



## Big Sky Road Race Update

We had a meeting with Art Hobert and Pat Polk about the go-kart race that is going on July 4th. This meeting was to clear up a lot of questions concerning the club's involvement and help required in getting this event off the ground.

Art is from the Billings Gazette and is organizing the downtown race with the ram-rodding help of Pat Polk. We discussed how the event would be ran and what was needed from us. Our club will work the course, control the start and finish line, conduct the drivers meetings and take charge of the pit area. That means we will need fifteen people or better to do these tasks so don't be a wall flower, come out and enjoy the day. The Gazette will furnish workers with electric colored t-shirts so we can be seen and not get ran over.

The race day will start around 7:00 am and end by 5:00 pm, the Gazette is working on a final draft. They will also handle crowd control, media personalities and registration for the day. I will help them with the final course layout which is to have bales of hay completely around the track that are to be supplied and handled by the Gazette. We were also asked to help with their two practice events at the Metra parking lot. They will be held on June 18th, 9:00 am to 2:00 pm, with a drivers school, and June 26th, 12:00 am to 5:00 pm. We will need people to man these two events.

After the race on the 4th our workers and their families will be given passes to the fireworks display at the Metra. Art is planning some advertising for a couple of our larger events. You can contact me for more information either at work or at home. We need all the help we can get. Dale

## Up Comming Events

June 18	Metra-road race go-kart practice 9:00am
June 19	Lewistown
June 26	Metra-road race go-kart practice 12:00am
July 3	Skyview Ronald McDonald House
July 4	Go-kart road race, downtown
July 6	Monthly meeting at Doc & Eddy's 7:30

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### LOST & FOUND

left at Bozeman autocross  
One green jacket  
Call Norm 587-7971

## Bozeman Challenge III

The third annual Bozeman Auto-x is now history. This event has grown every year and this was no exception. Course layout and sweeping went well as registration began. Once again there was coffee and doughnuts for the early arrivals. At the end of registration there were six new members in the Yellowstone Region. I would like to say HELLO to: Hans Conser (who did an excellent job in his first Auto-x), Gordie Gollehon, Roy Tunby ( who I abused tremendously in the raffle), Dustin Stetter, Nate Rolfes and Art Stendel (warriors in the screaming yellow trashwagon).

The weather looked threatening towards the end of the morning, in fact we had a couple of sprinkles off and on. Everyone got at least their first two runs in before the real rain hit. It poured for about ten minutes and then quit. It messed up a couple of people's runs and I'm sorry about that, that's racing. The track dried off quickly with the help of some parading cars, and we were back in action in about a 1/2 hour.

Bozeman seems to be the place to do buck runs and there were plenty of them after the competition. I hope this means you like the course and you're willing to overlook the fact that it's a small lot. Whatever it is, I do think it's a sign of people having fun and not wanting to stop.

The most fun of the weekend for me is the get together Saturday evening for pizza and beer at our house. We always get to know some folks we've raced with before but never really met. It's a great way to make racing a social event for the out of towners.

The weather on Sunday couldn't have been better. The course was a mirror image of Saturday's due mainly to my laziness and the fact that the lot is small so it limits what you can do without getting to tight a layout. It turned out that Sunday's course was two to three seconds faster for most everyone. Proof that you can't make a true mirror image.

It seems that I'm so busy trying to have the event run smoothly that I don't have a chance to really watch the racing. I know where everyone finished, but how they did it is all a blur. If someone would like to write about the racing it would be appreciated.

Again buck runs consumed a great deal of time and would have taken more except the sun was taking it's toll on people. By popular demand (or appeasement of an ugly mob, depending on which side you were on) I cut the buck runs short. The course was picked up in no time and it was on to the raffle. For the second year several merchants have supplied products or serviced for me to raffle off. I always say I want to do it Saturday night but it doesn't seem to work out that way. I guess I'll make it standard to do it just before the trophy presentation. Roy Tunby tried to get rid of the wonderful astro turf floor mats he won last year, but I decided to be a rotten guy (and with the help of that same ugly mob) and made him take them again this year.

