. He managed to get it repaired, returned to the race on Sunday and won every race that day.

JIM SLOAN, #34, is 42 years old and works as a VW Technician. He races a green 1977 Volkswagen Rabbit. This car is in the ITC Class with a stock 1600cc engine. Jim and Scott Hancock are the mechanics for the car and have used Bilstein and KMB shocks. They also fashioned their own sway bars. Jim has been racing in Alaska for 14 years and for the last three years has been a part of the Jim Sloan/Sid Johnson racing team. Ecco Volkswagen/Porsche/Audi has been Jim's sponsor for 11 years. Also sponsoring Jim this year are LaCabana Mexican Restaurant and the Southside Blues Band.



JIM CUCURULL, #34, is co-driving with Jim Sloan. He began his racing career on motorcycles, but soon changed to auto racing. His Rony Grand Prix successes include second place in ITC in 1988 and fourth place in ITC in 1990. Jim's sponsors are Ecco, La Cabana, and YOYODYNE Propulsion Systems.



TIM ANDERSON, #37, is 29 and races a 1975 white Volkswagen Rabbit. This car is in the ITC Class with a 1600cc engine. Tim has added a header, tuned exhaust, carburetor and an oil cooler. He's been racing for four years and in 1989 he placed first in the Grand Prix ITC Class and second overall among ITC racers. His sponsors for the Grand Prix are Ecco Volkswagen/Porsche/Audi, Thrifty Car Rental, Andy's Body and Frame, and Able Body Shop.



GLENN CURTIS, #141, is a bush pilot by trade; owner of Curtsey Colors, Aircraft, and Auto Painting; and a graduate of the Bob Bondurant School of High Performance Driving. Curtis drives a silver, blue and red 1983 Volkswagen GTI in class ITB. He has spent the last three years developing this car and hopes it's a winner for this year's Grand Prix. Curtis was the 1989-1990 Ice Racing Champion and is the current points leader for the 1991 season. His sponsors are KWHL, Sound Adventures Air Service, Clarion Hotel, The Skate Station, Wayne's Diamond Center, Ecco Volkswagen.



MIKE SMITH, #43, is 49 years old and works as an Elevator Inspector. He races a blue 1979 Volkswagen Rabbit. This car is in the ITC Class with a 1600cc engine. He has not made any modifications to his engine or suspension. Dusty Bowin is Mike's mechanic. Mike has been racing autos for three years in Canada and the Pacific Northwest. He is new to Alaska auto racing. He has also raced boats and inboard hydroplanes. Sponsoring Mike are the Days Inn Hotel and Brian Tinkel, CPA.

CHAD YOSHITOMI, #46, drives a 914 Porsche in Class IV P.P. Chad came to car racing after a thrilling career in motocross, "banging bars" and he's every bit as exciting to watch in a race car. His sponsors are Terry Staubach, owner of the car, Executive Suites Hotel, Mr. "T" Auto Center, Northland Soy Co., Hirsch European Repair, Inc., and Hirsch Auto Body and Paint.



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TERRY BOWDEN, #48, is 34 years old and works as an Accountant. He races a red 1969 Porsche 911. This car is in Class IV with a 3000cc engine. Dale Hirsch built his engine and Terry does the body work and paint. The suspension is stock. In his 6-year racing career, Terry has accumulated quite an

impressive record. He was the overall winner in the 1989 Rondy Grand Prix, second overall in 1987 and 1985 and third overall in 1988. He was also the Rondy Grand Prix Class IV winner in 1985, 1987, 1988 and 1989. His sponsors are Security Aviation, Euro VW Porsche/Audi, Wetco of Alaska, and Computers-R-Us.



CORT PHALP, SR., #54, is 62 and has been racing for eight years. Cort races an orange 1970 Porsche 914. This car is in class III with a 2000cc engine. His sponsors are Northern Meats Inc., Perry Green, Alignment Center, Mobile Glass of Alaska, and Hirsch Porsche Audi.



R. KEVIN SECKEL, #58, is 41 years old and is a Chaplain. He races a red, white and blue 1978 Ford Fiesta. This car is in the ITC Class with a rebuilt stock 1600cc engine. The suspension has been beefed up with front and rear sway bars, competition springs and shocks, urethane bushings, adjustable camber and

13x6 wheels. Kevin has extensive Autocross experience and honors in Alaska and in the Lower 48. Kevin's sponsors

include United Methodist Racing Association, East Anchorage Methodist Church, Eric & Molly Atkinson of Mobile, AL, Grant Carey and Dave's Welding and Machine.



