

November, 2002

NO, IT'S NOT OLD NEWS; IT'S STILL 2002, AIN'T IT?

Yeah, yeah, yeah. This issue is a little late – so sue someone. All that can be offered are apologies, but let's be honest; some of you don't read the Panic Slip right away, anyway. And the last time we checked with Einstein, time was all relative. So we move on.

There have been three autocrosses since the last Panic Slip, so the results of each are immediately below. It must be noted that Rukavina designed the September 22 course, yet Stevenson apparently has no respect for that, since he beat the old yellow Camaro. Rukavina is not one to take that crap, so he was marginally faster on the October 6 course that sneaky old Bob designed. Clint Houge stepped up to design the last course of the year (on probably the last nice Sunday of the fall) on October 22 and promptly screwed up the course designer rules by winning his own class on his own course. Jeeze! Well, whadya expect from a guy with no pistons? Rotary–schmotary, but the course was terrific.

Late season attrition set in, also, as Nutter's Maverick received an unwelcome nose job against a fence. Rats! Bozeman's Gordy Gollehon went into the quick oil change business when his 'Vette bottomed out the oil pan and dumped several quarts of long-dead refined dinosaur remains all over the ExpoPark lot. Damn! And Rukavina's tranny downsized from a three speed to a two speed at the last event. Wouldn't you know – the warranty's up? And there's a Mini-Cooper second gear out there somewhere, too. And Ed beat Paul at the last event, too. Na-na-na-na-na. Jim "Decal Boy" Messick isn't paranoid – they are out to get him next year. If Darrell Schamp doesn't get a car for next season pretty soon, his hands and feet are just gonna shake themselves to sleep. We had competitors from Germany; and we had a pickup burn rubber in A/production! New ZO-6's and fancy Mustangs are expensive, shiny, and fast.

September 22, ExpoPark

A/sedan

1st Marc Odell Mustang 1:06.532

B/sedan

1st Zack Gilmor Ford Contour 1:04.290

C/sedan

1st Scott Kauffman 1:05.266

A/production

1st Tim Borsberry Ford Mustang 59.933
2nd Orrin Mullennay Ford Mustang 1:01.964
3rd Matt Felton Chevy Camaro 1:03.766

B/production

1st Tim Helms Pontiac Fiero 1:01.349
2nd Marco Marazzi Pontiac Fiero 1:02.191
3rd Darrel Schamp Mazda RX7 1:05.162

Prepared 2

1st Charlie Mann Toyota 1:04.459

GT-1

1st Bob Stevenson Ford Mustang 58.118
2nd Jerry Rukavina Chevy Camaro 58.293
3rd Steve Nutter Ford Maverick 59.352
4th Dennis Figarelle Chevy Camaro 1:02.721
5th Kent Yoder Chevy Camaro 1:02.837
6th Amy Nutter Ford Maverick 1:20.970

GT-2

1st Clint Houge Mazda RX3 58.502
2nd Rick Cummings Mercury Capri 1:00.507
3rd Colter Cummings Mercury Capri 1:02.902

GT-3

4th Paul Heppner Mazda RX7 1:05.816
5th Ed Austin Mazda RX7 1:06.381
C/production
1st James Rowen Honda 1:01.352
2nd John Weinzettel Honda 1:02.082
3rd Kyle Figarelle Porsche 944 1:03.541
4th Scott Phelps Dodge Daytona 1:08.188

1st Jim Messick VW Scirocco 59.619
GT-S
1st Greg Painter Corvette 54.730 **FAST TIME OF THE DAY!**
2nd Phil Kiser Corvette 55.518
3rd Jason Roan Corvette 57.639
4th Christian Heubner Corvette 1:02.8898
5th Clemens Heubner Corvette 1:11.767

October 6, ExpoPark

A/sedan

1st Mike Beattie Chevy Camaro 1:14.643
2nd Pete Zahara Cadillac Allante 1:15.911

B/sedan

1st Zack Gilmor Ford Contour 1:10.939

C/sedan

1st Richard Clarke Subaru 1:10.186
2nd Steve Johnson Honda 1:30.114

A/production

1st Joe Barlow Ford Mustang 1:14.068

B/production

1st Tim Helms Pontiac Fiero 1:09.834
2nd Tim Sellers Mazda RX7 1:15.768
3rd Allison Goodspeed Pontiac Fiero 1:16.666

C/production

1st James Rowen Honda 1:08.489
2nd Kyle Figarelle Porsche 944 1:09.892
3rd Scott Kauffman Dodge Neon 1:11.409
4th Alan Beaumont Mazda Miata 1:12.109
5th Brad Kauffman Subaru WRX 1:17.124

Prepared 1

1st Kyle Houge Mazda RX7 1:13.480

Prepared 2

1st James Raines Ford Mustang 1:12.341
2nd Jack Haling Dodge Stealth 1:14.613

Prepared 3

1st Scott Phelps Dodge Daytona 1:14.868
2nd Reza Mapili Toyota Corolla 1:15.118

GT-1

1st Jerry Rukavina Chevy Camaro 1:04.043
2nd Bob Stevenson Ford Mustang 1:04.283
3rd Dennis Figarelle Chevy Camaro 1:10.589
4th Kent Yoder Chevy Camaro 1:10.849

