

# HAST TIMES

P.O. Box 30956 • Billings, Montana 59107

January-February 1994

## Idle Chit Chat

Time again for another article and there is a huge amount of stuff happening.

First is the Motorsports Complex. With the help from the Tradeport Authority we have a very strong chance for success. The prospect of a multi use facility in this area is mind boggling-I'd even like to try drag racing-once anyway.

Next I'd like to thank Dave Eberts for his work to promote the club. Dave landed us the ice racing site, and all who made the event will tell you it was a lot of fun. Dave also helped land a date at the upper Metra parking lot. We plan on having an event on August 7, possibly running at another site on the 6th for a 2 day event. Another hard worker that deserves a little space here is Dave Dilly, who has spent several late nights putting together the electronics for our new staging lights. Unfortunately Dave underestimated the calibration of "talent" we had and the system suffered a small failure before even sparking one light to life. At the ice race Dave promised to de-bug and simplify the system when a Sports Car Club member can work it.

Also in the works is the downtown Billings "Road Race" that is being put together by some good people at the Gazette. There is a chance we will be involved in helping run this event. It sounds like some work and a lot of fun.

More than ever we need all members to be active. There is a tremendous amount of opportunities for the club to grow, so get active. There are also a lot of jobs needing someone to take them over. If we all play our cards right, the club should start to really catch on fire this year. At this point we are still looking for someone to handle the media, and a new position will be available soon-a math oriented person for timing and scoring. When Dave Dilly is work all the kinks out of our new staging lights we will be able to add a whole new dimension to our events and someone who can crunch a quick number will be invaluable to us.

Well got to go now-I've got this urge to peek under the car cover and see what is left of my race car-it's getting close to that time again.

Dennis McCollough

## OFFICERS

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**Newsletter Staff**  
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Dennis McCollough • Tim O'Brien

## Live From The Acton International Raceway

Every year since the club's beginning I have kept a tradition alive. Along about the time snow starts to fly, I suggest at the club meeting the possibility of ice racing.

In the last few years, when I muttered the inevitable suggestion, cheers erupted from the general membership as bets were passed and collected.

Besides the cajoling of my friends I was cursed with the lack of the one key ingredient that would make my suggestion work.

During 1993, the Billings area was blessed with an above average rain fall late in the summer. Sensing possibilities, Dave Eberts, Dwight Gilliland and myself decided to pull a recon mission. And so it was, In Waldo's pond (a suburb of Acton) there spewed forth 10 acres of Snot Slick Ice, 3 to 5 inches deep, and setting on hard ground. This was it. The stuff we've been waiting for. From this point on, the grin factor took effect. Everytime word of the event was brought up, those concerned would develop an uncomfortable ear to ear grin with a pinch of evil at the outer edge. Dave quickly secured the site and the dates were set.

We ran two events, but for the sake of the typist we will type only the second event-the first event was fun too.

February 13, 1994 the day proved to be different in two ways. The weather was considered near perfect for this kind of race, and the attitude of the entrants was different. They were not so concerned with learning to drive on the ice, as they were with seriously competing.

The course was set up in Pro Solo mirror image style. Wind swept patches of snow were

strategical located around the courses. These patches provided just enough tug to point you in the direction you needed to go. As the day progressed, the studded tires developed a slight groove in the course, providing aid to the directionally impaired.

The mirror coursed allowed the two groups of entrants to square off with their favorite competition in grudge style matches. The two Land Cruisers owned by Cam Larson and Mike Neitzel, both driven by many drivers, were staged together through out the day. Mitch Wagner and Cary Devitt both in Scirocco's, were very evenly matched. Cory winning by a few hundredths of a second.

Serious match-ups were made for the Mini 4 X 4 pickup contention. Don Olson, Jon Berve and Mitch McCartney all relative newcomers to organizing racing pushed there stubby little grabbers into the top spots of the 4 X 4 class. Mike Neitzel, driving a very angry sounding (who said anything about stock) Toyota Land Cruiser took 3rd overall in 4 X 4.

The day culminated with a top time run off. Don Olson in a Nissan and Jon Berve in a Toyota Ran for top honor. Driving one Lap of each course, each driver shared mistakes. Jon took out a pylon but Don lost it in a turn. The match was extremely even. Jon won the runoff by hundreths of a second.

The club wishes to thank Jim Waldo and Wayne McCarthy, and the Acton Bar and Supper Club for providing a generous prize of a gift certificate to top time winner of the runoff

Thanks to Dave Eberts for all his efforts and all who worked and timed the event.

Sleeper

## ICE RACING RESULTS

January 8, 1994

4 X 4

Mike Strecker	Ford	212.86
Wes Nelson	Bronco	214.10
Lance Hogan	Bronco	215.85
Toby Hiltabrand	Subaru	218.56
Eric Anderson	CJ-5	223.03
Dennis McCollough	Nisan	225.37
Al Hogan	Bronco	227.62
Cam Larson	Toyota	231.55
Nelson Richlen	Nissan	231.69
Rusty Stennerson	Bronco	234.40
Larry Whittmyer	Toyota	240.22
Hap Gilliland	Subaru	246.03

