



**Regional Executive**  
Scott Cranston  
(406) 670-9069  
cranstonllc@hotmail.com

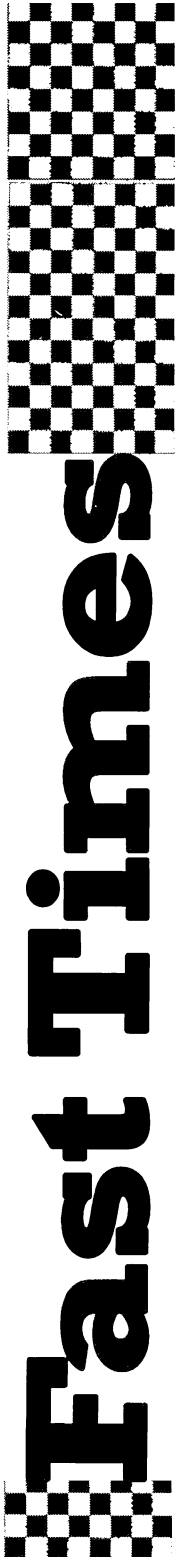
**Asst. Regional Executive**  
J. Reuss  
(406) 245-3071  
jreuss@att.net

**Competition Chairman**  
Chris Brewer  
cbrew73@bresnan.net

**Secretary/Treasurer**  
(Position Temporarily Vacant)

Yellowstone Region  
SCCA  
P.O. Box 30956  
Billings, MT 59107

July 2008



## Meeting Minutes:

### Yellowstone Region 108 - June Meeting

The monthly membership meeting of the Yellowstone Region SCCA was called to order by Regional Executive Scott Cranston on June 4, 2008, at 6:24 p.m., in the GH&R Law Firm conference room.

**Minutes of Previous Meeting:** A motion was MS&P to accept without addition or correction the minutes of the May 2008 meeting as published in the June 2008 issue of *Fast Times*.

**Treasurer's Report:** Secretary/Treasurer Mark Richlen reported (by e-mail) that the current balance of the club's checking account was approximately \$3,771.86. Richlen also reported that he had received helmet stickers, solo rulebooks and a banner that he would drop off at J's office.

**Old Business:** Poster Project: Smaller versions of the posters were being prepared to distribute at the upcoming car show and to hand out at events. The members showing their cars at the Rimrock Auto Show on June 14<sup>th</sup> will meet at 7:00 a.m. to make certain they can group their cars together. Chris Brewer obtained a "Solo Drivers Meeting Checklist" from the SCCA website to assure that all information is consistently provided drivers' meetings. This document will be revised as needed. The use of a point system for solo finishes was discussed again and it was decided to proceed with implementation. It was also agreed that PAX/RTP Indexing to times would phased in on a trial basis. If the two changes appeared to work this year, they would be implemented for the full season next year.

**New Business:** Continued increases in mailing costs prompted a discussion regarding the newsletter being e-mailed to all members who have e-mail addresses. This change will be announced in the next issue of *Fast Times* (which will still be snail-mailed). Although the newsletter is already posted on the website, several members thought that receiving the newsletter by e-mail would be a good way to encourage people to read same and to be kept informed of club news. It was also decided that a printout of current club members would be brought to events to verify whether drivers were current on their memberships.

A motion was MS&P to adjourn the meeting at approximately 7:10 p.m.

## Future Fast Times to be E-mailed

It was decided at the June membership meeting that future issues of *Fast Times* will be primarily distributed by e-mail or by downloading from the website. Starting with the August 2008 issue, Region members who have provided an e-mail address will be e-mailed a copy of the newsletter. If you are a member and have not provided an e-mail address to SCCA, send an e-mail to the webmaster at the address indicated to the right, and you will be placed on the e-mail list.

If you do not have an e-mail address or access to the Internet (to download a copy of the newsletter from the Region's website) please call one of the officers or drop the Region a line at its post office box address. Arrangements will be made to make sure you will get a copy of the newsletter.

The principal reason for moving towards e-mail distribution is that approximately 60-70 newsletters are

currently being mailed each month requiring postage of nearly \$30.00. While it is not feasible to completely eliminate this expense, it was felt that a significant reduction was in order.

## PAX/RTP SCORING

Competitors at the Yellowstone Drag Strip event noted the adoption of PAX/RTP scoring when they reviewed their results online. So far, the feedback has been positive. As explained on the home page of the Region's website, PAX is a method of handicapping cars participating in solo events. It's also known as RTP (Racers Theoretical Performance). Cars are assigned handicaps based on their make/model/year and level of modification. These handicaps are based on actual performance of cars that have run in SCCA National events, and

### Newsletter Editor

Kaitlin Reuss  
importchick9@hotmail.com

### Webmaster

J. Reuss  
jreuss@att.net

are determined by the national PAX administrator. They are used to judge performances at the national level, and are accepted by all competition entrants. The most modified car is "A Modified", which gets a score of 1.00, so its time would not be adjusted at all. Everything else gets multiplied by a figure that you could call a "PAX handicap." PAX values are adjusted yearly. The most current PAX factors are available by clicking on the link on the Region's home page. If you need more information on the PAX index, Google "PAX solo" or "PAX autocross." Like everything else, using the system will require some adjustments, but it is an interesting and apparently widely-accepted method to "level the playing field."

