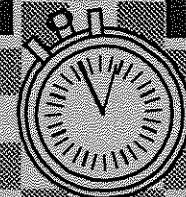


# FAST TIMES



P.O. Box 30956 • Billings, Montana 59107

July 1995

## JULY MEETING

The July meeting was called to order by Assist. RE Dale Dinsmore.

Minutes were approved as read in last newsletter.

Treasurer reported a previous balance of \$2,283.84

Expenses of: Billings Construction \$100.00, Chamber Portables \$27.50, Dale Dinsmore, timer modes, \$40.28, Dave Eberts, club trailer \$25.73, Lewistown audit fee \$72.00, Kristi Mathson, June newsletter \$68.00, SCCA Family Membership \$63.00, balance of two audit fees, \$28.00, Vo-Tech autocross \$72.00.

Deposits of: \$308.00 Vo-Tech autocross, \$60.00 Rich Hardy Membership, \$145 MSUB autocross  
New balance \$2,300.33

Outstanding bills: Billings Construction for two autocrosses \$100.00, audit fee for MSUB.

Treasurer report was passed.

### BUSINESS

Go-Kart Races went off very well, thanks to all those that helped pull it off, thanks to Jay Stelter from Great Falls, Dave Dilley and Ted Benson.

Costco promotions were discussed, 20 free entry fees to the first 20 first time drivers that show up.

Top Gun-get your pre-entry forms in to the Montana Region ASAP.

### NEW BUSINESS

We still need to fill classes for Top Gun in Helena.

We need all the competition cars that can be found to be put in the K-Mart Show-n-Shine. This is to support the activities and organization expenses of the Billings Motorsports Complex. Insurance for the K-Mart Show-n-Shine will be acquired with Costco. Bill will chair the Costco event, Dean will Co-Chair and Dale will steward.

Black Otter Hillelimb Association asked for permission to use the clubs equipment at the upcoming event. Bill moved we approved, Dean seconded, passed.

Dean suggested a classification of the PAX System. The newspaper articles will not carry the PAX scores and the newsletter will still carry the PAX Scores, as PAX not points, in a "what if" scenario. Dean will include an article that will go on to explain the data he has compiled so far.

Bill moved we adjourn, Rick seconded, passed.

## GO-KART RACE

The morning looked dreary and wet as we all gathered at the Metra for this fourth of July event. The course was set up already so we all walked the course adding a few more tires to shape the apexes and staking out the workers stations with who is where and getting flags and walkie talkies passed out. In the pits, the drivers were gearing up getting their last minute tuning done and cleaning their cars up. By Ten o'clock, we were ready to run. The first part of the morning was timed laps so that they could break down the groups into heats. After lunch, the heat races went on to doubles races with driver changes and single driver races with tire changes. It was a smooth running event, except for the rain, but I think the drivers even liked it because I heard them laugh as they drove through the big puddles of rain and got wet. There was only one corner that got a lot of action, but not many bails of hay got moved like last year. I'd like to thank all the people who came down to help with this event, Bill Oaky, Kurt Schultz, Dave Dilley, Dwight Gilliland, Dale Dinsmore, Jay Stelter, Bill Schaff, Dean Johnstone, Ted Benson and anyone else I might have forgot-THANKS.

Kristi

## MARK YOUR CALENDERS

- August 2 Monthly Meeting  
Doc & Eddy's 7:30
- August 5 BMP Show-n-Shine  
K-Mart 24th St West  
Registration at 7:00  
Show 9-5  
Silent Auction 2:30-3:30  
Awards 5:00  
Trailer Drawing 5:15  
  
Costco Nite Autocross  
Registration 6:30pm  
Racing 7:30-10:30pm
- August 13 Skyview
- Aug 26 & 27 Black Otter Hillelimb  
Put on by the Black Otter Assoc.  
& Sanctioned by NHA

## MSU BILLINGS

This was our first time running at the MSU-Billings parking lot. We set up a clockwise oval. The oval had a hairpin, a horseshoe and a severe lane change that made a simple, yet challenging course. A good launch and two laps were sped through in less than 40 seconds during the morning runs. After lunch the runs were extended to three laps and the best was added to the best morning run.

