

Fast Times



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

Meeting Minutes—No November Meeting



Regional Officers:

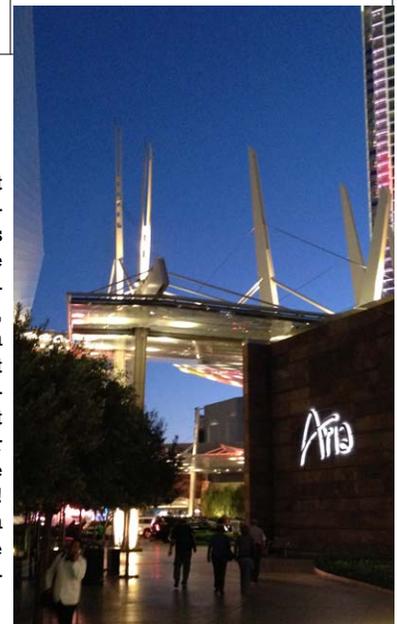
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Performance Driving Experiences- By the Roving Regional Reporter

The Porsche Driving Experience is no longer available at the Las Vegas Barrett-Jackson Auto Auction; however, the Ford and Chevrolet versions have now consumed the entire Mandalay Bay Convention Center parking lot. The format of the remaining "driving experiences" is different from the Porsche format, but is fun nevertheless. The Porsche format featured three laps around an autocross course in a Porsche of your choice with a passenger/instructor. After that, you changed seats and

the instructor tried his best to impress you for one lap. The Ford and Chevy experiences have you driving more mundane offerings of their product lines—still with a passenger/instructor, followed by one "hot lap" as a passenger on a large course that follows the periphery of the lot and encompasses the smaller autocross course. Speeds on the "hot lap" course are over 80mph in the ZR1 Corvettes and Boss 302 Mustangs. Speeds are a little less for the Shelby Focuses, but pretty

exciting nevertheless. Most folks drive slowly around autocross course which precedes the "hot laps," but we have found that if you tell the instructor that you are an autocrosser, s/he let you do pretty much whatever you want. (It's not like they own the cars or anything!) Just make sure you let the driver ahead of you get far enough head to give you some room as passing is not allowed! Hit the Experiences first thing in the morning and the lines are pretty short. Free swag (hats, t-shirts, etc.) follows as well. J.



What's Brewin'?' — From the RE



Plans for the Region's year-end party have not been finalized, but a date should be announced later in the month. Voting for Member and Driver of the Year will take place at the December membership meeting and nominations/votes by email received prior to the meeting also will be accepted.

On an unrelated note, Sarah seems to be fishing for hints as to what I might want for Christmas. Although I am forever grateful for the Miata I acquired this year, like any

red-blooded car enthusiast, I can always dream. The November issue of *Autoweek* features the 50th anniversary of the Porsche 911. Of particular note was the article featuring the 2014 Porsche 911 Turbo and Turbo S(!) (Like a 911 Turbo is not enough?) To make a long (and well-written) story short, I'll take the Turbo S. Although the \$182,050 base price is a little steep, how about 3.8-liter, 560 hp, twin-turbocharged, AWD, seven-speed dual clutch manual with a 0-60 mph time of 2.7 sec.? Merry X-Mas!



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



Most veteran autocrossers know that slicks (race tires) will typically shave 1.5 to 2.0 seconds off an average (60-second) run time. The time savings is the result of more grip—less wheelspin and greater cornering speed. However, I have often wondered if there is a downside to all that extra rubber on the road. The December issue of *Grassroots Motorsports* undertook to answer exactly that question. *Grassroots* used some advanced math, some road miles, and some laps on the track to determine if sticky tires

cost you straight-line speed. The "advanced math" was impressive, but I found myself skimming ahead for the results. The "baseline" stock 215/55R17 all-season tires created a total drag force of 88.25 pounds, or the equivalent of 10.6 hp. A set of sticky BFG g-Force R1 race tire created a total drag force of 124.58 pounds, or the equivalent of 15 hp. Not surprisingly, however, the R1s resulted in a lap time around Virginia International Raceway that was nearly 10 seconds faster than the OE tires. Interesting stuff! R.R.



The Finish Line — From the Webmaster



Honda autocrossers were initially excited when Honda announced plans to produce a modern version of the iconic Civic CRX in the form of the CR-Z. The distinctive looks of the 2011 CR-Z as well as other similarities with the nimble CRX attracted attention from racers. Unfortunately, even with improvements to the debut model in 2012 and 2013, the CR-Z still made just 122hp. Three years into the model run with no K24 option, interest waned. However, HPD (Honda Performance Development) has come to the rescue with a belt-driven supercharger kit which was announced at the recent SEMA show. After adding the compressor, it's at near-K24 power of 190hp. HPD also announced that next spring, it will be offering other stuff for the CR-Z (all available separately) including Showa dampers and springs, a brake kit with 11.8-inch 4-piston fronts and 10.2-inch one-piston solid rears, a LSD differential, 18-inch alloy wheels with P215/40R18 tires, sport exhaust, lip and deck spoilers, and emblems and stickers!

what I would describe as the crowd pleaser of the season. We always enjoy Jim Arnett's popular 1972 Ford Pinto, but Aaron Dowell's 1976 Ford Pinto wagon really stole the show. Featured in the two photos to the upper right, the 302-powered panel wagon was the sleeper of the event. Getting the V-8 power down was a little tricky for the Street Modified racer, but every spectator sported a huge grin during every run of the multi-hued classic Keep 'em coming! J.



For those of you who couldn't attend the last event at Yellowstone Drag Strip, you missed

Monthly Region Meeting
December 3, 2013
GH&R Law Firm
 175 N. 27th Street
 Suite 903
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 eirscca.com
 Big Sky Region (Missoula/Kalispell) bigskyregion.org
 Absaroka Region Porsche Club abs.pca.org
 Maui SCCA mauiscca.net