

Fast Times



Sports Car Club of America - Yellowstone Region 108
<http://yellowstonescca.com>

AXWare Systems — The New Timing System

(There was no monthly membership meeting of the Yellowstone Region SCCA for January.)

The Region took delivery of their new timing system a few weeks ago and implementation of the new system is underway. For those who want a sneak peek at the software, you can download a demo copy (or view screen shots and a tutorial) at <http://www.axwaresystems.com/index>. Just click on "Demos" under "Autocrossing" in the "General" column on the left side of the homepage.

A nice feature of the new system is free tech support for 90 days. (I have already gotten to know the folks at AXWare Systems on a first-name basis.) So far, tech support has been great.

Although I do not do much in the way of timing, I have noted a few features that should streamline the registration of entrants and make results available quicker.

First, the software allows registration entries to be saved. This eliminates the need to re-enter information such as names, addresses, car type, etc., at each event for drivers that have previously registered at an event. A quick check to make sure everything is current is all that is needed.

Second, the software can be configured to automatically create PAX times or any other type of "handicapping" system that might be desired. For example, if a certain amount to time is to be added for using racing tires, the software can accomplish that automatically.

Third, the software will generate results in any format you like, which can then be cut-and-pasted into web pages or newsletters, etc. (That will save huge amounts of time for the Webmaster.)

Last, the software has system for keeping track of "points" for tabulation of season-end standings.

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Asst. Regional Executive:

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Secretary/Treasurer:

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Membership Chairman:

Vacant

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Member-at-Large:

Dwight Gilliland

Resolutions for the New Year- by the Rovin' Regional Reporter

As far as the new SCCA motto is concerned, "Make it Fun, Make it Easy," the "jury" is still out. I presume the motto is the result of SCCA members "defecting" to NASA, whose motto is something like "Contrary to SCCA, we have no rules and you can pretty much do whatever you want."

I have made three resolutions as they relate to autocrossing in 2010: My first resolution is to attend at least one event at Lewistown. I have been watching the websites of the Big Sky Region and Absaroka Porsche Clubs for

the "first sign of spring," i.e., dates for the Lewistown "Driver Education" events. On December 28, 2009, the Absaroka Club posted their "tentative" 2010 calendar and have scheduled May 15th and 16th and September 18th and 19th as Days #1 and #2 of Driver Education at Lewistown. You will want to note some other interesting items on their "Tech Talk" page including "Cyber Practice for a Run at Lewistown DE," and pictures and other information relating to repaving and widening of the Lewistown course. The course has purportedly been widened

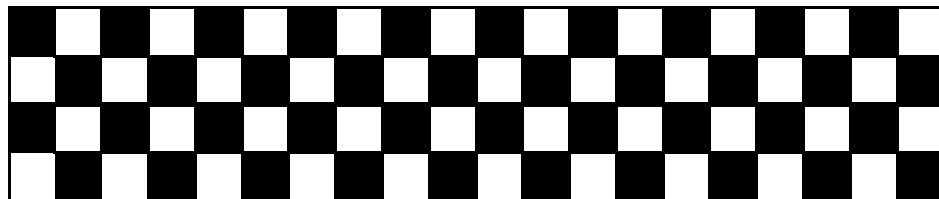
from 20' to 24' and will have white-line marking on the outside edges. (Be sure to check out the photos.)

My second resolution is to attend at least one event in Helena. While I will make a final decision after all the schedules have been posted, "Top Gun" will be my "top" choice. Hopefully we can get 6 or 8 Yellowstone Region cars up there this year.

My third resolution is to attend the Sun Valley autocross in Hailey, ID (as long as they hold

the event and as long as it is not snowing that weekend). Reading the recap of the event from the Snake River Region SCCA website made me wish I attended in 2009.

You will note that the common theme for my 2010 resolutions is to run more out-of-town events. The event schedule for the Yellowstone Region is kept purposely "light" to allow contestants to take a few "road trips." I note from the Snake River Region website that they had 23 events in 2009! Personally, I cannot imagine having that many events in one year, but with membership numbers that they have, there are probably a lot more "warm bodies" to spread the workload among. J.





Cranston's Corner — From the RE

Make it a point to attend the February monthly meeting. The election of 2010 Regional Officers will take place, the new timing system will be "unveiled," and some preliminary decisions will be made regarding the 2010 event schedule.

In last month's newsletter, several changes to the SCCA Solo Rules for 2010 were mentioned. I note from the SCCA website that draft versions of the 2010 rules are now available for downloading in PDF format. (I use the plural "versions" because the download is

divided into two parts—Sections 1-12 (event operating procedures, etc.) and Sections 13-19 (categories, preparations, and allowances) The current downloads have a "draft" watermark on each page. If I were you, I would wait until the watermarks are removed before downloading your personal copy.

The 2010 SCCA National Convention is later this week and in the same location as last year—Las Vegas. If you haven't gotten your tickets, by now, you'd better get crackin'. Last, on a totally unrelated note, the February issue



of *Grassroots Motorsports* put to the test the old adage that race tires are good for 2 seconds on an autocross course. The bottom line—a 1.8 second advantage on a minute-long course. You will want to read the article! Hope to see you at the February meeting! (Sent from my BlackBerry Smartphone.) SC

The Finish Line — From the Webmaster

With the \$300 Civic being bumped up to X-Prepared (see below), James and Kaitlin lose a little help in the area of PAX handicapping. The index change from SM to XP is .867 to .886. As you recall, a PAX index compares all classes to the fastest class, A-Modified. When the Civic was in SM, it was theoretically 86.7 % as fast as an A-Modified car. Now, the Civic is theoretically 88.6 % as fast as an A-Modified car. As far as actual time is concerned on a 1-minute course, the difference is 1.14 seconds! After reviewing Scott's article above, I guess the quickest way to get some

speed back would be to go back to racing tires.

"X-Prepared" is described as a class "for almost any production car using almost any automotive drivetrain." The class is pretty wide-open from a rules perspective. For example, drivetrain and related systems are unrestricted as long as the engine orientation is not changed. Minimum weight for a front-wheel drive car (with the current 1,600 cc engine) is 1,440 pounds. Any size wheels and tires can be used. Shocks and springs, brakes, suspen-

sion system, and electrical system are unrestricted as well.

Based on the original plans for the car, a bigger engine and changes to the wheel and/or tires are still in order. I don't know exactly how much the car currently weighs, but I have been planning to replace the side windows with plexiglass to same a little weight. Bigger disc brakes all the way around would be nice for Lewistown and similar large locales. The only other thing I was thinking of adding was a fire suppression system (see the latest issue of *SportsCar*). J.

Classification 103

The \$300 Civic has found a new home—within the SCCA classification system, that is. The studied opinion of Mr. Brian Harmer, SCCA Solo Technical Specialist, is that since the interior has been removed, the car goes in to a prepared class, and since the engine is not the same as a Civic in E-Prepared, it gets bumped to X-Prepared (XP). Mr. Harmer indicates that he "gets paid to answer questions about classing cars," so the next time you are stumped on something in the rulebook, shoot him an e-mail at : solotech@scca.com.

Monthly Region Meeting
February 3, 2009
GH&R Law Firm
 10 N. 27th St, Suite
 100
6:30 p.m.

Websites

- Yellowstone Region 108**
yellowstonescca.com
- Southwest Montana Region**
swmtsscca.com
- Montana Region (Great Falls)**
mtsscca.com
- Eastern Idaho Sports Car Club**
eisccax.com
- Big Sky Region (Missoula/Kalispell)**
bigskyregion.org
- Absaroka Region Porsche Club**
vista.pca.org/abs/index.html