John Small drove a blistering 79.396(69.948) in his production Porche 911 race car. Excellent display of talent John. Rich Hardy edged out Dale Dinsmore by .6 seconds in the prepared class. Nice job Rich. If you ever need someone to thread a needle I would strongly recommend finding Jim Arnett. I said to myself "that big car won't make it through there!?" Paybacks were in order for Bill Schaff and his growling Goblin. Several drivers set forth to disprove the goblin's abilities, but the Goblin won overall. It produced nearly equal times for every driver. Nice car Bill!!! A pretty white Fiero showed a skillful way around the course. The driver said he was rusty but I couldn't find rust anywhere on the car, nice driving Mark. I hope your day of testing was successful Dennis, that old "Z" didn't look to bad out there. Most people who came to this small event made a large jump in the points race. Thanks to all who supported this race.

Dean

Name	Car & Class	Time	PAX
John Small	Porche 911 FP	79.40	69.90
Mark Hauge	Fiero CS	89.11	72.36
David Veite	Porche 944 ASP	84.42	72.60
Dale Dinsmore	Datcun 510 EP	85.20	74.47
Rich Hardy	RX7 FP	84.67	74.59
Dale Brelje	Mustang GS	94.60	75.12
Bill Hardy	RX7 FP	86.21	75.95
Jim Arnett	Trans AM ESP	90.23	76.10
Dean Johnson	RX? AM	76.77	76.77
Margie Brelje	Mustang GS	98.24	78.00
Bill Schaff	Goblin AM	84.17	84.17
Dennis McColl.	240 Z OSPO	88.07	88.07
Ron Marschall	MG DS	DNF	DNF

REGIONAL EXECUTIVE  
Bob Grummett  
R.R 1 Box 146B  
Columbus, MT  
322-4615

ASSIST. RE  
Dale Dinsmore  
1719 Lake Elmo  
Billings, MT  
256-3008

SEC/TREASURER  
Bill Schaff  
940 Custer  
Billings, MT  
259-2071

MEMBER AT LARGE  
Dave Eberts  
1233 Cody Drive  
Billings, MT  
252-4717

COMP CHAIRMAN  
Dwight Gilliland  
1141 Wicks  
Billings, MT  
259-0358

MEDIA CHAIRMAN  
Dick Hager  
2033 Interlochen  
Billings, MT  
656-1661

NEWSLETTER PUB.  
Kristi Mathson  
727 Bench #1  
Billings, MT  
254-1680

# YELLOWSTONE REGION DRIVERS WIN 1995 TOP GUN TROPHY!



The headline predicted in last month's Fast Times came true. Twenty one Yellowstone Region Drivers went to the Hennessy's sponsored Top Gun event in Helena and brought home the coveted trophy. The Montana Region drivers did not give up easily, they won the most second places. One or two driver's errors or mechanical problems and they would have retained the trophy. The competition was fierce but clean, with excellent sportsmanship.

Saturday's course at the Montana Highway Dept. office building parking lot was long and very tight. Lots of opportunities for error and to long to hold your breath. It was a finesse course. One that rewarded smooth driving and a good handling car. Our own Dean Johnson of Laurel tamed his horse power to set fast time with Marty Johnson, no relation, of Great Falls only five hundreds of a second back. Ray Regan of Bozeman was third in his Formula Ford. Time only allowed two competition runs Saturday scratching, how do I make my second run faster? When Saturday ended we were ahead in three major classes and close in the other two. We were right where we wanted to be.

Sunday's course was at the Helena Airport. It was a very fast course, especially when compared to Saturday's. It favored the horse power cars. Our Dean Johnson again set fast time, enjoying the power from the turbo charged RX3. My, he has a wonderful ear to ear smile. Dave Eberts gave TJ-II its fastest ride ever to grab second fastest and Bob Stevenson of Great Falls, took third fastest in his beautifully race prepared '68 Mustang.

Sunday, in GT1 class there were five drivers within one second all at 85 seconds. Each of the five improved their time on each of the three runs. Thank goodness I had over a second lead coming into Sunday. Wes Stewart wanted the number one spot.

When the competition was over Sunday Yellowstone Region had won four of the five major classes and ten individual trophies. Our major class winners were:

Modified	Dean Johnson	Laurel, MT	RX3
GT	Bob Grummett	Columbus, MT	Corvette
Production	Cal Craner	Idaho Falls, ID	Neon
Sedan	Chuck Bissey	Pocatello, ID	Neon

We thank our fellow Yellowstone members from Idaho, Cal and Chuck won major classes with Cal's Neon. Wes Stewart was a very close second in GT1. Molly Stewart was the ladies Top Gun, and now proudly wears a Top Gun cap with scrambled eggs on the bill. Dean Johnson won the mens Top Gun award after the second year running. Congratulations Dean, you were masterful both days.

