

FAST TIMES

SPORTS CAR CLUB OF AMERICA, YELLOWSTONE REGION

P.O. Box 3434
Billings, MT 59103

Vol. 2. No. 8
August 1987

EXECUTIVE BOARD:

Regional Executive	Vale Dinsmore	(H) 252-5623	(W) 256-2212
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NEWSLETTER STAFF:

Leslie Womack . 248-3204 Jeff Womack . 248-3204
Dennis McCollough . 252-9687 Lance Pedersen . 665-3100

EVENTS:

8-6-87 Monthly Meeting >>>> Cellar 301 >>> 7:30 P.M.
8-9-87 AUTOCROSS>>>> Billings VoTech Center 9:00 A.M.
8-23-87 AUTOCROSS>>>> Tentative >>>> TBA
8-27-87 Newsletter Deadline

Coming in September <<<<< More Racing !!!!!!!

JULY MEETING

The July 2nd meeting was called to order by Dale Dinsmore, Regional Executive. The minutes were amended as follows: The Picnic is scheduled for July 26, instead of July 12.

The Treasurer reported a balance of \$1,406. We purchased 150 pylons from Henry's Safety Supply for \$425. \$25 went to the Montana Region for the Top Gun trophy fund. \$26.50 was paid to the Postmaster for postal box rental, and \$100 was sent to Billings Construction for toilet rentals. We received \$181 from the Billings West Autocross and \$261 from the last Olympic Park Autocross, and \$26 was received for membership renewals. Remaining balance is \$1,297.51

OLD BUSINESS

Dennis McCollough attended a safety steward seminar in Great Falls on June 27 & 28.

The publicity was good for the last event. We need to be able to project two weeks ahead of time for an event to have adequate time to inform the media.

A motion was passed that we purchase a timer. We are trying to avoid spending \$800 or \$900, and are looking for a cheaper option.

The Downtown Autocross had been cancelled and we are still looking for more sites to race.

NEW BUSINESS

Dale suggested that letters be mailed to all the past sponsors of Black Otter Hill Climb to inform them that the 29th Annual Hill Climb has been cancelled.

We are still deciding on trophies. It was suggested that we give dash plaques to everyone who enters the race, and have them engraved later so that the pertinent information can be added to them.

A motion was also passed to allow a person to waive the entry fee if he joins the SCCA at an event. Also active auto club members may pay membership fees for events.

With no further business the meeting was adjourned

Well if you weren't there you really missed a good weekend. I'm referring to the Top Gun event in Helena.

It was a long week end and there were the usual stories of last minute preparation, such as getting a trailer hitch Friday morning and you're trying to leave Friday afternoon. After installing the hitch, wiring the trailer, loading the car and spares, and getting plates for the trailer, I think I was ready for the road trip.

We got into Helena late to find out that our room had been sold out from under us. We found the last two single rooms (I'm sure) in town which was a stroke of luck especially after almost losing the trailer on the Interstate. After a few drinks we were ready to call it a day and look forward to tomorrow.

The next morning it was still raining but that didn't stop us. We gathered for breakfast and headed to the event sight. The rain was starting to get old about lunch time so at lunch I wasn't as interested in food as I was in finding some rain gear. Once that was located I was just peachy.

Practice went well with each run getting faster. The late afternoon did dry up finally for one run and it was time to relax for the evening. After being well rested, Sunday morning the sun was out and it was going to be a nice day no matter the outcome.

The day proved to be a good one at that. Dennis lent me some 7" rims and after mounting them we put them on the front of my Datsun which made the car handle very differently but very nicely. The first run I was 3 seconds behind my competition, a CRX. Getting coaching from five different people at the same time seemed to help, I think

Now the proof was in the pudding and there wasn't any time to slow dance with my sister because the next run had to be right because if the CRX got faster it would be even harder to catch him. Thank God he didn't and my last run was the best yet, beating him by 1/2 second.

The after function was nice especially when we got so many trophies and the TOP GUN AWARD to top it all off.

Now all I heard was when is the next event? That long? So we have changed the dates around and Vo-Tech has been moved to Aug. 9th. And I'm working on an event for Aug. 23rd and a couple more in Sept. How's that?

Thanks to the Great Falls Region for putting on the event and all the support we got from Billings. That was what made the weekend so great . . . well the trophies helped.

Dale

Rumor has it that the Peeper & the Creeper will be on vacation next month. "Affairs of the Parts" will be taken over by a ghost writer.