2X 2

Dwight Gilliland	Chevy Astro	215.27
Micky Wagner	Scirocco	217.74
Cory Devitt	Scirocco	227.34
Bill Schaff	Mazda B-2000	231.59
Ron Baker	Dodge D-50	232.31
John Odea	Pontiac	236.44
Mark Richlen	Lancia	237.72
Scott Cole	Mazda RX-7	238.29
Butch Odea	Camaro	240.03
Dean Johnson	Mazda RX-7	241.47
Dale Dinsmore	Mazda B-2000	248.81
Tim O'Brien	Mitsu Gallant	252.50
Dave Eberts	Datsun Wagon	259.94

February 13, 1994

4 X 4

Don Olson	Nissan	212.22
Jon Berve	Toyota	212.63
Mike Neitzel	Toyota	216.31
Mitch McCartney	Toyota	218.95
Dennis McCollough	Nissan	220.98
Ron Detloff	Toyota	221.40
Jon Boehmke	IHC Scout	222.89
Jeff Neitzel	Toyota	223.28
Bobbi Whitmyer	Toyota	224.99
Mitch McCarthy	Toyota	226.43
Dan Kennedy	Bronco	227.53
Dennis Walldron	CJ-7	228.08
Dale Dinsmore	Nissan	230.06
Cam Larson	Toyota	232.75
Bob Grummett	Ford	234.15
Larry Whitmyer	Toyota	241.28
Chey Whiteclay	Toyota	243.88
Rick Rose Kelley	Ford F-350	247.89

2X 2

Bill Schaff	Mazda B-2000	217.12
Cory Devitt	Scirocco	226.34
Mitch Wagner	Scirocco	227.17
Grant Cameron	Lotus Europa	231.84
Dave Eberts	Datsun Wagon	243.14
Jeremy McQueen	Datsun 510	244.43

## January Meeting

The January meeting was called to order by RE Dennis McCollough.

The treasurer reported a current balance of \$1876.90.

Treasurer report was passed.

December minutes were read and passed.

### Old Business

Bill reported that Ice Racing for January 9th was iffy, depending on weather. If acceptable you should call Bill or go to New Years Party.

### New Business

Dave Reported talking to Gary Richards of the Ronald McDonald House, and they would like members to attend there Board Meeting at Merrillac Hall.

4:30 January 25th is the date set for the Board Meeting at Metra. Dave has asked to appeal the rental fee of \$800 per day to use the parking lot. Dave moved we use a caper of \$300 just for discussion.

Dennis reported changes in audit fees for future year 1994 and discussed our corporate status.

Dale mentioned \$800 as a figure for updating the club timer, he will keep looking for different ways to update.

Char moved we adjourn, Bill second-passed

## February Meeting

The February meeting was called to order by RE Dennis McCollough.

The treasurer reported a balance of \$2117.70

Treasurer report was passed.

February minutes were read and passed.

### Old Business

Bill reported that the meeting with Metra Board was unsuccessful in reducing the rental fee of \$800 for the lot rental, however the use of the lot for autocross looked very positive.

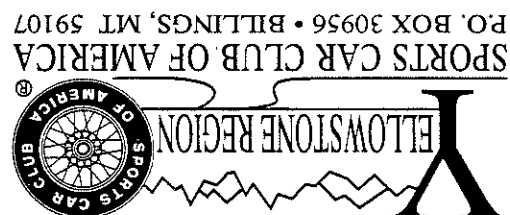
Dennis and Dwight discussed the need to use Metra as a recruitment aid. Bob mentioned publicity was necessary to make this event work. June 11 & 12 or Aug. 6 & 7 are possible dates. Dwight moved we obtain the use of the Metra for August 6 & 7. Bill seconded-motion passed. This will not be a charity event. Bob suggested an annual event.

### New Business

Dennis read the rules pertaining to roll bars on cars equipped with racing slicks.

Dave moved that the Event Chairperson should dedicate the entry fee for racing events under the guidelines of the Yellowstone Region Board of Directors-\$10 for members \$15-non members.

Dale moved we adjourn, Curt seconded-passed.



## From the Large Member or Member at Large (whatever)

Well race fans, if you didn't make it to Acton International Raceway on February 13th for our autocross on ice you missed a real good time. Except for the wind the conditions were almost perfect. The four wheelers turned out in force and pretty much blew us autocrossers doors off. The owner of the Acton Bar came for a visit and gave us a twenty buck gift certificate for top time of day which worked out very well. We should consider continuing this practice as the possibility of staggered starts will exist with the upgrading of our timing -start light system. For those of you who don't know, Dennis McCollough and Dave Dilley are working on a timer-light tree system for drag race type starting, AKA, PRO-SOLO. A very large Thank You to Dave and Dennis for developing this system.

Another thing I think we should pursue is obtaining gift certificates from the various racing establishments or other places either through donations or by purchasing them out of our treasury, and giving them to top time of

day at Pro-Solo style events, with a limit of two or so per season, and then a runner up would get it.

The 1994 autocross season is fast approaching and I encourage everyone to look to the condition of the unit they will be using to race in this season. I would hate to have to tell someone they could not compete because their unit is unsafe. Call me, Dave Eberts, at 252-4117 or Dennis McCollough at 252-9687 (in the evenings only please) for information on what we look for during a Tech Inspection.

It looks as though this season may prove to be a very interesting one for us as another club: Northwest Hillclimb Association is considering reviving Black Otter Hill Climb this summer. We have also obtained the upper parking lot at Metra on August 7th where we can really let it all hang out.

May all your asphalt be firm and warm

Dave Eberts

