

# Fast Times

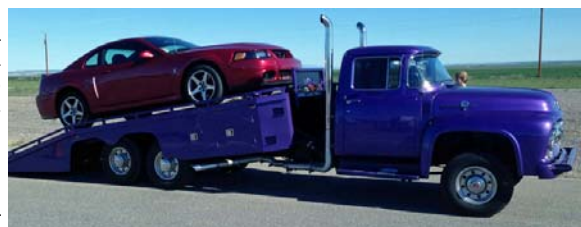


Sports Car Club of America - Yellowstone Region 108  
<http://yellowstonescca.com>

## “Plum Crazy” at YDS—by the Roving Regional Reporter

The “star” attraction at the YDS event on June 16th was unquestionably Mark Francis’ 1956 Ford hauler. (There was a tie for runner-up—Mark’s immaculate Mustang Cobra and Brian Legg’s 911 Turbo.) Mark ran his first autocross with the Region and we hope to see him back! We were also joined by the following “first-timers”: Brian Legg (2001 Porsche 911 Turbo); Jeme Jordan (Nissan Maxima); and Aaron Scherr (Mazda 3). Recent first-timer, Ben Caudill, returned with his Ford Fiesta (plus upgraded suspension goodies) and showed a remarkable improvement. Jackie Bell made

an appearance with the Grand Torino and treated us to the second spin of the day. However she redeemed herself by sporting a custom manicure with a stylized “79,” which is the number of her Eclipse (which is



having some engine work done). Steve Gruver (C4 Vette) bested Brent Hergenraeder (\$2000) by .875 seconds for fast time of day. Dean Johnson (MX-5) was .095 seconds behind

Johnson for 3rd. Legg’s 911 finished 4th. Chris Brewer (Cooper S) edged J. Reuss (C5 Z06) for 5th and 6th. Olin Harriger (Mazda 2) and Caudill duked it out in STF, with Harriger finishing ahead by .544 seconds. The only casualty of the day was the loss of a retaining strap on Dean Johnson’s tire trailer. However, given the fact that the trailer has nearly a dozen straps, no harm was done. The course featured the fastest slalom ever. Most cars were in the 50+ MPH range near the end. In addition to Bell, Francis looped his Mustang in the slalom, but everyone else exited the esses with huge grins!

## “Hot Time, Summer in the City”—by the Roving Regional Reporter

The Lovin’ Spoonful would have loved the Skyview II event this past weekend. When we folded the tent, it was 85 degrees, but all drivers had at least 12 runs. “Hotter than a match head” was the competition in B Stock between Steve Gruver’s C4 Corvette and Brent Hergenraeder’s \$2000. In the end, Gruver won by .062 seconds! Dean Johnson finished 3rd—.911 seconds behind Brent. Chris Brewer finished 4th overall, but returning newcomer Brian Legg was on-

ly .029 seconds behind in his 911 Turbo. Dwight Gilliland, Woody Jensen, and Ben Caudill, finished 6th, 7th, and 8th. Jeme Jordan traded his Nissan Maxima for a C5 Corvette and finished 9th in his second-ever autocross. Good job, Jeme! Tucker Stewart shook down his Mazda Miata with a new coil-over suspension, but couldn’t catch Mark Francis’ supercharged Mustang Cobra. Jarek Peila and his 1976 Datsun 280Z looked like they were having a lot of fun for their first autocross! Nels Jensen made a

cameo appearance to video his father. We hope to see Nels at a future event or two. (Someone needs to teach Gruver and Hergenraeder some humility!) Two items from the PR department: First, Tucker has the new Facebook “group” online. Join the group at “Yellowstone SCCA.” The group will allow members to post directly to the wall. Second, I did have the Skyview results done on Sunday night, but the web host’s server was down, so I couldn’t upload until Monday morning—Sorry!

## Regional Officers:

- Regional Executive:**  
Chris Brewer  
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- Competition Chairman:**  
Randy Roberts  
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- Secretary/Treasurer:**  
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## What's Brewin'? — From the RE



A few meetings ago, we discussed ways to make “newbies” at events feel more welcome. SCCA has been recommending that Regions focus on providing better “customer service,” so we have been attempting to do just that. So far, the feedback has been tremendous. Taking a few minutes to engage a new spectator or “first-timer” takes a little bit of time and effort, but so far, the results are noticeable.