TOP GUN RESULTS

B-Sedan

YR	Bruce Wilson	2:23.198	Bozeman	AMX #68
BS	Rod Hand	2:26.606	Bonner	Cobra II #43
BS	Craig Hartze	2:30.117	lsla	Mustang II
MR	Brad Sabo	2:32.527	Gt Falls	Pontiac #4

D-Sedan

MR	Dean Schamp	2:26.742	Gt Falls	Capri #69X
MR	Darrell Schamp	2:30.393	Gt Falls	Capri #69

E-Sedan

MR	Dave Harris	2:18.793	Gt Falls	Celica #21
MR	Randy Devitt	2:21.467	Gt Falls	? ? #25
MR	Jimmy Wollenberg	2:26.913	Helena	Datsun #52
BS	Drew Pike	2:27.545	Msla	Ford #38
	Tim Green	2:36.006	Helena	Pinto #202

F-Sedan

MR	Kent Keller	2:22.508	Gt Falls	Datsun #70
MR	Randy Lutton	2:23.833	Gt Falls	Lancia #200
MR	Tina Sabo	2:28.137	Gt Falls	Toyota #84

AA-Pro

MR	Gary Johnson	2:20.761	Helena	Vette #78
BS	Forrest Boorquin	2:25.163	Msla	Vette #28

AB-Pro

	Neil Houston	2:23.708	Helena	TransAm #203
	Doug Roope	2:34.273	Helena	Ford #204

A DAM GOOD RALLYE

Well, it doesn't look like anyone else is going to write about the Dam Rallye, so I guess I'll do it. We won the Dam Rallye so I guess it's only fair.

The day dawned bright & clear, and six hearty couples started off for a day of adventure. It began with a relaxing cruise through the countryside with all the navigators trying to brush up their T.S.D. (Time, Speed, Distance) skills. At the end of the 1st leg, it was evident that the Womacks had brought a bigger brush. We were the last car out, & thought we were doing okay until we caught up to one of the others-and passed them. We said "That's okay, maybe they don't know what they're doing." On we went-and passed a 2nd car. We were still confident. We said "It's okay, maybe they don't know what they're doing." Then we passed a 3rd & 4th rallye car. By the time we spotted the 5th car & were wondering whether or not to pass, we were saying "We're either doing very very well or very very badly." But we passed & came in to find that we were in 1st place so far. Now the fight was on.

First we had a great picnic lunch & were almost too full to continue. Then the other 5 couples tried to lose us on the dam tour. That was some dam tour. Thanks for arranging it, Lance! While we were inside the dam, some of the others borrowed our big brush. This was evident by the fact that we came in LAST on the 2nd leg.

We ended the day with pizza and other assorted goodies in Hardin, MT. Kurt & Char awarded a Mac tools hat & mug for 1st place & a coloring book & crayons for last place. We thought that was great! Lance had the last laugh as he casually strolled home while the rest of us still had to drive back to Blgs. Many thanks to Lance, Kurt, & Char for the best dam rallye we've had in a long time!

A DAM GOOD RALLYE (results)

- | | |
|---|------------|
| 1. Les Womack, Driver; Jeff Womack, Navigator | 84 points |
| 2. Ken Gilstrap, Driver; Carolyn Haythorne, Navigator | 273 Points |
| 3. Bill Schaff, Driver; Dale Dinsmore, Navigator | 393 Points |
| 4. Dick Stern, Driver; Roz Stern, Navigator | 433 Points |
| 5. Scott Naylor, Driver; Gayle Naylor, Navigator | 548 Points |
| 6. Cory Jackson, D & N; Jack Bridge, D & N | 640 Points |



<<Our Trusty R.E. - Dale
Dinsmore @ Helena.

Les Womack rounds the last
corner @ Helena.



TOP GUN Cont.

CD-Pro

BS	Mark Miller	2:11.210	Msla	RX-3 FTDP	#57
BS	John Balyeat	2:12.336	Msla	RX Mazda	#27
BS	John Roemer	2:13.419	Msla	RX-7	#44
BS	Forrest Boorguin	2:17.264	Msla	Mazda RX	#27X
MR	Greg Jones	2:22.713	Gt Falls	280Z	#314
	Mike Wolny	2:25.494	Helena		#201
BS	Pat Adams	2:25.765	Msla	Mazda	#03
BS	Tom Adams	2:32.061	Msla	Mazda	#15

EF-Pro

YR	Dale Dinsmore	2:29.420	Blgs	Datsun	#54
MR	Chuck Bedard	2:29.984	Helena	CRX	#87

