

Fast Times



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

Elkhart Update—by the Webmaster

(There was no November membership meeting, so there are no Meeting Minutes.)

In February 2008, I put together a story for the website that included a brief history of road racing at Elkhart Lake, WI, and the facility currently known as Road America. Growing up in southeast Wisconsin, Road America was “where the action was” from the standpoint of sports car racing. The facility has stood the test of time and is considered by many to be one of the best tracks in the world. My story included pictures of various cars that were taken by my father. My guess was that the pictures were taken be-

tween 1950 and 1952. In the spring of this year, I received three interesting emails from individuals who had come across my article and photos. The first email was from the webmaster of a site called www.etceterini.com who asked for permission to publish one of the Siata photos. The site is dedicated to small displacement Italian racing cars from the late 40s to the early 60s. The second email was from a fellow by the name of Bert de Boer who lived in the Netherlands and maintains a website devoted to the Ferrari 340 America (www.ferrari340america.nl)

Mr. de Boer noted the photo of the Ferrari #132 in my story. The third email was from a fellow from California by the name of John de Boer, who had compiled a registry of Siatas for over 30 years and possessed significant information regarding the race and cars in featured in my article. Shortly thereafter, I received a package containing three dozen additional slides from my sister that I never knew existed. To make a long story short, with John de Boer’s capable assistance, I am supplementing my original story to include the additional photos and the extremely interesting information provided by Mr. de Boer’s research. Stay tuned!

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

A Day at the (Horsepower) Races—by the Roving Regional Reporter

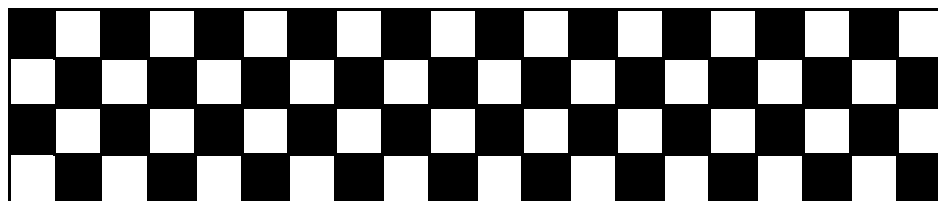
The late 1960s are often credited as the heyday of the American muscle car, before soaring accident rates, insurance premiums, tougher safety and emissions legislation, and an oil crisis made excessive horsepower seem irresponsible. I graduated from high school in 1971, so I lived through the era when Z28s, Boss 302, GTOs, and Hemis filled dealers’ showrooms. Although I do remember where I was when I heard the news that JFK had been shot—4th grade at Shady Lane Elementary School, Menomonee Falls, WI—I remember just as vividly the first

ride I had in a muscle car. That car was a 1969 Camaro Z28 (British racing green with white rally stripes). I was driving a Fiat 850 Sport Coupe at the time, so the idea of being “pinned to the seat” as the Camaro went through the gears was a foreign concept to me. The impression lasted, because after owning a Pinto and a BMW 2002, I succumbed to the temptation and purchased a 1971 Pontiac Firebird Trans Am with the 455 HO motor. The engine was rated at 500 ft/lbs of torque and 370 horsepower. Notwithstanding, horsepower ratings in that era

were somewhat dubious—primarily for insurance reasons. The dual-quad 302 in the 1969 Z28 I mentioned was rated at 290 HP, but dyno tests at 400 HP made a joke of that number. Looking at the horsepower ratings available on today’s performance cars, one might wonder if the muscle car heyday has returned. The 2013 Mustang Shelby GT 500 will have 650 HP! The current top Corvette, the ZR1, has 638 HP! The 2012 Camaro ZL1 debuts makes 580 HP. The 2013 Nissan GT-R has a power boost to 445 HP over 2012. So what’s the difference between 1969 and today?



