

Fast Times



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

Meeting Minutes—October Meeting

The monthly membership meeting of the Yellowstone Region SCCA was called to order by Regional Executive Chris Brewer on Tuesday, October 4, 2011, at 6:10 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 September 2011 meeting as published in the October issue of *Fast Times*.

Treasurer's Report: A Motion was MS&P to defer the Treasurer's Report to the next meeting because event receipts from Rimrock II and the Region checkbook had been in the possession of the Chief of Timing while the Treasurer was out of town.

Old Business: There was no old business to discuss.

New Business: It was decided that a social event for the Region would/should be held sometime in January or February. It was generally agreed that any serious discussions about over-the-winter projects and other assignments would be put off until after the first of the year and 2012 officer elections. A Motion was MS&P to cancel the November meeting.

A motion was MS&P to adjourn the meeting at approximately 6:30 p.m.

Regional Officers:

Regional Executive:

Chris Brewer

region-exec@yellowstonescca.com

Competition Chairman:

Randy Roberts

comp-chair@yellowstonescca.com

Secretary/Treasurer:

J. Reuss

sec-treas@yellowstonescca.com

Membership Chairman:

Vacant

member-chair@yellowstonescca.com

Member-at-Large:

Dwight Gilliland

member-at-large@yellowstonescca.com

"Blasts" From the Past- by the R.E.

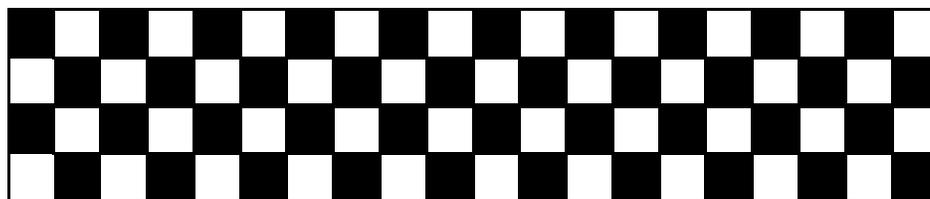
I have completed the scanning of all the old Region newsletters I was able to get my hands on. Click on "Newsletters" on the Region's website and you will find links to old issues. The oldest issue I could find was nearly 40 years old from February 1973 when the newsletter was called the "Checkpoint." The Region was known as the Southern Division of the Sports Car Club of Montana. Events were held once per month from March through November. Nearly 30 years ago, in February of 1984, the newsletter was still called the "Checkpoint."

Scott Cranston (who had an "office" phone number) was a board member, the Corvette Club was sponsoring a volleyball game for all car clubs, and two autocrosses were scheduled at the "fairgrounds." In March of 1986, the Region was officially affiliated with the SCCA. A call went out for the "Best Name for the Newsletter." Dwight Gilliland was selling a 1984 Rotary Rocket, a 1979 Lola Formula Ford and a 1940 Ford show truck. The Treasurer reported a balance of \$80.81. 24 years ago, the August 1987 issue reveals that the newsletter is now called

"Fast Times." 20 years ago, the August 1990 issue indicates that monthly meetings were held at Tiny's Tavern, Gordon Dewey was the Secretary-Treasurer, and Dean Johnson was the Competition Chairman. The August 1991 issue reveals that meetings had been moved to Doc and Eddy's and that Dean Johnson coordinated an autocross in Laurel. Anyway, reading the old issues is great fun. While it would be great to have copies of every newsletter, there is no way to determine if we do or don't. If by chance you have an old newsletter that we don't have or if you



know someone who might, please let me know. Last, speaking of "blasts from the past," astute readers will note that the two photos on this page are of a 1954 Corvette convertible with a 230 CID "Blue Flame" 6-cylinder, triple side-draft Carters, coupled to a 2-speed automatic transmission. The car is a 1 of 3,640. Sold for \$77,000 at the 2011 Barrett-Jackson in Las Vegas.



YELLOWSTONE REGION
 SPORTS CAR CLUB OF AMERICA

What's Brewin'? — From the RE



The Chief of Registration and Sec./Treasurer has tallied the numbers from 2011 and reports that entrants totaled 205 vs. 153 and 159 for 2009 and 2010. The downside to those numbers is that we had 12 events in 2011 and 8 events in both 2009 and 2010. On average, participation per event dropped by two cars. However, considering the economy and the late-arriving spring, I think we did a great job!

On the national level, I note from articles in *Autoweek* and *SportsCar* that SCCA Presi-

dent Jeff Dahmert lamented being head of what some have called the "Secret Car Club of America," and has organized a committee to take a "deep dive" look into everything SCCA does. While membership remains at about 42,500, the goal is to simplify licensing and participation requirements and make SCCA appeal to a younger audience. Dahmert reported that the average members' age is 45. The average age of competitors at this year's Runoffs was 49. C.B. (Sent from my iPhone)



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



James Reuss noted at the Rimrock event that he had put a new set of brake pads in his Acura the night before the event. The October issue of *SportsCar* has an article about installing new brake pads. The article stresses two points: First, the "bedding" process is vitally important to both the life and performance of the pads. Second, "prepping" the brake rotors ensures the longest brake pad life and the highest performance possible. To prep the rotors, you'll want to clean the surface of the rotors

with fine grit sandpaper, and then rinse the rotor and completely dry everything before installing and bedding the pads. To "bed" the pads, go through a series of increasingly faster passes, making sure to never come to a complete stop. For example, 4 or 5 passes at 40 mph to 5 mph, and then 4 or 5 passes at 60 mph to 5 mph. If conditions allow, 4 or 5 passes at racing speed to 5 mph. Then, park the car (don't set the parking brake) and allow the rotors to become cool to the touch. You're then good to go!
R.R.



The Finish Line — From the Webmaster



I noticed when saving the file for this edition of *Fast Times* that this is the 50th issue I have generated. I still recall the overwhelming look of relief that spread over Char Schulz' face when I offered to "help her out" with the Regions' newsletter back in 2007. Char explained that the newsletter was somewhat of a "boomerang" in that it kept coming back to her. However, every issue that I put together makes me appreciate all the more the work Char (and Kristi Gililland) did before I came on board.

As you may (or may not) be aware, the 7th generation Corvette is scheduled to arrive in 2013 (launching as a 2014 model). I took the photos of the "Stingray" at the right at the 2010 Barrett-Jackson. Since it was an actual GM display, I figured the odds were pretty good that I was looking at a C7 styling exercise. At various times during the past year, I have seen some sketches in various car mags that "kinda/sorta" look like the car in the photos at the right. The big "buzz" about the C7 has been the possibility of a mid-engine. An article in a recent issue of *Autoweek* seems to provide a few more clues about what the folks in Bowling Green, KY, have been doing. *Autoweek* received spy shots of

a C6 body shell atop a drivetrain with a longer wheel base and a narrower track. Unfortunately, the engine layout is front, longitudinally mounted. Reports have also suggested that the frame will be steel (as opposed to aluminum as with the Z06 and the ZR1), a 7-speed manual may be offered, the 6.2 liter V8 may be downsized to about 5.5 liters, and the possibility of V6 with some sort of forced induction. Increased use of carbon fiber is expected and since GM announced in May that it will spend \$131M to upgrade the Vette factory, a major facelift of the car is expected. J.



Monthly Region Meeting
December 6, 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)**
swmtsscca.com
- Montana Region (Great Falls)**
mtsscca.com
- Eastern Idaho Sports Car Club**
eissccax.com
- Big Sky Region (Missoula/Kalispell)**
bigskyregion.org
- Absaroka Region Porsche Club**
vista.pca.org/abs/index.html