I do have to apologize to Kurt Schulz as I made a mistake in the trophy awards. Kurt really came in third in A Modified, not Marty Johnson. I had the times written down correctly, but put them in the wrong order. My apologies Kurt.

I'll list the drivers that competed for only one day first, then the ones that were there competing for trophies. There were 37 drivers on Saturday, 39 on Sunday, and 32 who were there both days for a total of 45. Thank you to all who came for making it a success and working so that everything went exceptionally smoothly.

### SATURDAY DRIVERS

B Stock		
Erik Green	Eagle Talon	57.615
E Stock		
Matt Harrison	BMW 2002	70.405
H Stock		
Scott Harrison	Renault Encore	62.402
D Mod		
Fred Kienlen	Alfa Giulietta	59.239

### SUNDAY DRIVERS

H Stock		
Eric Walstrom	Civic 1200	57.331
Super Stock		
Brian Grummett	Corvette	50.874
Bob Grummett	Corvette	52.081
A Prepared		
Gared Schroeder	Corvette ZR-1	50.944
Larry Schroeder	Corvette ZR-1	53.132
D Prepared		
Dave Firth	TR-6	57.559
E Prepared		
Eric Armstrong	510 Datsun	50.621
A Modified		
Jeff Janzer	Tryota	50.816
E Modified		
Dennis McCollough	510 Datsun	54.391

### COMPETING FOR TROPHIES

B Stock		
Gorden Dewey	Mustang	112.858
Bruce Wilson	AMX	113.702
Ray Regan	200 SX Turbo	114.768
Rou Tunby	Toyota Supera	116.211
Dustin Stetter	RX-7	117.794
Tom Nagorski	944	119.737
D Stock		
Norm Williams	CRX-si	108.550
Dave Sharpe	CRX-si	108.967
Tim Fountaine	2002-ti	110.055
Justin Buchanan	Sentra SE-R	113.328
E Stock		
Hans Conser	Civic si	114.622
Gordy Gollehon	Cavalier	115.040
Joe Evers	Rabbit	116.161
Derk Gustafson	Jetta	117.704
A Prepared		
Jim Clay	Prelude	108.058
Bruce Badgley	Corvette	108.870
Aaron Pavao	Mustang SVO	111.247
D Prepared		
Jim Yocky	Sprite	105.084
Dennis Hoeger	MGB	110.150
Yale Preston	MGB	117.744
E Prepared		
Dale Dinsmore	510	107.656
Grant Cameron	510	109.835
Rob Parish	Alfa GTV	117.593
A Modified		
Dave Eberts	Lil' Jug	100.363
Jay Stelter	Tryota	102.729
Kurt Schulz	Formula V	103.417
Marty Johnson	Tryota	103.491
Roger Evans	OC-6	107.405
Nelson Becker	Rabbit	109.136
E Modified		
Art Stendel	RX-3 Wagon	111.060
Marty Westland	RX-3 Wagon	113.011
Nate Rolfes	RX-3 Wagon	117.016

## June Meeting

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

June minutes were approved as read.

Treasurer reported a previous balance of \$1,992.66

penses of Billings Construction \$40.00, CCA Sanction Fee \$39.90, Dennis McCollough \$15.36, Kinko's \$27.41, Rich Hardy \$10.00 Audit Fee for SCCA \$77.70, Donation to Falcon Finale \$328.00.

Deposit of \$571.00, renewals \$120.00, Falcon Finale \$451.00

Total balance \$2, 026.29

We moved to pay Billings Construction \$40.00 for the port-a-poti for the May 22nd even. Minutes were approved as written in the newsletter.

Treasurer report was passed.

### Old Business

Dennis reported on the Dirt Autocross. Two incidents were reported to SCCA, however no claims were made and no injuries occurred.

Dennis reported that the Timing Lights had been altered to brighten them up. Rich Hardy mentioned that they are much easier to see. The Gazette Street Race was discussed and helpers from the club would be needed to work the event and possible two practice dates.