I noted with interest an article in the July SportsCar authored by the Chairman of the

SCCA Board of Directors, Lisa Noble. Lisa noted a recommendation from the St. Louis Region: “It’s the 10-foot rule. If you come within 10 feet of someone else, acknowledge them.” Easy to do. The second part of the rule: “If you come within 5 feet of someone else, speak to them.” A little tougher, but easily doable.

Race days are always busy and there is never a shortage of things to be attended to. However, I have a feeling that this extra effort will pay off. C.B.



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



“The times they are a-changing” Dylan’s prophetic words from 1964 have never been more true than with the SCCA’s Solo Rules. Many of the rule changes are obscure, but the scheduled replacement of the “Stock” category with a “Street” category in 2014 is a major move. Although details are still being tweaked, I can give you the basics: Some disabling of traction control systems allowed; an allowance for camber adjustment; a requirement for a full-length exhaust; an allowance for replacement of

the steering wheel; allowing wheel diameter changes of plus or minus one inch from the original wheel to provide more flexibility in the choice of tires; and the major change—no more DOT-legal racing tires. Minimum tread wear ratings of 140 for the 2014 season and 200 for 2015. To help with the transition, for 2014, the entire Stock category will remain except for the new category SR (Street-R). In 2015, all Stock will be gone. To read the proposal in full, log on to [www.scca.com/fastrack](http://www.scca.com/fastrack)—and download the May edition.



## The Finish Line — From the Webmaster



In a previous issue, I noted the exponential increase in horsepower offerings. It seems like most B-Spec cars now have more horsepower than my 10-year-old Z06! *Autoweek* magazine apparently made a similar observation and did a bit of research. At the following link: <http://Bit.ly/aw500hp> you can test your skills at knowing how many cars sold in the U.S. have 500 hp or more. I don’t know about you, but the number blew me away! The same issue of *Autoweek* featured their annual “Carmakers and Watchmakers

Guide.” Being a huge fan of the Rolex 24 Hours race, I noted with interest the description of the 50th Anniversary Edition of the Rolex Chronograph. This is purportedly the first Daytona made entirely of “high-purity 950-grade platinum.” Only \$75,000! Gee! Work continues on the Civic. A header has been found at a reasonable (under \$400) price. Conversion axles are on their way. The shifter assembly has now been secured and the cable-to-hydraulic clutch pieces are here and being assembled. Radiator next.



2013 YRSCCA Solo Schedule	
Date	Location
May 12th	Rimrock Auto
May 26th	Skyview H.S.
June 16th	Yellowstone Drag
June 30th	Skyview H.S.
<b>July 14th</b>	<b>Food Services</b>
<b>July 21st</b>	<b>T.B.A.</b>
<b>August 4th</b>	<b>Rimrock Auto</b>
<b>August 25th</b>	<b>Food Services</b>
<b>Sept. 2nd</b>	<b>Skyview H.S.</b>
<b>September 21st</b>	<b>Yellowstone Drag</b>

**Monthly Region Meeting**  
**August 6, 2013**  
**GH&R Law Firm**  
 175 N. 27th Street  
 Suite 903  
**6:00 p.m.**

Websites
<b>Yellowstone Region 108 (Billings)</b> <a href="http://yellowstonescca.com">yellowstonescca.com</a>
<b>Southwest Montana Region (Bozeman)</b> <a href="http://swmtscca.com">swmtscca.com</a>
<b>Montana Region (Great Falls)</b> <a href="http://mtscga.com">mtscga.com</a>
<b>Eastern Idaho Sports Car Club</b> <a href="http://eirscca.com">eirscca.com</a>
<b>Big Sky Region (Missoula/Kalispell)</b> <a href="http://bigskyregion.org">bigskyregion.org</a>
<b>Absaroka Region Porsche Club</b> <a href="http://abs.pca.org">abs.pca.org</a>