Normally you have some exciting off course excursions to talk about when fifty drivers compete for two days, but not this year. I congratulate everyone and especially those who laid our Sunday's course. It was fast yet safe. Thank you Montana Region for a wonderful event, a great weekend.

How do you measure the success of an autocross? Was it exciting, did you get your adrenaline flowing, did you scare yourself, did you run close to or above 100%? For most Top Gun-the Montana Shoot Out-was a success. Experiences I witnessed Sunday afternoon confirm it was outstanding, three minutes after Lance Hogan finished a blistering run, a run that would give him third in A/Prod., even though he hit cones Saturday and had a five-second penalty, his hands were shaking. Clint Houge of Great Falls in GT2 ran at least 110%. He was still shaking five minutes after his 85.512 run. Dale Dinsmore, a seasoned veteran, coolly smiles, "I pushed it to the limit". He got third in GT2, a class he should not have been competitive in. Was it fun, you bet! We'll be back!

RE: Bob Grummett

## TOP GUN RESULTS

July 15 & 16 1995 • Helena, MT

CLASS	RGN.	COMPETITOR	TYPE/VEH	CAR #	Fast Time SAT	Fast Time SUN	Combined Time	M/Class Winner
B/SED	M	Chris McGuinness	BMW		116.191	999.999	1116.19	
C/SED	Y	Chuck Bissey	NEON	8	117.374	97.585	214.959	**
	M	Joe Cooley	CAMRY	38	123.067	97.762	220.829	
	M	John Chaeopolis	CELICA	0	124.9	101.148	226.048	
A/PROD	M	Dave Frank	MUSTANG	13	111.572	92.296	203.868	
	M	Tyler Merryman	MUSTANG	511	114.04	93.544	207.584	
	Y	Lance Hogan	MUSTANG	1	117.1	91.424	208.524	
	Y	Bruce Wilson	FIREBIRD	87	115.939	93.366	209.305	
B/PROD	M	Marty Johnson	TOY/MARC	42	108.635	90.168	198.803	
	M	Greg Colvin	POR/911	22	110.397	90.5	200.897	
	M	Sue Johnson	TOY/MARC	42X	120.643	99.662	220.305	
	Y	Rick Roberts	RX3	14	122.657	101.388	224.045	
	M	Jack Kirkuff	POR/911	91	120.655	999.999	1120.654	
	Y	Gordon Gollahan	CHEV/224	24	118.665	999.999	1118.664	
	M	Walt Hopkins	POR/911	111	999.999	101.601	1101.6	
C/PROD	Y	Cal Craner	NEON	88	106.743	87.271	194.014	**
	B	Jeremy Dasen	ALFA/90	90	115.133	91.969	207.102	
	M	Marc Lundy	CELICA	94	115.871	99.158	215.029	
PREP/1	M	Randy Lutton		77	108.455	87.078	195.533	**
	M	Steve Nutter		40	130.3	103.287	233.587	
PREP/2	M	Hal Street	RX3	17	110.739	93.296	204.035	
	Y	Dennis Hoeger	MGB	10	110.205	94.164	204.369	
	M	Tom Masterson	POR/911	26	112.252	94.06	206.312	
	Y	Cory Hoeger	MGB	10X	116.07	97.442	213.512	
	B	Gabrell Roth	CRX	690	120.45	104.801	225.251	
	M	Debie Houssel	VW/JETTA	25	122.445	104.438	226.883	
	B	James Peltier	CRX	69X	128.492	100.515	229.007	
	M	Pat Houssel	VW/JETTA	25X	125.466	104.49	229.956	
	Y	Marty Westland	RX/WAG	71	111.536	999.999	1111.535	
	Y	Roy Tunby	RX/WAG	71X	113.136	999.999	1113.135	
GT1	Y	Bob Grummett	CORVETTE	98	104.176	85.621	189.797	**
	Y	Wes Stewart	CORVETTE	47	105.76	85.04	190.8	
	M	Jerry Rukavina	CAMERO	37	106.377	85.9	192.277	
	M	Dave Cooley	POR/928	28	107.262	85.688	192.95	
	M	Bob Stevenson	MUSTANG	3	108.724	85.039	193.763	
	Y	Molly Stewart	CORVETTE	473	114.3	94.327	208.627	
	M	Chuck Kuether	MUSTANG	57	999.999	89.795	1089.794	
GT2	B	Dave Bowland	DAT/260	4	105.462	86.9	192.362	
	Y	Rich Hardy	RX7	8RD	105.735	88.54	194.275	
	Y	Dale Dinsmore	DAT/510	54	107.673	91.969	199.642	
	M	Laas Houge	RX3	80X	109.108	92.102	201.21	
	Y	Gary Klawither	SENTRA	34X	110.287	90.945	201.232	
	M	Darrell Schram	CAPRI	69	108.7	94.12	202.82	
	Y	Bill Hardy	RX7	88RX	109.581	97.291	206.872	
	B	Ben Armstrong	MAXIMA	133	113.596	93.985	207.581	
	M	Clint Houge	RX3	80	999.999	85.512	1085.511	
MOD	Y	Dean Johnson	RX3	74	99.404	80.799	180.703	**
	M	Marty Johnson	TOYOTA	1	99.456	87.1	186.556	
	Y	Dan Keenan	F/FORD	19X	103.59	85.284	188.874	
	Y	Dave Eberts	TJ-II	33	104.613	84.649	189.262	
	M	Jeff Janzer	TOYOTA	50	103.377	88.04	191.417	
	Y	Bill Schaff	GOBLIN	99	105.051	91.145	196.196	
	Y	Ray Regan	F/FORD	19	101.575	95.1	196.675	
	M	Roger Evans		23	107.871	89.086	196.957	
	M	John Dees		7	999.999	102.787	1102.786	

