

Fast Times



S p o r t s C a r C l u b o f A m e r i c a -
Y e l l o w s t o n e R e g i o n 1 0 8

Meeting Minutes—July Meeting

The monthly membership meeting of the Yellowstone Region SCCA was called to order by Chief of Tech Dean Johnson on Tuesday, July 5, 2011, at 6:15 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 June 2011 meeting as published in the July 2011 issue of *Fast Times*.

Treasurer's Report: Sec./Treas. J. Reuss announced the current bank balance. J. reported the feedback he received from Brewer and Gilliland regarding port-a-potty prices. It was agreed that the issue would be deferred to the winter months because the 2011 schedule had been committed to Billings Construction Supply. J. reported that all outstanding bills had been paid and noted that the two-day GM event had essentially broken even. A Motion was MS&P to accept the Treasurer's Report.

Old Business: Two new loaner helmets have been purchased. Competition Chairman Randy Roberts will get the bill to J. for reimbursement.

New Business: Chief of Timing Doug Hills has maximized the amount of time that run times appear on the timing display. A discussion was held about the positive social interaction that occurred between members and new(er) entrants at the GM event. It was agreed that the "rookie" discount would be continued through this season, but that consideration be given to limiting the discount to "true" rookies—first-time entrants to Region events.

A motion was MS&P to adjourn the meeting at approximately 6:40 p.m.

Skyview and YDS—take(s) II- by the Rovin' Regional Reporter

The Region's second sojourn to "the Hill" was met with beautiful weather and a good crowd. Taking "long drive" honors for the day was Lindsey Stenple and his BMW M-Coupe from Moorcroft, WY. It was great to see father and son Steve and Joel Gruver competing, with Steve notching 6th overall with his red Vette and Joel participating for the first time in his Mini Clubman. Carissa Dewey showed off her new VW GTI VR6, trailing her father, Gordy, by only 1.7 seconds! Doug Hills took FTD with his CRG Road Rebel and Randy Roberts took top FTD

honors in the non-kart category. Dean Johnson—the course designer/constructor—was second among the cars and Jim Coons notched a third. (If you were wondering why Jim has recently been sporting a Ferrari cap, ask him!) First-timers Ryan Zahn and Shawn LaFavor turned in some very respectable times in their Acuras and finished close to mid-field. Jackie Bell put her smooth driving style to good use enabling her to break into the top 20. There were no less than 5 Honda Civics competing (with 6 drivers). The times for Civic drivers 2 through 6 were sepa-

rated by only 2 seconds! It was great to see newcomer Stephanie Haider return with her Porsche 911. Brandon and Michael Dailey put their dad's Mach 1 through the paces with Mitchell finishing on top. A great turnout and a great day at Skyview H.S.

The Region's second event at YDS was lightly attended, most likely due to the heat and conflicts with Helena and the motorcycle hill climb. However, the drivers who participated were rewarded by 12 runs on the fastest and longest course ever put together at the

Regional Officers:

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Competition Chairman:

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Membership Chairman:

Vacant

member-

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Member-at-Large:

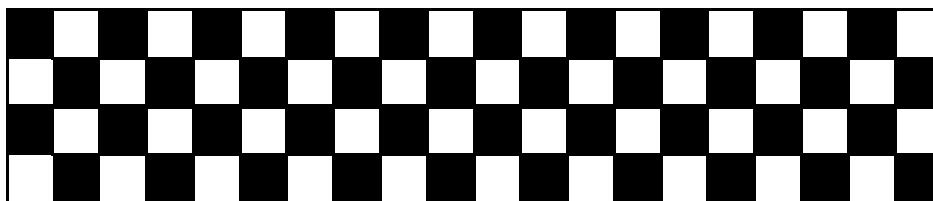
Dwight Gilliland

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drag strip. Randy Roberts took FTD (again) and Dustin Park and Chris Brewer were 2nd and 3rd overall. The upset of the day was Kaitlin Reuss in the "\$300 Civic" edging Scott Cranston's GT3. Everyone seemed to slow down after a Region-sponsored bratwurst lunch. It was 92 degrees—and climbing—when we "folded the tent" at 2:00 p.m., but everyone left with a huge grin! (There is some thought being given to making YDS a 2-day event.)