GT-1

MR	John Meeks	2:11.568	Rocker	Vette	#73
MR	Mike Mancell	2:13.425	Gt Falls	Vette	#7
MR	Bob Stevenson	2:14.125	Gt Falls	Shelby	#6
MR	Wing Spooner	2:16.287	Rocker	Vette-FTW	#73X
MR	Betty Mancell	2:19.989	Gt Falls	Vette	#7X
MR	Dave Venus	2:24.295	Gt Falls	Vette	#00

GT-2

YR	Gary Glasrud	2:11.840	Blgs	Datsun	#93
YR	Dave Whaley	2:15.81	Blgs	280Z	#280
YR	Dean Johnson	2:28.188	Laurel		#100

GT-3

YR	Jeff Womack	2:11.433	Blgs	Mini FTGT	#89
YR	William Schaff	2:11.540	Blgs	Fiat	#11
YR	Dennis McCollough	2:14.516	Blgs	ROSEBUD	#71
YR	Bart Thompson	2:22.240	Blgs	MG-A	#59
YR	Leslie Womack	2:22.65	Blgs	Mini	#17

A-Mod

YR	Larry Althoff	1:55.00	FTD-FTMod Blgs	Sports 2000	#32
YR	Dwight Gilliland	2:01.79	Blgs		#2
YR	Dave Eberts	2:24.05	Blgs	Thunderjug	#133

C-Mod

MR	Jeff McKay	2:18.002	Gt Falls	Cart	#30
	Sean McKay	2:25.66	Gt Falls	Cart	#30X
MR	Roger Evans	DNF	Gt Falls	Cart	#23

Yellowstone

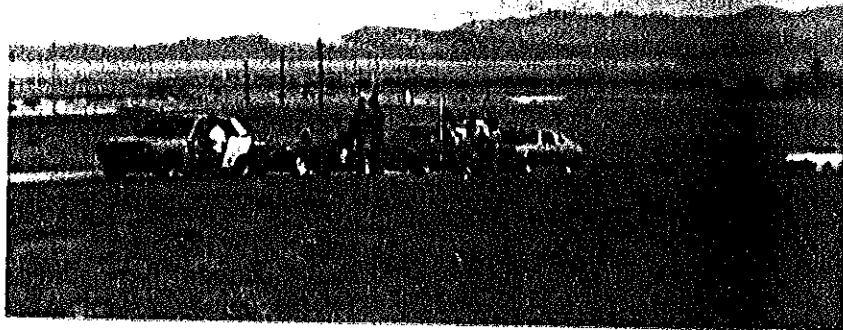
Larry Althoff	1:55.00
Dwight Gilliland	2:01.790
Jeff Womack	2:11.433
Gary Glasrud	2:11.840
Dennis McCollough	2:14.516
Dave Whaley	2:15.810
	12:50.389

Montana

John Meeks	2:11.568
Mike Mancell	2:13.425
Bob Stevenson	2:14.125
Jeff McKay	2:18.002
Dave Harris	2:18.793
Gary Johnson	2:20.761
	13:36.674

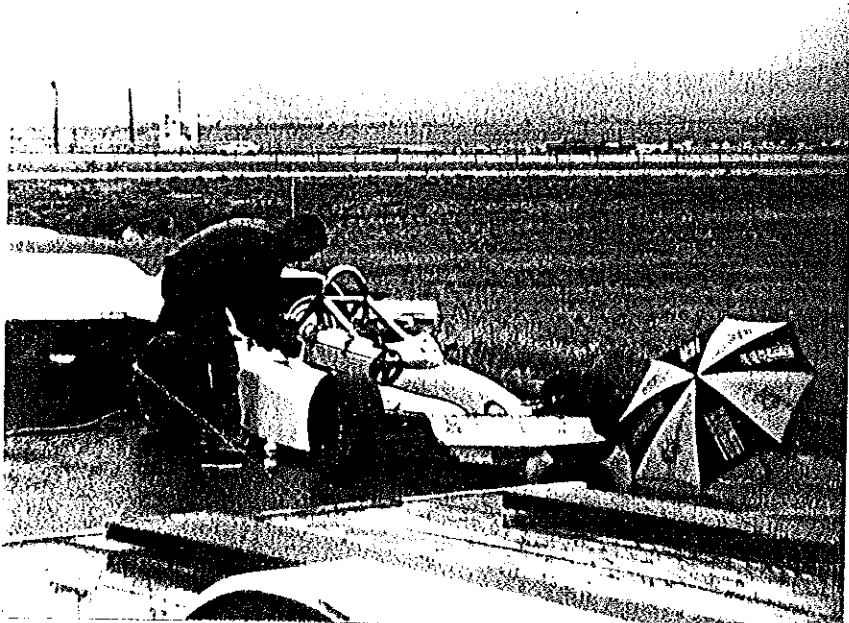
Big Sky

Mark Miller	2:11.210
John Balyeat	2:12.336
John Roemer	2:13.419
Forrest Boorquin	2:25.163
Pat Adams	2:25.765
Rod Hand	2:26.606
	13:54.499