GT-2

1st Gary Wolf Saab 1:02.151 **FAST TIME OF THE DAY!**

2nd Cling Houge Mazda RX3 1:06.553
3rd Rick Cummings Mercury Capri 1:07.981

GT-3

1st Jim Messick VW Scirocco 1:06.087
2nd Victor Hodge Morris Cooper 1:25.830

GT-S

1st Phil Kiser Corvette 1:04.166
2nd Howard Hahn Corvette 1:05.265

October 20, ExpoPark

B/sedan

1st Zack Gilmore Ford Contour 1:22.931

C/sedan

1st Scott Kauffman Dodge Neon 1:24.020

A/production

1st place Joe Barlow Ford Mustang Cobra 1:23.831

2nd Tim Sellers Pontiac Trans-Am 1:27.890
3rd Jon Houtto Chevy SWB Pickup 1:31.110

B/production

1st Tim Helms Pontiac Fiero 1:20.002
2nd Ed Austin Mazda RX& 1:27.534
3rd Allison Goodspeed Pontiac Fiero 1:28.264
4th Paul Heppner Mazda RX& 1:28.323

C/production

1st John Weinzettle Honda 1:19.002
2nd James Rowen Honda CRX 1:20.203
3rd Alan Beaumont Mazda Miata 1:22.541
4th James Campbell Honda CRX 1:24.976
5th Kyle Figarelle Porsche 944 1:25.379
6th Steve Nutter MG Midget 1:26.896
7th Victor Hodge MG Midget 1:29.555

GT-1

1st Bob Stevenson Ford Mustang 1:16.700
2nd Jerry Rukavina Chevy Camaro 1:17.097
3rd Dave Cooley Porsche 928 1:17.652
4th Adam Johnson Ford Mustang 1:18.234
5th Kent Yoder Chevy Camaro 1:22.4616th
Dennis Figarelle Chevy

Camaro 1:22.936

7th Gordy Gollehon Corvette No times

GT-2

1st Clint Houge Mazda RX3 1:14.973
2nd Rick Cummings Mercury Capri 1:20.564
3rd Colter Cummings Mercury Capri 1:21.263:

GT-3

1st Gary Wolf Saab 1:12.705
2nd Jim Messick VW Scirocco 1:17.566

GT-S

1st Matt Schaeffer Corvette ZO6 1:09.049 **FAST TIME OF THE DAY!**
2nd Phil Kiser Corvette 1:15.044

Prepared 3

1st James Schneider Porsche 968 1:17.456

2nd Reza Mapili Toyota 1:25.123

3rd Scott Phelps Dodge Daytona 1:27.040

AN EXTRA DOSE OF THANKS ALL AROUND

This season was an extraordinary experience for all of us pylon-eaters. Seven events (only one non-points, at Bay Drive), another terrific Top Gun (OK - so it was a little warm!), our inaugural event at the Helena Regional Airport drawing 58 cars on one of the most beautiful days ever, more new members all the time, younger drivers getting into the sport, long-timers still kicking a little butt now and then, and some real enjoyable times with our car - addicted compadres. Give me a cigarette; I feel satisfaction coming on.

Well, it does not happen automatically, As anyone who has been to one of this club's events in the last couple of seasons will attest, this club has one hard-working, smoothly coordinated leadership team - a team to be proud of.

Consider:

* **Ed Austin** and **Paul Heppner** have the club on the best financial footing of our existence. With due respect to **Tom Masterson** for his fiscal vision with the Double Nationals, this club has a timing trailer (that Ed and Paul have refurbished), new and better radios for all of our event workers, a new timing program, back-up timing lights, the use of a reliable generator, and dozens of other things both large and small to make our events fun and successful.

* Ed's and Paul's wives, **Judi** and **Nita** (respectively) have made registration and timing a true delight. They bring their bright smiles to the events, and as they are occasionally joined by Ev Rukavina as well, they simply take care of all of the details as competitors go about their own preparations. Run results are never more than a minute away at the timing trailer, and these fine ladies work without complaint in wind, sun, noise, smoke, and general hubbub. We would be lost without them. Thank God some guys have married well.

* Other volunteers (and I'm certain I'll forget some good ones -my apologies!) are equally important. **Jack Haling** buys a mean donut and is always available to assist wherever. **Steve Nutter** is always there for technical inspections, joined sometimes by **Clint Houge**. **Bob Stevenson** has helped with more course setups than he can possibly remember. **Darrel Schamp** loves to start and safety steward and get pylon watchers out on course. **Mort Kirby**, **Jim Keller**, **Carolyn McKay**, and undoubtedly others are always ready to just pick up jobs that need doing. **Paul Heppner**, **Tom Masterson**, and **Jim Messick** are now experienced fork lift operators. And our wonderful 4H lunch concession has really added to the family flavor of our events. We will thank folks again at the banquet in 2003, but for now, a huge THANK YOU for all of the valuable volunteer time you all contribute.