KEVIN "MONGO" BOHALL, #58, is 30 and works as an Air Balance Technician. He placed first in C Stock 1990 SCCA Arctic Region Autocross Season. His sponsors are Alaska Auto Electric, Trophy Sign and Gifts, and his loving wife. "Mongo" will be co-driving this car with Kevin Seckel.



WAYNE JOHNSON, #68, is 54 years old and owns an auto repair shop. He races a red 1968 Volkswagen Karmann Ghia. This car is in Class II with a 2000cc engine. Wayne uses a IV bus motor with 98 mm pistons and cylinders. The cam and heads were specially made in California and reworked by Johnson's Repair and Coker's Machine Shop. His

accomplishments include first place in the 1979 and 1981 Tanacross, second in the 1980 Grand Prix, third in 1983 and second in 1988. He also placed first in the 1981 litered open and second in 1988-89 ice racing season for the stud class. His sponsors are Johnson's Repair and American Motor Enterprises.

CHIP LARSON, #71, is 30 years old and is racing a black 1971 Datsun 510 class III car with a "mild" 2.4 liter, 6 cylinder engine. Chip has raced this particular car for the past six years ice racing and autocrossing at Tanacross and Soldotna. Glen Greene assists Chip with the mechanical and body work. His sponsors are Norcoast Mechanical, Striping Perry Cowles, and Larson Racing. This is the first time Chip has competed in the Grand Prix.





MIKE STRANG, #85, is 30 years old and works as a Mechanic. He races a white 1968 Volkswagen Superbeetle. This car is in Class I with a 1600cc engine. Mike does his own work and has added dual carburetors, a header and large valve cylinder heads. He placed first at Tanacross in 1985, first in the Fur Rondy

Grand Prix Class I in 1987 and in 1988 he finished second at Tanacross in the ITB Class. Mike's sponsors are Arctic Import Repair, Aero Alaska Electric Motors, Alaskan Motor Enterprises, Custom Crafts Unlimited, Southside Automotive, Custom I.N.C., Anchorage Drag Bike and Performance, Alaska Valve & Fittings, Took-A-Look RV Sales, and Fred Johnson Race Cars.



BILL DEMMING, #88, is 43 and is a Mechanical Engineer. He races a silver and red 1981 Dodge Colt. Bill has been racing for one year in Alaska and he's competed in the 1989-90 Tanacross and in the 1990 SCCA Autocross. His sponsors are Demming Balancing Inc., Matanuska Towing and

Recovery, Andrade Services, and Casco Racing.



CORT PHALP, JR., #94, is 38 years old and is a General Contractor. He races a yellow 1978 Porsche 911 Carrera. This car is in Class IV with a 2800cc engine. The modifications to the engine and suspension are too many to list, mechanical work has been done by Chuck Singletary and Dale Hirsch.

The body and paint were done by Hirsch Auto Body. Cort has been racing for 20 years. Some of his many accomplishments include first place overall in the 1988 Fur Rondy Grand Prix and 1989 North American Ice Racing champ. His sponsors are Hirsch Porsche Audi Repair, Hirsch Body and Paint, Mr. Prime Beef, Sportswest, CASCO, SouthTown Hobby, and Raceway and Dalcot, Inc.



BARBARA BOWDEN, #124, is a Real Estate Broker and has her ride all to herself this year. She races a red 1978 Ford Fiesta with a 1600cc engine in Class I. She's added Weber carburetors and a Formula Ford special head. The suspension has been modified by adding heavier sway bars, racing shocks and beefed mounting

points. Barbara has been racing for 24 years and has participated in every Fur Rondy race since 1977. She placed first overall in 1983 and has won Class I numerous times. Barbara says, "Many thanks to my son Terry who has spent many, many hours since this new car was purchased in 1978 to get it to its present state of development. A great crew chief!" Her sponsors are ERA Professional, Seattle Mortgage, Steve Bremner's Auto, and Anchorage International Inn.



TESS STEWART, #41, is a rookie and is driving a Volkswagen Rabbit, "Pink Power" in the ITC Class. Her sponsors are Flash Tan, Sun Affair, Ecco, McDuffy's, and 100.5 The Fox.