PIT ACTION AT "TOP GUN"

<-- Dwight Gilliland readies his car for action.



SCCA YELLOWSTONE REGION SOLO II GUIDELINES

A Solo II event is a non speed driving skill contest emphasizing car handling and agility .

Event Scheduling:

The event chairman will determine and announce the date and time of the event.

Vehicle tech inspections will commence one hour before the race begins.

Course walk throughs and familiarizations will commence fifteen minutes before the race begins.

Drivers meeting will be held just prior to commencement of the race- all drivers and workers must attend.

Entering the event:

A valid drivers license must be presented. Under age drivers must secure and submit the proper notarized forms.

All drivers and workers and pit crews must sign a waiver.

Two entries per car, per event.

All entrants are required to work. Failure to do so will result in disqualification.

Also, any driver considered by the event chairman to be under the influence of alcohol or narcotics shall be disqualified.

Entry Fees:

Fee amount will be determined by the event chairman.

Non club members fees will be 50% more than club members

Other established car club members will pay membership fee amount.

Entry fees are non refundable after the start of entrants first run.

In the event that racing conditions become unsafe, the safety steward can terminate the race. Entry fees may be partially refundable at the event chairman's discretion.

Fun Laps:

Anyone wishing to try their hand at the course may do so, providing that entrant requirements are met. Fees will be \$2.00 for a \$10.00 membership event. and \$3.00 for a \$15.00 membership event.

There is a limit of two runs. Times will be posted, but not published, and no awards will be given. In the event a driver decides to compete, the fun lap fees can be applied to the entry fee.

Vehicle and safety requirements:

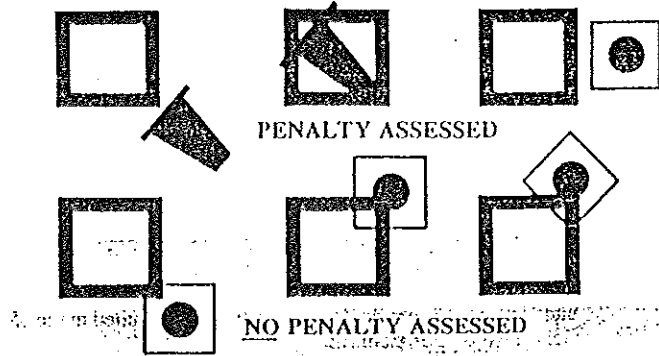
No cars will be permitted to compete without tech committee approval.
Helmets must be worn, goggles or full face helmets in open vehicles.
Seat belts must be in good condition and securely attached. Seat belts must be worn.
All loose items must be removed from the inside and outside of the car.
Hubcaps & trim rings must be removed.
Wheels must be securely affixed.
Tires must be in good condition, no cord showing and no cracks in the tread or sidewall.
Throttle return action shall be safe and positive.
No excessive fluid leaks should be observed when the engine is running.
Prepared or Modified cars must use catch cans.
Steering wheels shall be in good condition.
Brakes must have adequate pedal.
Hydraulic system must operate properly on all wheels.
Swing axle cars, except Porsche, must have camber compensator, negative camber on the rear wheels or axle limiting straps.
Wheel bearings, shocks, steering, and suspension shall be in good operation condition.
Batteries shall be securely attached. Re-located batteries must be in a battery box.
Mufflers are required unless otherwise stated by event chairman.
Vehicles should display I.D. numbers in figures large enough to be visible from the timers booth. Passengers will be allowed provided that a seat, and helmet are available. Seat belts must be worn by the passenger.

Classification:

Classification of cars will be according to current Solo II rules. Four classes will be provided, Street, Street Prepared, Prepared, and Modified. Three cars are required to establish a class. In the event there are not enough cars to maintain a specific class, the cars will be bumped up one class.

