

*Mid September 2003*

## **NEXT EVENT – CHANGE OF DATES**

Yup, we're goin' local next. Montana ExpoPark, Sunday, September 28 was to be our next scheduled points event. But hold on! DATE CHANGE! DATE CHANGE! Due to another in the seemingly endless series of miscues with the many and various folks at ExpoPark with which we have been forced to deal this year, we got shafted again on an event date! Not that we're cranky with any of the fairgrounds folks, they are all doing the best they can in a real odd year, but we have certainly been passed around like a bottle of Ripple at a wino convention. Now the next event is scheduled for **OCTOBER 5, REMEMBER OCTOBER 5! CHANGE YOUR CALENDAR RIGHT NOW!**

There is a gun and antique show in September that brings in a lot more money than we do, so we got pre-empted. Oh, well, it ought to be considerably cooler in October than the 101 degrees that accompanied Top Gun back in July. These fall events are pretty cool with the crisp mornings and shirtsleeve afternoons telling you to enjoy the events now, 'cause it will be winter soon enough. So start to say goodbye to summer 2003 (although there is an event scheduled for October 19 at ExpoPark as well, but that event may end up getting cancelled due to weather and the proximity to the October 5<sup>th</sup> event) at the next event.

## **CHANGES, CHANGES, CHANGES**

The September 7 event at the Helena Regional Airport (story and results to follow) saw two important and welcome changes to our event procedures. First, there is no longer a need to beg for course workers! We waited until all entrants were registered and then assigned the two run groups, and then ASSIGNED ALL COURSE WATCHERS! So drivers had to look for their run groups and then keep looking to see which (if any) pylon-watching duties were to be filled. It was all posted clearly on the newly-repainted club trailer for all to see. That's right; no more ugly old faded Ford blue – and chrome lug nuts! Thanks to **Ev Rukavina** for the black and white checkerboard sides and pinstriping. What an improvement! At any rate, there were zero complaints; we will just have to make sure that the load is spread out over all participants equally over time. The pylon watcher exchanges took only a few minute which really helped things go smoothly and quickly

The second change in procedures was to eliminate the old paper

pylon sheets. It can be pretty confusing to watch cars going past you in two directions, have to find the car numbers on the sheet, write down a count, radio the count in, and reset the darned cones. Nonsense. With our reliable radios and an acknowledgment from the timing trailer when a call comes in, there is just no need for a redundant paper system. Pylon watchers can just watch, radio and reset pylons with no record-keeping duties, which makes the job just that much simpler. Again, no complaints and a smooth operation.

## **SMOKE, RAIN, SPEED, SUNSHINE, EXCITEMENT; ALL IN ONE DAY**

Words fail to adequately describe the September 7 event at the Helena Regional Airport. It was just an awesome day, but a strange day, and perhaps even a weird day all rolled into one. Morning started a bit smoky (aren't they all lately?), then it turned a little overcast, then it got bright and hot, and finally about 4:00 we got pelted with a real cold and unexpected wind-driven monsoon that changed directions and temperatures simultaneously! Only a seriously demented meteorologist could have properly appreciated the day, perhaps, but it did bring consternation and confusion to us autocrosser types. And an impromptu wet t-shirt contest! Various folks said the day had a strange "everything's not quite lined up here" sort of atmosphere; maybe it was a combination of Martian and Lunar gravity tugging everyone's equilibrium out of whack, who knows? (What is "whack", anyway? And how do you know if you're "in" whack?)

About 42 drivers showed up for another run at the Helena site that spoils us all more every time. The course was pretty open and there were adrenaline grins all around after nearly every run, but you had to really consciously drive the damn thing to get the times down. The challenge of upshifting into third for the new "fast five-point" was kinda fun. Drivers were actually heard complaining about the course length, like they couldn't concentrate for two minutes! Imagine! And some of the at-speed donuts were spectacular. And no style points for those who drove in the dirt!

Weather apologies for the unfortunate folks who did not get all four of their runs in the dry, particularly the hard-working techies **Steve Nutter** and **Clint Houge**. We have to remember to get our workers their share of the fun. The results reflect dry run times only; after the rains washed out all the chalk marks and the subsequent track-drying parade laps did not fully dry the track, the wet experience was

“interesting”, but not competitive.

Once again, participants had a great track day, but always appreciated is the effort folks gave back. The cooperation and energy was just super – folks jumped in to help whenever help was needed with all sorts of event “stuff”. Some drivers had to get on the road early, but comp runs actually lasted until nearly 6:00 PM. The gate was locked at 6:45 as the last Great Falls contingent and the club trailer left the site. Perhaps singing would be appropriate for the unsung heroes like **Ed Austin**, our RE who didn’t even compete Sunday but who gives 110% every week. Or **Judi Austin** and **Ev Rukavina**, our cheery registration, results, information, food, water, liability release, and Jills-of-all-trades who received the cold drowning like the competitors did. Or **Clint** and **Steve**. Or **Paul** and **Anita Heppner** who were in Italy instead of Helena last Sunday but who also give so much to the club. Or **Bruce Schlaebitz**, who always jumps in to help. Or countless others (yeah, I could probably remember you all if CRS wasn’t a problem) every week, year in and year out. Thanks to you all, sung or not.