CELEBRITIES

This year the Alaska Sports Car Club is proud to host two guest celebrity drivers for the NYE Frontier Toyota and Ford Grand Prix—Christian Cook and Matt Melby. We are proud to feature both of these racing professionals at Alaska's premier race car driving event.



Christian Cook

Chris Cook serves as Vice President of American Challenge which is a fully-equipped high tech driving school that travels throughout the United States. American Challenge offers a four hour course taught by some of the

most experienced professional drivers in the United States. This course combines classroom style instruction and behind-the-wheel experience in an effort to build a driver's confidence and improve personal driving performance.

Previously Chris spent four years teaching at the world-renowned Bob Bondurant School of High Performance Driving. Prior to his departure, he was a Chief Instructor for the school.

His racing career includes participation in the Southwest Tour, IMSA GTO, Showroom Stock, IMSA Firehawk, IKF, and appearances at both the Regionals and Nationals.

Chris will be returning to Anchorage this year for his second Grand Prix appearance.



Matt Melby

At 23 years old, Matt Melby has achieved more in auto racing than most could wish to attain in a lifetime. Over the past 11 years Matt has had nearly 250 Kart racing starts and he has finished an astounding first, second or third in more

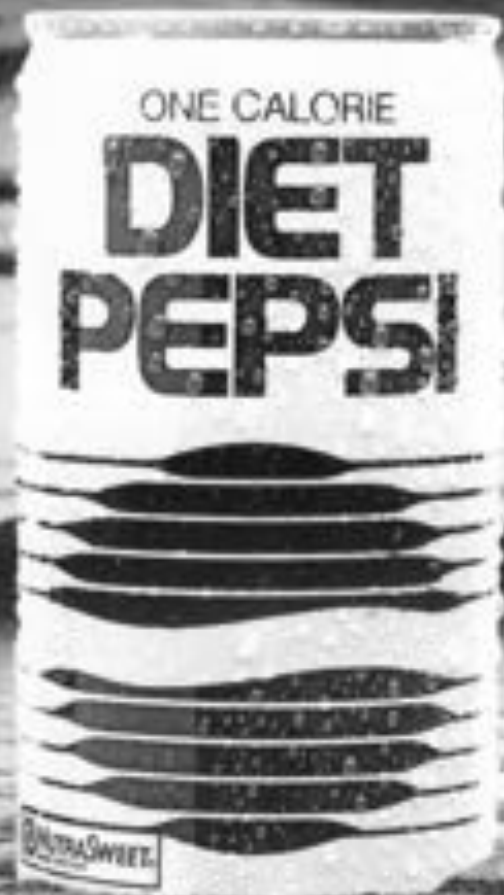
than 200 of them. In addition, he has accumulated three International Kart Federation (IKF) National Championships along the way.

Perhaps his greatest accomplishment came in 1987, when he was selected to represent the United States in the New Zealand and Australian Championships. He won two of the three races and was crowned South Pacific Champion, making him one of the rare winners of an International Karting Championship. That same year, Matt was selected as a factory driver for the Dunlop Tire Corporation, Kiwi-Karts of New Zealand, and Collins Racing Engines.

Currently an instructor for the Bob Bondurant School of High Performance Driving, Matt continues to sharpen his skills.

His goal for the future is clearly defined. Matt plans to win the Barber-Saab Championship on his way to racing Indy cars. With his experience, determination, and professional attitude, Matt is clearly recognized by his peers as one of today's rising stars.





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HISTORY

Fur Rendezvous Grand Prix

The appeal of a "street" race is universal among road racers. Before closed circuit racing became the status quo, races were often held on public roads and some, such as LeMans, still are. Over the past 10 years, street races in the United States have once again increased in popularity. Las Vegas, Long Beach, Detroit, Del Mar, and many other U.S. cities now convert public roads for races ranging from Formula 1 and CART professionals to SCCA amateurs.

Long before many major U.S. cities began sponsoring street races, Anchorage race drivers were taking to the streets for the annual winter race. Introduced in 1959, early Anchorage race drivers decided to celebrate winter by organizing an official racing event.

For six years (1959 through 1964) the early members of the Alaska Sports Car Club raced in the downtown area. The cars they raced were much different than today's but the "run what you bring"

attitude continues to pervade the Rondy Grand Prix. Early racers drove MGs, Triumphs, Healys,

The "run what you bring" attitude continues to pervade the Rondy Grand Prix.