Pylon Penalties:

The methods for determining a displaced pylon shall be as follows.



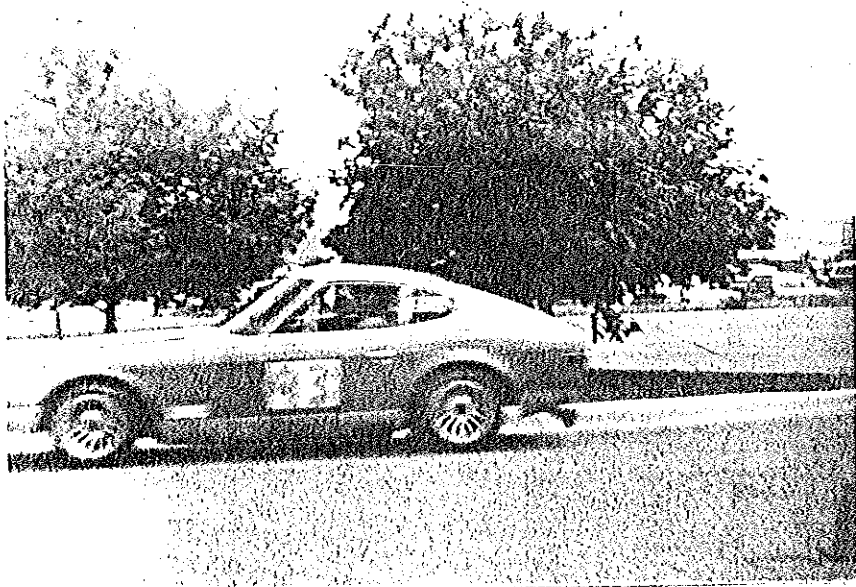
Penalty shall be assessed on each pylon. The penalty for displaced pylons shall be two seconds unless otherwise specified during the drivers meeting. The penalty for displacing any of the pylons protecting the timer is an automatic DNF. (Did not finish).

New entrants should be assigned an experienced driver to help with familiarization.

Awards, if any, will be presented at the after function, after tear down and clean up operations.

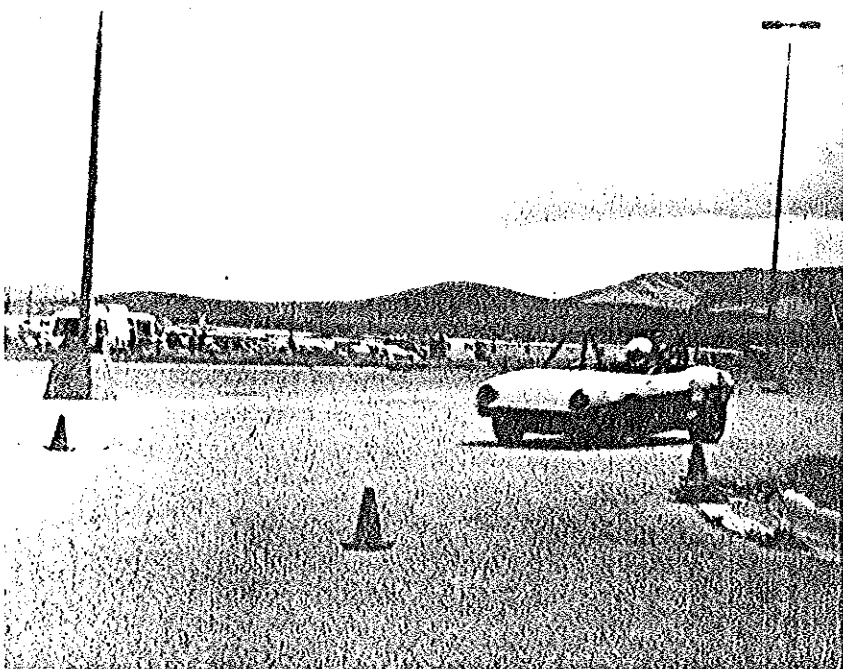
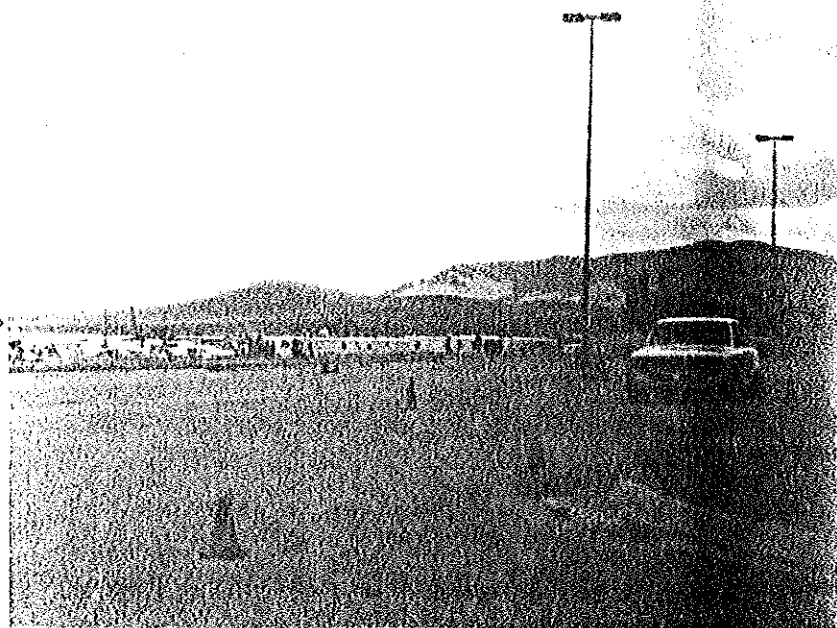
Locations for after functions will be decided by the event chairman.