On a post-note, several drivers since have reported staying awake thinking about ways to go faster on that course even into the wee hours of early Monday despite their fatigue and a full Monday workday. Diehards? Probably – but they’re thinking diehards!

From new drivers in S-10 pickups to serious National-bound modifieds; the results:

#### **A Production**

- 1<sup>st</sup> place Namen Paul Pontiac Firebird 1:59.953 (Squealiest tires, too!)
- 2<sup>nd</sup> place Gary Meuchell Ford Mustang 2:01.814
- 3<sup>rd</sup> place Chris Swift Pontiac Firebird 2:10.333
- 4<sup>th</sup> place Shayleen Meuchel Ford Mustang 2:14.893

#### **A Sedan**

- 1st place Jason Rukavina Monte Carlo 2:08.133 (Much laughing)
- 2<sup>nd</sup> place Justin Hickman Monte Carlo 2:11.718 (Even more laughing)

#### **B Production**

- 1<sup>st</sup> place Tim Helms Pontiac Fiero 1:52.396
- 2<sup>nd</sup> place Seth Johnson Mazda RX-7 2:00.201

3<sup>rd</sup> place Dale Bickell Datsun 2:03.344

**C Production**

1<sup>st</sup> place James Rowan Honda CRX 1:54.217

2<sup>nd</sup> place John Weinzettel Honda CRX 1:55.373

3<sup>rd</sup> place Todd Ereth Chevy S-10 1:58.014 (First-timer, with donuts!)

4<sup>th</sup> place Jim Messick VW Golf 1:59.419 (Done without the benefit of any spark plugs!)

5<sup>th</sup> place Waylon Carroll VW Jetta 2:04.257

6<sup>th</sup> place David Thurston Plymouth Conquest 2:04.949

**C Sedan**

1<sup>st</sup> place Peter Kern Dodge Neon 2:00.666 (Weighs less than Dad)

2<sup>nd</sup> place Rick Kern Dodge Neon 2:01.458 (More gravitationally enhanced than Peter)

3<sup>rd</sup> place Galen Smith VW Scirocco 2:04.342

4<sup>th</sup> place Mickey Ciari VW Bug 2:04.554 (No top! Hardcore!)

5<sup>th</sup> place Drew Lovel Nissan 2:07.080

6<sup>th</sup> place John Woodcock Nissan 2:08.030

7<sup>th</sup> place Paul Dennellon Datsun 2:13.995

**Prepared 1**

1<sup>st</sup> place Jeff Miklautsch Ford Mustang 2:01.988 (Can you say e-bay?)

2<sup>nd</sup> place Walt Davis Ford Mustang 2:04.813

**GT-1**

1<sup>st</sup> place Jerry Rukavina Chevy Camaro 1:47.907

2<sup>nd</sup> place Tim Borsberry Ford Mustang 1:47.982 (Only .075 of a second off first place, and big time sideways!)

3<sup>rd</sup> place Steve Nutter Ford Maverick 1:50.106

4<sup>th</sup> place Gordon Gollehon Chevy Corvette 1:51.478 (Goodby, Old Silver; Hello, New Red!)

5<sup>th</sup> place Dennis Figarelle Chevy Camaro 1:52.322

6<sup>th</sup> place Kelly Rolfe Chevy Camaro 1:55.371

**GT-2**

1<sup>st</sup> place Clint Houge Mazda RX-3 1:52.249 (Without pistons!)

2<sup>nd</sup> place Rick Cummings Mercury Capri 1:54.447

**GT-3**

1<sup>st</sup> place Gary Wolf Saab Aero 1:46.178 (He used the hair dryer,  
though!)

2<sup>nd</sup> place Adam Pitt Honda CRX 1:50.158

3<sup>rd</sup> place Rein Gilstrom BMW 320i 1:51.116

4<sup>th</sup> place Mike Williams VW Scirocco 1:51.429

**GT-S**

1<sup>st</sup> place Jason Roan Corvette ZO6 1:44.154 FAST TIME OF  
DAY! And in a red car!

2<sup>nd</sup> place Tracy Amt Corvette 1:53.569

3<sup>rd</sup> place Amy Roan Corvette 1:55.271

4<sup>th</sup> place Simon Elston Corvette 1:56.056

**Modified**

1<sup>st</sup> place Bruce Schlaebitz Red Devil 1:49.249 GOOD LUCK AT  
THE NATIONALS!

2<sup>nd</sup> place Sheldon Lemoire Red Devil 1:49.286

**ELECTIONS**

Yea, rule changes are September's task, and officer nominations are October's domain, but let's get real here. The official constitution and bylaws also limit officers to two year terms, and we've gone past that many, many times. So as long as we run democratic elections for rules and officers in an open and honest way, we're okay. The rule changes and officer elections are all on one single ballot, anyway, so it will work out just fine.

**MEETING**

The next general meeting of the club is at the 10<sup>th</sup> Avenue Hardee's Restaurant at 7:30 PM on Thursday, September 25. Be there if you can. We'll see you there.

**Questions?**

For more information, call Ed Austin at 452-1135 or Jerry Rukavina at 761-4357

