

Fast Times



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

EXR Racing Series— (No Membership Meeting in February)

Spec racers usually leave me cold—SCCA Spec Racer Ford, NASCAR Sprint Cup and Xfinity cars, etc.—but the new EXR Racing Series Cars really caught my eye. Created by the founders of Exotics Racing, the new sprint and endurance series featuring LV02 and LV03 spec race cars opens up a realm of possibilities. Racers can arrive-and-drive with a vehicle rental or purchase their own race car with full technical support. The packages available range from a 1-day intro to racing (\$1,990), 3-day licensing program (\$5,490), 2-5 Sessions

of 15-minute lapping sessions (\$1,290 to \$2,990), or full races from \$5,990 per race. The BMW-

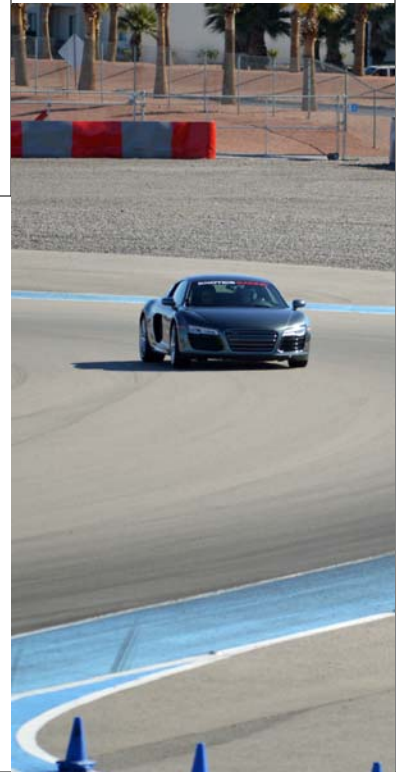


appearing LV02 (pictured above) is a tube-framed, 1,633-lb car, with a front-mid engine,

2.0L—230hp, 6-speed sequential with paddle shift (\$69,900), and the Audi-appearing LV03 is a V6 with 330hp (\$119,900). Races are scheduled on 12 weekends a year at Laguna Seca, Sonoma, Buttonwillow, Fontana, and Las Vegas. You provide the helmet and fire suit (or rent from them). Insurance is mandatory (and extra). While the prices seem on the steep side, just try doing it on your own and you will find it is quite a bargain!

Regional Officers:

- Regional Executive:**
Dean W. Johnson
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- Competition Chairman:**
Tucker Stewart
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- Secretary/Treasurer:**
J. Reuss
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- Member-at-Large:**
Steve Gruver
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Exotics”R”Us- by the Roving Regional Reporter

On a recent February weekend, while the “better” half of “The Team” explored Las Vegas Premium Outlet Mall, the other half visited Exotics Racing to shake off the winter “cobwebs.” **Jerod Staebler** chose the 562hp Ferrari 458 (pictured below). **James Reuss** chose the the Ferrari 458 and a 525hp Audi R8 V10 (pictured at right). **Dave Reuss** opted for the tempting with the 660hp 3.9L 550hp Lamborghini Gallardo

(pictured at the top of page 2). The new Ferrari 488 GTB was muffled the sound of the high-revving Ferrari. The “boys” all turned in respectable sub-minute lap times and left the track with huge grins and talk about “next time.” The only negative comment was from **James** who lamented that he should have driven the Audi first and then the Ferrari. The next time we visit Exotics Racing, I think someone else should be in charge of the photography! Don’t miss it when you are in Las Vegas!



MyT13B's Corner — From the Regional Executive



At the drivers' meeting before every event, the rules regarding cone penalties are discussed. Cone placement/movement is very important in autocross. If a cone is out of place (or missing), it means that some drivers are not driving the same course as the rest of the drivers. We try to send course workers away with the easy to remember mantra "down or out." That means that if a cone is knocked down or out of the box where it should be, it is a penalty. It is also stressed that course workers need to focus

on the cones while the cars are passing through them. I was quite surprised to read in the February issue of *SportsCar* that there are no drivers' meetings at the Solo National Championships and that there continue to be problems with course workers not knowing the basic rules about cone penalties and DNFs. To fix this issue, we need to make it a point to stress how important a corner worker's job is, what the cone placement rules are, and what the standard hand signals are for a cone penalty. D.J.



Race Notes — From the Competition Chair



With the introduction of the Snell SA2015 standard in October 2015, many had presumed that Snell 2000 helmets would be verboten in 2016. However, the March 2016 issue of *SportsCar* indicates that the 2000 helmets will expire January 1, 2017. I consulted with the Region's "legal eagle" concerning such interpretation of Rule 4.3.1 of the SCCA Solo Rules. **J. Reuss** chuckled and called it a "rookie mistake." "If there is one thing I have learned about SCCA since first joining in the late 19060s is that even God

doesn't understand SCCA rules," said J.

The Region got word from **Ben Caudill** recently that his V6-powered MGB is alive and well. **Ben** reported that he took the car to Helena late last summer for its debut and did pretty well until he lost a clutch master cylinder early on the second day. **Ben** has repaired the clutch issue and is currently working on brake bias problems. After **Ben** adds some increased "muffling" to the exhaust system, it's time for paint. T.S.



The Finish Line — From the Webmaster



This past season, **Mike Ros'** Camaro sported the letters "CAM" after his car numbers. I asked Mike what that stood for, and he provided the following information: In 2015, the SCCA introduced a new class for those who love "American muscle." The class is known as CAM - Classic American Muscle. The class is intended to attract enthusiasts who are currently interested in organizations such as *Goodguys*, *Ultimate Street Car Association*, and other similar organizations that are for "classic" vehicles made by "The

Big Three" - Ford, Chevrolet, and Chrysler. There are three sub-classes: CAM-T (Traditional) with body styles from 1954-1972; CAM-C (Contemporary) 1978-on; and CAM-S (Sports) 2-seaters. The rules are pretty liberal about what modification can be made. The one big item is no race cars—cars must be street legal with lights, wipers, etc. The only downside to this class is that Corvettes and Vipers are not allowed, but Cobras are allowed. Pickups, however, are allowed in CAM-T and CAM-C. J.



Monthly Region Meeting
March 1, 2016
GH&R Law Firm
 175 N. 27th Street
 Suite 903
 6:00 p.m.

Websites
 Yellowstone Region 108 (Billings)
yellowstonescca.com
 Southwest Montana Region (Bozeman)
swmtscca.com
 Montana Region (Great Falls)
mtscca.com
 Eastern Idaho Sports Car Club
eirscca.com
 Big Sky Region (Missoula/Kalispell)
bigskyregion.com
 Absaroka Region Porsche Club
abs.pca.org
 Maui SCCA
mauiscca.net