

*April/May 2003*

## **KILL THE COBWEBS!**

Our 2003 opener was a HUGE success. Three dozen drivers and literally hundreds of spectators enjoyed the start of a new autocross season and the christening of a new event site. Our collective thanks to Corvette (2002 ZO6!) driver and swell guy **Phil Kiser** and his business partners as they let us use the south lot of the old Buttrey Warehouse. The tight but terrific course was all inside a most welcome chain link fence that made watching and security both a breeze! Even the intermittent use of the facility by the National Laundry folks after their disastrous fire was easily handled. The day saw a very tightly bunched of times turned in by long-timers and newbies, front and rear-tire smokers, and both familiar and just-hatched cars. This portends a great season of broad and deep competition in all classes. Fast might not be easy this year.

Of note: **Figarelle** has saved another Camaro from the crusher, **Akers** found the other four cylinders he's been looking for all these years, **Heppner** can drive sideways, **Austin** wants a GPS system, **Kisers** think pylons are apparently fiber, **Namen Paul** will do burnouts for glory, **Schamp** now has his cylinders in a row instead of bent, and **Masterson** has yet to change his Porsche's coolant from winter to summer air. Just thought you'd like to know.

Ryan's Station was our post-event gathering spot, and they were superb as well, offering us the best in space and cold drinks and hot food. Just a superb day for all, even if you got lost, broke the car, hit nearly every pylon, or put on your best display of, "Oh, my God, can I save this slide?". Cool day. We'll be back.

## **THIS TIME IT COUNTS**

The first points event will be this Sunday, **May 4, 2003, at ExpoPark in Great Falls**. Be there early for registration and course set-up assistance if at all possible because we anticipate a good turnout. **Stevenson** promises a challenging course (aren't they all?) that will tax your brain. Important for this event:

- The "X" factor is a problem for timing and scoring, so here's the deal: If your vehicle is not marked correctly, you will have two options. You may take the run and have it incorrectly attributed to your co-driver with no possibility of getting it corrected or re-run later, or you may return to the longest pre-stage line as you correctly add or subtract the "X" on the car. There simply is not enough time or attention for event officials to keep track of your vehicle's identity,