* It's not just the past season that gets attention; it's the next as well. Ed, Paul, and Jerry are working on new sites for next year and for a schedule that will provide maximum fun for us all. They hope to add even more places to the two best facilities in the state, Helena and ExpoPark. This club will be first in line to talk to the new fair management to see to it that we stay on ExpoPark's event calendar . We're even talking to the local police - voluntarily - about new sites.

TECHNICAL INSPECTION AND CLASSIFICATION RULES

It is absolutely guaranteed that every season sees some missed technical inspection points and some classification glitches. We are going to try to separate the tech inspector job from the classification job next year to keep things fair and equitable, but for now please consider:

* Please do not write in your own class on the tech sheet. You are not in charge, and it's the tech inspector's job (or the classification guy's job) to make that decision.

* Also note that the presence of a locking or limited slip differential, either stock or aftermarket, automatically puts a vehicle so equipped into a production class immediately. There are no locking differentials in Sedan classes. Period.

* Blowers or turbochargers, again, either stock or aftermarket, constitute one package point. Period. They do not cause the vehicle to "move up" to a "higher" class. So, for example, Gary Wolf's Saab is already in GT-3 due to the slick tires, and the engine package does not move the car to GT-2.

* Some factory hot rod performance packages come with locking axles, blowers, and wheels wider than our rules allow for either Sedan or Production class. Joe Barlow's Cobra, for example, has a wheel wider than 8.5 inches, so it's looking like a Prep 1 car which could be "packaged" or "tired" into GT-S. with sufficient mods.

* A reminder that objections to tech inspection or classification must be raised before comp runs commence, otherwise they have no standing. So if you are concerned about classification and the like, you'd better do it early in the morning or it's tough cookies for you.

ELECTIONS? WE DON'T NEED NO STINKING ELECTIONS, DO WE?

This fall, there was no call for rule changes, nor has there been any call for officer nominations preparatory to actual elections. We know that's not consistent with our constitution, but the dumb, honest, and simple reason is that there has been virtually no time for any such call. Three late year autocrosses and a busy fall have left damn few "extra" hours for anyone. Frankly, (and feel free to tell **Ed Austin** or **Jerry Rukavina** if you object to this characterization), things seem to have gone pretty well this year, and there was no great cry for any rules or officer

overhaul. And no one has indicated that they are in dire need of any new officership. So, without objection and in the best interest of the club's resurgence, the same team of Ed, Paul, and Jerry will remain through 2003, with a change of Competition Chairman from **Namen Paul** (new job and work schedule) to **Jim Messick**. 2003 ought to be another banner year for this club if members keep contributing to the overall effort and to this team. This may not be all "according to Hoyle", but it does work for the club. You know, the club that has better than doubled its membership over the last two years.

2003 SCHEDULE

Just FYI at this point, the following schedule is what we are working on for next year. Nothing solid yet, but we are trying to lock these dates in real soon. Like before anyone else gets on the board. We will let you know of firm dates ASAP.

- * April 13 Non-points opener in GF
- * May 4 GF points event
- * May 25-26 Helena Mustang event @ Helena Airport; Mt Region points event
- * June 8 Points event in GF
- * June 22 Points event in conjunction with Helena Millennium Show; at Helena Airport
- * June 29 Double Nationals@ Pacific Raceways Park in Seattle
- * July 12 & 13 Double points event, Top Gun, Site still open.
- * August 2 Demo Derby (we presume)
- * August 10 Points event in GF
- * September 7 Points event
- * September 28 Points event
- * October 19 Points event

If the site is not indicated, that's because we don't know for sure yet where it will be. Helena has generated incredible interest, and we are even looking at restricting entries at that site to a number we can handle. Last summer's turnout makes over 100 cars look quite likely! We shall see. The above also reflects deliberate attention to staying clear of holidays like Easter, Mom's day, Dad's Day, July 4, Labor Day. There are alternative GF sites under discussion, too, but it's too early to guess at the chances of them coming through. Note that the above schedule has 10 points events, including at least two out of town, and the usual double points top Gun. Ambitious; but probably doable (don't forget that the weather may mess with us occasionally). We are hearing that folks prefer a very reasonable number of high quality events rather than a huge number of low attendance days. As a side note, one of the proposed event sites may include noise restrictions, but you will get 30 days notice of that, as per our rules, should that come to be.

PARTIES AND POINTS

Yes, Virginia, there will be a 2003 banquet in January at the Silver City location that has traditionally treated us well and fed us superbly. The exact date might be January 25, but we will confirm that with a post card or another newsletter well in advance. At that time, 2002 points will be announced and awarded, so let the suspense build. You know how to keep a person like you in suspense? We'll tell you later.

At this point, unless Ed (452-1135) or Jerry (761-4357) each get an avalanche of calls protecting it, there WILL NOT be a November meeting, either board or general. We think that this Panic Slip ought to bring everyone up to date for now, and it will give all of you more time to shop for Christmas or hang on E-Bay. It just doesn't seem at this point like we need a November meeting.