Cost. In the late 60s, Z28s and Shelby GT500s cost \$4,500 to \$5,000. In today’s dollars, that would be \$27,783 to \$33,957. However, the 2013 Shelby GT 500 will sticker for \$62K and the 2012 ZL1 Camaro will set you back \$55K. As you can see, after adjusting for inflation, today’s muscle cars are nearly twice as expensive as they once were. This means new muscle cars will be mostly owned by “old-timers.” J.



YELLOWSTONE REGION
 SPORTS CAR CLUB OF AMERICA

What's Brewin'?' — From the RE



For the Mini lovers out there—and aren't we all?—be sure to check out the article in the December issue of *Grassroots Motorsports* which traces the history of the modern Mini. Speaking of the BMW-made marvel, Jay sent me the photo at right that he took recently at a Mini dealer in Wisconsin. I knew that Minis have superior "mechanical grip," but that is ridiculous! I would like to (again) thank everyone who helped me get through the year as a "newly-minted" Regional Executive. Elections will be held at the meeting next Tuesday for 2012 officers, so if you

like the direction the club is going, I encourage you to support the current administration. If you would like to see some changes, let your voice be known! As mentioned in previous newsletters, as the result of resolutions passed by previous administrations (with the concurrence of the current board) Region meetings will be held every other month during the off-season. Accordingly, the first meeting in 2012 will be in February. However, if things come up in the interim, just send an email! Holiday wishes to all!
C.B.



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



It's too cold to race, so it's time to build for next season. There are a lot of cheap upgrades that can make a big impact on your times. For the "budget" CRX this winter, I see a used limited-slip differential, cold air intake, and battery relocation. (Luckily, I can make the changes without a class change.) The first step is to make sure the parts on your car are in good shape. A suspension check, alignment, and tune-up pay big benefits. The next step is better shocks and struts. A set of factory replacements

can make a huge difference on an older car. An aftermarket front sway bar will almost always help. The next upgrade is tires. If you can muster a set of dedicated autocross wheels, "R-compound" tires will give you incredible grip and are allowed in "stock" classes. If you need to run street tires, street touring classes will allow the use of 140 tread wear and higher tires. This means you can have a tire that performs well on the track, but also lasts on the street. These basic upgrades give you lots of bang for the buck!



The Finish Line — From the Webmaster



Friend-of-the-Region Gordon Dewey called last week to report that he is selling the "RMBL B" (see Gordon and his GTO in the photo at the right) He would like to see it go a good home. Gordon reports that the screamer has approximately 56K miles, new (ish) tires, a beefed-up clutch and flywheel, and a short-throw shifter. If you are interested, drop Gordy a line at gdewey6977@aol.com. Speaking of changing vehicles, another friend-of-the-Region, Lara Tallman, called to tell me that her Salt Lake City Grand-Am race team has changed from Hondas to Nissans. The team has changed its name from "CA Sport Racing" to "Skullcandy Team Nissan." ("Like" on Facebook) The team will be fielding two Nissan Altimas in the Grand-Am Sport Touring class. No word yet if the cars will be ready for the opener at Daytona. The new cars will be sporting "Skullcandy" livery similar to the photo at below. (For older readers, Skullcandy is a

and all the accessories.) The photo to the right of Randy's column above is what it looks like when an auto manufacturer ships you new cars on pallets to be built into racecars. Last, because we will be having Region meetings every other month, I decided to put the time to good use by starting on our long-delayed "Member Profile" feature. Beginning with the next issue of *Fast Times*, a different member will be featured each month. "Age before beauty," so based on the birthdates listed on SCCA records, we will proceed as follows: Coons, Cranston, Gilliland, & Hergenraeder.



Park City, Utah, company that sells headphones, ear buds,

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)**
swmtssca.com
- Montana Region (Great Falls)**
mtssca.com
- Eastern Idaho Sports Car Club**
eisccax.com
- Big Sky Region (Missoula/Kalispell)**
bigskyregion.org
- Absaroka Region Porsche Club**
vista.pca.org/abs/index.html