RGN. = Region. Y = Yellowstone, Billings based. M = Montana, Great Falls Based B = Big Sky, Missoula Based

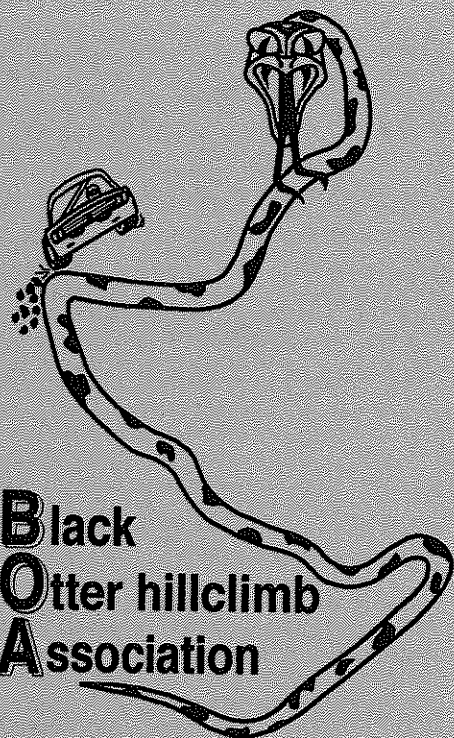
\*\* Major Class winner. Major classes determine the Region winning TOP GUN Trophy. Yellowstone Region won four of the five Major Classes.

999.999 This time indicates a DNF. (did not finish a run on course.)

# AUGUST 26 & 27

## 30TH RUNNING OF THE

### BLACK OTTER HILLCLIMB



After a great revival event last year we are anticipating a bigger turn out and even better competition this year. So mark your calendars to come out for a great weekend of fun. If you have questions or want more information please call, Dennis McCollough at 252-9687. This years schedual is as follows:

<b>FRIDAY</b>	6pm-9pm	Registration and Tech
<b>SATURDAY</b>	8am-3pm	Registration and Tech
	9am	Drivers Meeting-MANDATORY
	9am-5pm	Practice Runs
	7pm-9pm	Chicken Dinner-by: Suds Hut

If you can only attend on Saturday you may specify before your run that these runs will be comp runs Saturday afternoon. If you choose to count your Saturday afternoon runs as comp runs, you may not practice or run on Sunday. All three comp runs must be taken on Saturday.

<b>SUNDAY</b>	8am-10am	Registration and Tech
	9am	Drivers Meeting-MANDATORY
	9am-12pm	Practice Runs
	12am-5pm	Timed Runs

Those not having two practice runs completed will be given priority in line Sunday morning. Otherwise the earlier you sign up and pass tech the more practice runs you get.

