

# Fast Times



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

## Meeting Minutes — No March Meeting

### Regional Officers:

**Regional Executive:**

Chris Brewer

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**Competition Chairman:**

Randy Roberts

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**Secretary/Treasurer:**

J. Reuss

[sec-treas@yellowstonescca.com](mailto:sec-treas@yellowstonescca.com)

**Member-at-Large:**

Dwight Gilliland

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## “Don’t be Gentle with the Rental” - by the Roving Regional Reporter

When the Team Owner announced that we were given a free rental car upgrade on our recent trip to the Valley Isle, I had visions of a Mustang or Challenger, not the “Bluesmobile.” I don’t think it had “cop tires” or “cop shocks,” but the “Crown Vic” was a “stealthly” black, had four-doors, and a bench seat. The folks at the Maui SCCA had a good laugh when I entered the beast at their 2nd event for the year on March 24th. Oddly, the Crown Vic felt right at home at the Police Pursuit

Training Ground at Maui Raceway Park. Number two son, Dave, and I dominated the G Stock class. (Results and photos at [mauiscca.net](http://mauiscca.net)) The beautiful Corvette-powered 1959 Devin SS pictured above driven by owner Gregg Blue beat my best time by 1.35 seconds. However, I was a full 12 seconds slower than Karl Rohlfing’s Factory Five roadster that took fast-time-of-day. The field was broken into two run groups of 7 cars and each driver took 5, 2-lap runs for time. Thereafter, drivers took fun

runs for as long as their tires held out. My good friend at Maui SCCA, Scott Hughes, introduced us to fellow club members and made us feel “at home.” Scott is a professional photographer by trade, so as you might expect, the event photos he posts on the club’s website are top-notch. Scott was also kind enough to feature the Crown Vic on the Maui SCCA homepage. The recent pavement repairs are a great improvement to the event site and we had a great time with our (unofficial) “sister” Region.



## What's Brewin'? — From the RE



Until Monday morning, I was really getting spring fever. A check of the countdown timer on the website showed that we had only 33 days until the first Regional event at Rimrock Auto Truck Center. However, a morning low of 23 degrees with snow put everything "on ice"—literally and figuratively! Oh well, I must keep repeating, "this too shall pass."

As if the delay of spring isn't enough bad news, I have some additional bad news to report. Our intrepid kart racer and Chief of

Timing, Doug Hills, is being transferred to Texas at the end of May. While we all wish Doug the best of luck with his future endeavors, he will be "hugely" missed not only for his commanding presence but his countless contributions to the Region. Whether participating or not, Doug was at every event, rain or shine. Since Doug has family in Montana, we hopefully will see him again soon, but for now, happy trails, Doug! Dean Johnson has agreed to assume the position of Chief of Timing, but he has some big shoes to fill!



## Randy's Ramblin's — From the Comp. Director



I am often asked how to pick the right weight of oil. An article in the December issue of *SportsCar* written by the Technology Manager for ExxonMobil provides some insight that I thought I should share. Apparently, choosing the right weight oil comes down to heat management. The first step is know (or learn) your engine's maximum oil operating temperature. If your car does not have a oil temperature gauge, you may need to get creative with a temporary sensor or an infrared temperature gun pointed

at the oil pan after the vehicle has just gotten off the interstate or finished a full-on solo run. The "ideal operating range" (the best balance between oil life and performance) comes in the range of 212 to 248 F. Towards the lower end of that scale, a 0W-30 oil would be appropriate. Towards the upper end, a 0W-50 would be the better choice. Another noteworthy point is the "safe minimum temperature." The author suggests letting the oil get up to 194 degrees F before working it hard. R.R.



## The Finish Line — From the Webmaster



The "\$300 Civic" engine upgrade is proceeding. I neglected to mention in last month's article that I "almost" purchased the K24 engine on eBay. I say "almost" because the bid I submitted at 1 minute and 29 seconds from the close of bidding was "sniped" by a bid submitted 2 seconds before the close of bidding. (Mind you this was all very exciting because I was bidding from my iPhone while cross-examining a witness at a court hearing!) Anyway, I was contacted 7 days later by the seller that I

had a "second chance offer" for the motor because the winning bidder was "being a hassle." A short time later the motor was shipped to Billings. We ordered an engine mount kit, a new clutch and flywheel, and a helical limited-slip differential. We then hit the first of what I presume will be many "speed bumps" on the project. The engine mount kit only works with the manual transmissions from a 2002-up Civic Si or an Integra RSX. Our tranny was a TSX. Luckily, our engine seller had a 2006 Si unit. J.



### 2013 YRSCCA Solo Schedule

Date	Location
May 12th	Rimrock Auto
May 26th	Skyview H.S.
June 16th	Yellowstone Drag
June 30th	Skyview H.S.
July 14th	Food Services
July 21st	T.B.A.
August 4th	Rimrock Auto
August 25th	Food Services.
Sept. 2nd	Skyview H.S.
September 21st	Yellowstone Drag

**Monthly Region Meeting**  
**April 9, 2013**  
**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)  
mtssca.com
- Eastern Idaho Sports Car Club  
eirssca.com
- Big Sky Region (Missoula/Kalispell)  
bigskyregion.org
- Absaroka Region Porsche Club  
abs.pca.org