### New Business

Dennis apologized for mis-classing cars as far as the results in the paper. The system will change. Cars will now have numbers and class on the side before they come to the start line. Dale asked how to promote the July 3rd. Ronald McDonald Fund Raiser. The normal system of media cards will be sent out. The Gazette will donate space for the announcement. Jay Korb is Chairperson, Dennis McCollough will Co-Chair and Dale will Safety Steward. Dale will put on a safety steward school the night before the event and a second follow up at the event. Donna Hager will run concessions at the events that are not covered. Dennis is still looking into adapting the computer into the timing system. Rich suggested re-vamping the work groups and run groups for autocrosses. Three groups will be used in the future for 25 driver autocrosses. Pat Polk discussed the downtown

Street Race in depth. Individual volunteers from the club would be highly appreciated. A planning session is set for June 8th at Doc & Eddy Broadwater. 7:30 pm all people interested helping with the July 4th event should be present. Dave moved we adjourn-passed.

## Idle Chit Chat

Years ago, someone made one of those comments that stayed with me all this time. Something to the effect that all fast car owners generally spend more time driving their Ford trucks hauling those trailer queens from event to event. I took some time, but it finally sunk in so I built my red 510 and this Memorial Day weekend, newcomer Pat Frane and I put this car to the test and headed down the back roads to Helena. This time of the year is my personal favorite and I was not disappointed with the scenery along the way. This is truly a beautiful state to live in.

It took Pat and I quite a while to adjust to the noise level in the car (even after several hours) where we were to meet Jay and Marty. It seems that an aged wax museum escapee named Bob was finally achieving his life a pinnacle that very night. A top his perch behind the keyboard, Bob was mutilating bad musac versions of 2nd rate show tunes, much to the delight of 2-count sem-genuine glassy eyed groupies perched in front of his speaker towers. Bob's facial expressions managed from blank to slack jive and moaning-singing to a single bead of perspiration trickling down his head, which made the dummy theory less likely.

After dinner, the four of us decided to find a

quieter location to shoot the breeze and wound up in a disco that would give an airport a serious race for noise pollution. It's amazing how much deep conversation take place in the three second breaks between songs. Just enough for some I suppose.

This is one of those secrets for success that I've discovered in my racing career, so pay attention, sleep makes you slow, honest. A bedtime of 2 am and a wake up alarm of 7:00 is just about perfect. Especially if Pat the chainsaw is around. Trust me. So on Sunday, us four were in fine form for the airport event, and it was really a fine event. Neat cars, great people and lots of fun.

This was only pats 2nd event ever and he was thrilled to be able to use mid to upper 2nd gear. This built up enough speed for some truly fine spins for the tail happy 510.

After another one of Helena's world famous short nights-minus Bob, of course, but still enduring the chainsaw routine, Pat and I headed off to Missoula for a taste of Western Montana racing.

The Costco parking lot in Missoula has a lot in common with our Vo-Tech lot in that there are lots of islands scattered though out. Eric Armstrong did a masterful job of setting up a challenging course for us to try out, and later took top honors. The best Pat and I could do

was to drive to avoid spinning, which we were only partially successful at. "For \$5.00 I'll fill this run". Pat offered. I replied, "For \$10.00 I won't". That is a money making offer for me. We both had an opportunity to get a panoramic view of the lot-one of those condensed version Boy, that 510 is loose!

The Big Sky boys do some things a little differently, they run group #1 in the morning and group #2 in the afternoon. Pat and I weaseled-yup-we ran then ran.

On the way back I showed Pat the highlights of Butte, my home in the very distant past, just a few miles from town. This hill is three miles long, great tarmac asphalt and very twisty. I've got video of any one is interested. The sad part is that Pat moved on to Washington the next week. That's bad, Pat would have been a valuable member and a good friend to all club members. Finally did Montana and saw what it could offer. Thank you to all who helped Pat build quite a memory. Dennis



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