Corvettes, and Goliaths.

After 1964, the race left the city streets and moved to Sand Lake in South Anchorage, and so began a series of winter races on ice. Into

the 70s racers continued to compete on Sand Lake and the North American Ice Racing Championships began. Held in conjunction with the Fur Rondy each February, this race kept winter sports car racing alive.

The winter of 1977 brought a surprise to these seasoned ice racers. Temperatures soared and Sand Lake wouldn't freeze solid enough to support the more than 50 cars that were scheduled to participate in the



North American Ice Racing Championship during Fur Rendezvous. But the race had to go on and the solution was to return the race to the streets of Anchorage.

Wally Hopkins is credited for making the sale of a lifetime. He convinced the Municipality, Fur Rendezvous, the Alaska Sports Car Club, and the insurance company to approve the return to the city streets and the Fur Rondy Grand Prix was born. The ice racetrack moved "uptown" and the new course raced past the butters area and the train station, up the hill, past the Elks Lodge and down Christiansen Hill back to the train station.

The course stayed this way until 1985 when once again the race was forced to move off the city streets. The race was moved to the Minnesota Bypass, but it was not a good location for either the driver or the spectators, so it was moved to Spenard for the following year.

The "Spenard" Fur Rondy Grand Prix dawned in 1986. The first year the race course ran counterclockwise, but otherwise the course has remained the same. Spenard has been the home of the Rondy Grand Prix for six years now, and it is still going strong.

It's been 33 years since the first winter race in Anchorage, but don't tell Dwight Bowden. In 1964, he raced downtown in a Sunbeam Alpine and he's continued to race and win over the years. Look for him this weekend, along with his wife and son—all three of them are competing.



THANK YOU

*The Alaska Sports Car Club wishes to thank
the following businesses and individuals who helped make the
1991 NYE Frontier Toyota and Ford Grand Prix a success.*

SUPPORT VEHICLES: NYE Frontier Toyota and Ford

FIRE EXTINGUISHERS: Yukon Fire Service

TRACK PREPARATION: MOA Street Maintenance Department

INSURANCE: K & K Insurance

RACE ANNOUNCERS: Ron Moore, Randy Cruse, KBYR

SECURITY: MOA Police Department

CROWD CONTROL: APD Explorer Scout Auxiliary

EMERGENCY VEHICLES AND CREW: MOA Fire Department

TRAFFIC CONTROL: Anchorage Police Department

WRECKER SERVICE: Anchorage Towing and Recovery

RADIOS: ARCO Alaska Inc.

RADIO COMMUNICATIONS NETWORK: Anchorage Amateur Radio Club

REFRESHMENTS FOR RACE VOLUNTEERS: Cans, Pepsi, McDonalds, and Doug Green and Friends

TRAILER FOR SCORING SHACK: Pacific Movers

MOBILE PHONE SYSTEM: MACtel Cellular System

TIRE TRUCK: Senter Tiremobile

PROGRAMS AND ADVERTISING: Greater Anchorage Inc.

DRIVER & PIT CREW REFRESHMENTS: Anchorage Shrine Temple

TV & RADIO PRODUCTION: The Videoplex

*And the Anchorage International Inn for putting up with us;
United Builders Supply for their patience;
and the National Guard Armory
for letting us use their facility.*



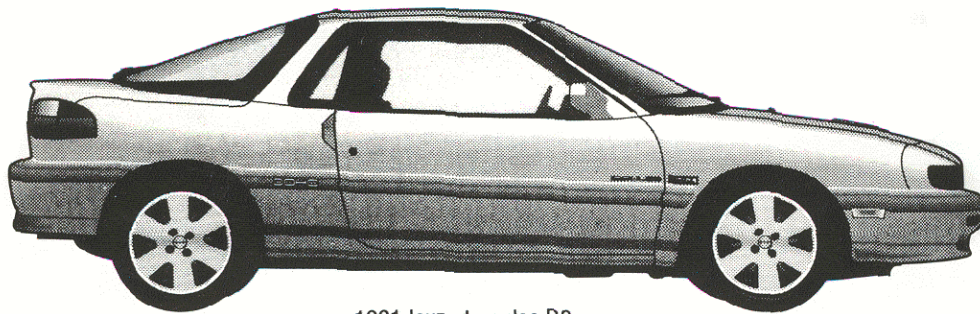
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