## Cranston's Corner — From the RE

The Region four spaces rented at the Rimrock Auto Group Car Show on June 14, 2008. The weather was perfect and the event was well-attended. The Region had good exposure and many event schedules were handed out. Dwight Gilliland's Avenger brought home a second-place trophy in the Best Competition class. (First place was awarded to a rather unique land speed record Jaguar sedan with a straight-eight Buick power plant). Although the potholes on the road from Acton to the Yellowstone Drag Strip have not gotten any smaller, the event was well attended with 27 drivers. It was decided after the event that the club would definitely return on August 3rd. The inaugural event at GM Petroleum was rained out, so July 6th will be our first "try" at that site. Although the site is smaller than FSA, I am confident that Chris will go his best to design an interesting course. SC

## What's Brewin'? — From the Comp. Chair

So far this season we have had some great turnouts, and have signed up some new members. The event on June 22<sup>nd</sup> at YDS (while not being my favorite course this year) was quite well received. Believe me, the next YDS event will not be quite so technical. We are kicking off July with a new venue, GM Petroleum, and ending it with "Old Faithful," Skyview High School. As always, we are looking for volunteers to help out. Reese has done a wonderful job in the timing booth

2008 YRSCCA Solo Schedule	
April 20	GM Petroleum (cancelled)
May 4	Food Service of America
May 24-25	Lewistown (with PCA)
June 8	Food Service of America
June 22	Yellowstone Drag Strip
<b>July 6</b>	<b>GM Petroleum</b>
July 27	Skyview High School
August 3	Yellowstone Drag Strip
August 24	Food Service of America
September 13-14	Lewistown (with PCA)
September 21	GM Petroleum

this year but we could use a 2<sup>nd</sup> timer for when she cannot be at the events. I would also like to know if there are any members who might be interested in designing courses at upcoming events? Please let me know. We are looking into implementing a year-end points system. The PAX system may be a simple answer. Please send me some feedback on a point system. CB

## The Finish Line — From the Webmaster

Tire seem to be the biggest "sticking point" when it comes to PAX hand-capping. As Dwight pointed out at the last meeting, PAX times are established with times generated by optimally-equipped national solo cars. What that means—among other things—is that at national events, even cars in the stock classes are running DOT slicks. As shown by tire testing, slicks are worth about 2 seconds per run. Some of the members of our Region currently run slicks or shaved tires with low treadwear rat-

ings. A survey of websites reveals that many clubs treat cars with treadwear indexes less than 140 differently. Perhaps a two-second penalty for race tires? Another interesting issue was pointed out by resident kart expert, Mark Brown. There are currently only three kart classes. The only class Mark is eligible for is F125. However, F125 is for shifter karts—clearly the fastest kart class. Mark's kart is a 1-speed and could never compete with a shifter kart. J.

EASTERN IDAHO SPORTS CAR CLUB	
<b>President</b>	
Cal Craner	208-529-4999
<b>V.P.</b>	
Tommy Taylor	208-745-5710
<b>Treasurer</b>	
Dave Krekel	208-357-3507
<b>Secretary</b>	
Lea Street	208-360-0448
<b>Webmaster(s)</b>	
John Atchison	jda@srv.net

Webites
<b>Yellowstone Region 108</b> www.yellowstonescca.com
<b>Southwest Montana Region</b> www.swmtscga.org
<b>Montana Region (Great Falls)</b> www.mtscca.com
<b>Eastern Idaho Sports Car Club</b> www.eiscc.info
<b>Big Sky Region (Missoula/Kalispell)</b> www.bigskyregion.org
<b>Northwest Hill Climb Association</b> www.mbahillclimb.org/

**Monthly Region Meeting**  
**July 2, 2008**  
**GH&R Law Firm**  
 10 N. 27th Street, Suite 100  
 6:30 p.m.

### From the Webmaster

After giving the matter some thought, I have decided to post stories about events on the website only and not include same in the newsletter. Publishing both results and stories about events would take up most of the newsletter. Accordingly, since the results on the website, it makes sense that the stories be there as well. Although I have attempted to get the results and photos online as fast as possible (our website server was having problems on the Monday after the YDS event) the stories may take a little longer. If anyone would like to contribute, let me know.