What's Brewin'? — From the RE

The Region's second 2011 event at Skyview High School was not only blessed with beautiful weather, but also with 27 entrants. The participants (and good crowd of spectators) were rewarded with a challenging course laid out by Chief of Tech Dean Johnson and 6 long (70 seconds on average) runs—plus loads of “buck” runs! The Region showed a profit on the event notwithstanding (what I believe are) rock-bottom entry fees. The event confirmed that our “sweet spot” for events is between 25 and 30 participants. Particularly notable at the

event were two “rookie” drivers with significant physical “challenges.” Chief of Timing and Scoring Doug Hills cleaned everyone’s clock with his shifter kart, but the majority of the field was only 5 or 6 seconds behind second-place Randy Roberts. Competition was tight across all the classes, but most importantly, a good time was had by all. Last, but not least, with 27 entrants, there were plenty of workers to share event responsibilities. A great event by anyone’s measure! C.B. (Sent from my iPhone)



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

The August edition of *SportsCar* magazine featured an excellent article on maximizing the use of your tires by sampling tire temperatures during testing or competition. Probe pyrometers are preferred over infrared pyrometers because surface temperatures—the type that infrared pyrometers measure—cool very quickly. Probe pyrometers actually pierce the surface of the tire and take readings from closer to the belt-package of the tire where most of the heat is stored. Take the readings from the inner

and outer edges of the tire and from the center. Higher or lower temperature in the center signals an inflation problem. If you see a variance of more than 20-25 degrees between the inner and outer edges, you have work to do. An overheated outer edge needs camber added, but make sure to check the rules for the class you are running. If the inside edge of the tire is warmer than the rest, you are likely on the right track. Make sure you follow a consistent routine when taking readings. R.R.



The Finish Line — From the Webmaster

The “Team Owner” and I travelled to Spearfish, SD, last month to participate in the 40th Annual Black Hills Corvette Classic. The event covers 5 days—2 in Sioux Falls, one travel day (400 miles), and 2 in Spearfish. The event was well attended with over 500 Corvettes of all “flavors” and from many states and provinces. Participants completely filled the Holiday Inn convention center and there were noticeable groups of Vettes at virtually all motels in the area. We stayed in Deadwood, which is a short (13 mile) drive away. The advantage to staying in Deadwood

is that you can park the car and meander to all the restaurants, bars, and casino you care to visit without the need to drive. I participated in the autocross Friday morning at Black Hill State University and was pleased to win the C5 class. Around 50 cars competed in the well-run event. (It sure is fun to attend an autocross when you don’t need to do anything but drive!) After the trophy presentation, we made the obligatory visit to Mt. Rushmore, drove the Needles Highway, and attended a wine tasting where we purchased some “Red Ass Rhubarb” wine. I am planning to return.



2011 YRSCCA Solo Schedule

Date	Location
April 17	Rimrock Auto
May 1	Food Service
May 29	Skyview H.S.
June 5	Yellowstone Drag
June 19	GM (Fathers' Day)
July 10	Skyview H.S.
July 31	Yellowstone Drag
<u>Aug. 13-14</u>	<u>GM Petroleum</u>
Aug. 28	Food Service
Sept. 4	Skyview H.S.
Sept. 25	Rimrock Auto

Monthly Region Meeting
August 2, 2011
GH&R Law Firm
10 N. 27th Street
Suite 100
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
eiscax.com
Big Sky Region (Missoula/Kalispell)
bigskyregion.org
Absaroka Region Porsche Club
vista.pca.org/abs/index.html