Trophies will be presented after clean up on Sunday

*There will be van rides on the hour every hour up the course and for first time drivers all during practice.*

#### ABBREVIATED REGULATIONS

- All helmets shall be Snell 85 or better.
- Roll bars are required in all open cockpit cars.
- 5BC minimum fire extinguishers required in all cars.
- Entry cut off is 60 drivers, maximum three drivers per car

### OFFICIAL ENTRY BLACK OTTER HILLCLIMB 1995

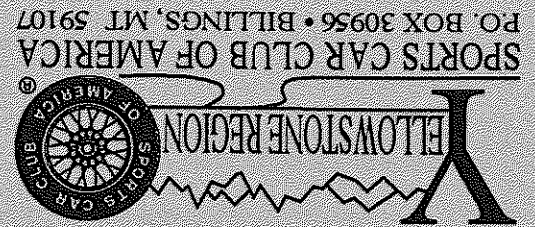
Driver #1 _____	Driver #2 _____
Address _____	Address _____
City/State/Zip _____	City/State/Zip _____
Telephone # _____	Telephone # _____
Valid Dr. Licence # _____	Valid Dr. Licence # _____
Club Affiliation _____	Club Affiliation _____
Car # _____ 2nd choice _____	Car# _____ 2nd choice _____
Class _____ Color _____	Displacement _____
Year/Make _____	Model _____

#### IN CASE OF EMERGENCY NOTIFY:

Name _____	Phone _____
------------	-------------

_____ Drivers at \$45 each (after Aug. 15 add \$5 each)	\$ _____
_____ Saturday Chicken Dinner \$5 each-held in pit area-bring your own drinks.	\$ _____
_____ T-shirts \$12 each. Quantity S _____ M _____ L _____ XL _____	\$ _____
<b>Total \$</b>	_____

**MAKE CHECKS PAYABLE TO:** Black Otter hillclimb Assoc. • 923 Second Avenue North • Billings, Montana 59101



## MID SEASON POINTS REVIEW

Congratulations to all of the faithful competitors who teamed together to bring home this year's Top Gun trophy! This marks the middle of our racing season, with that in mind I wonder what has accumulated so far this year.

Before I tell you who has what, I should tell you that the PAX handicap system is based on national competition results. One could say that on an average day, an average driver, in an average car could go so fast against an average A-Modified car with an average driver as given by his time multiplied by an appropriate handicap. The results of our races tend to give an advantage to the slower classes. This I believe is due to the simplicity of their car preparation and the apparent skill they show as drivers. For people with highly prepared and/or modified machines, it is more difficult to fully prepare their machines for ultimate class performance. A large variety of courses will also tend to effect the average situation.

As an A-Mod driver, I must view these results by looking at average times. By finding the average PAX time of all the competitors, I can see whether my driver/car combination is above or below average for each event. Thus far I have managed to stay nearly average and slightly above.

So much for what the PAX figures could mean. Here are the mid season point standings based on 10-8-7-6-5-4-3-2-1-1-1... ranking per event in order of the PAX results.

DRIVER	CLASS	BCO	SKYVIEW	COSTCO	LEWSTN.	BCO	MSU	TOTAL
Bob Grummett	SS	6	8	6	20	8	0	48
Dale Dinsmore	ASP	0	0	1	16	7	7	31
Gorden Gollehon	GS	8	0	10	0	10	0	28
Dean Johnson	AM	0	6	1	12	1	2	22
Bryan Grummett	SS	10	10	0	0	0	0	20
John Small	AS	7	0	0	0	0	10	17
Bryan Borich	DM	0	0	0	14	1	0	15
Ray Reagan	CM	1	5	7	0	1	0	14
Dave Eberts	AM	1	1	1	10	1	0	14
Dale Brelje	GS	3	4	1	0	1	5	14
Rich Hardy	FP	0	0	1	0	6	6	13
Lance Hogen	ESP	1	7	5	0	0	0	13
Jim Arnett	ESP	1	1	1	0	5	3	11
Bill Schaff	AM	0	0	1	8	1	1	11
David Veile	ASP	0	0	0	0	0	8	8
Hal Street	DSP	0	0	8	0	0	0	8
Bill Hardy	FP	0	0	2	0	1	4	7
John McDonald	FS	4	1	1	0	0	0	6
Dan Keenan	CM	0	2	1	0	3	0	6
Bill Oaky	HS	0	0	4	0	1	0	5

*These are the top twenty.*