Protests and grievances shall be presented to the tech committee, and the event chairman. Any deviations from guidelines are subject to the board approval.



<< Gary Glasrud dusted off his Z-car to help "dust off" the competition @ Helena.

Dennis "The Menace" McCollough shows off his new paint job as he shows up the competition @ Helena. >>>



A "Hired Gun" (Bill Schaff) in a borrowed car helped to gun down the competition @ TOP GUN.

AFFAIRS OF THE PARTS

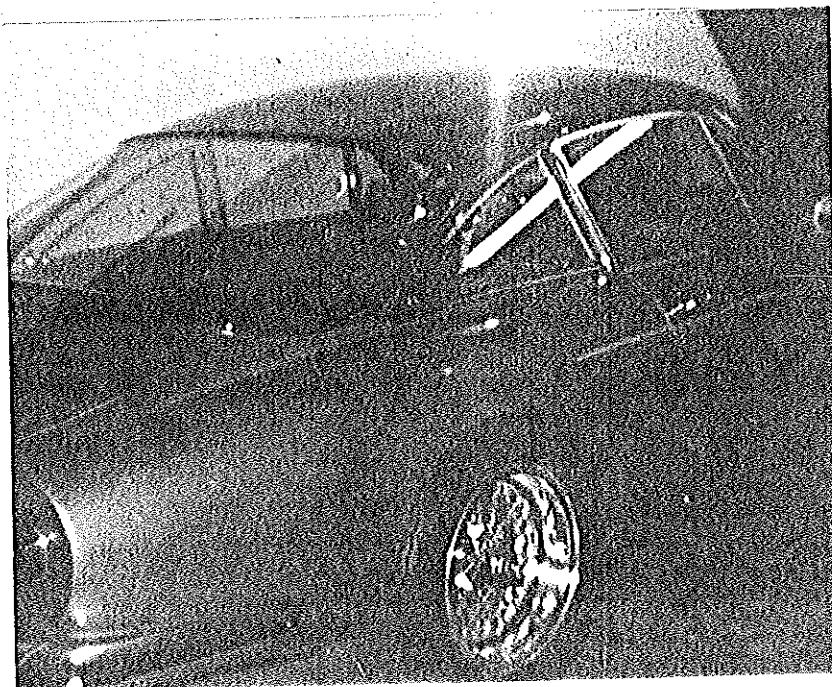
After dreaming of owning a Ferrari for 29 years and actively searching for 5 years, Doug Jenkins had decided to purchase a Lusso, Feeling, as the car critics do, that the Lusso is the most beautiful car ever built.

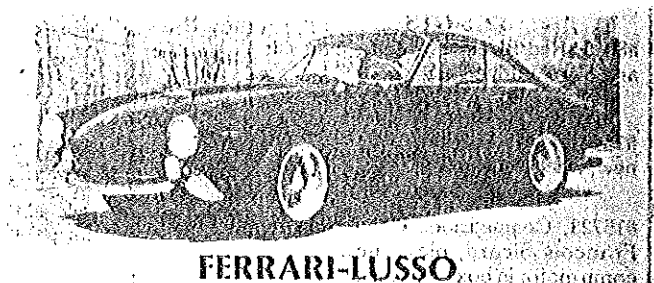
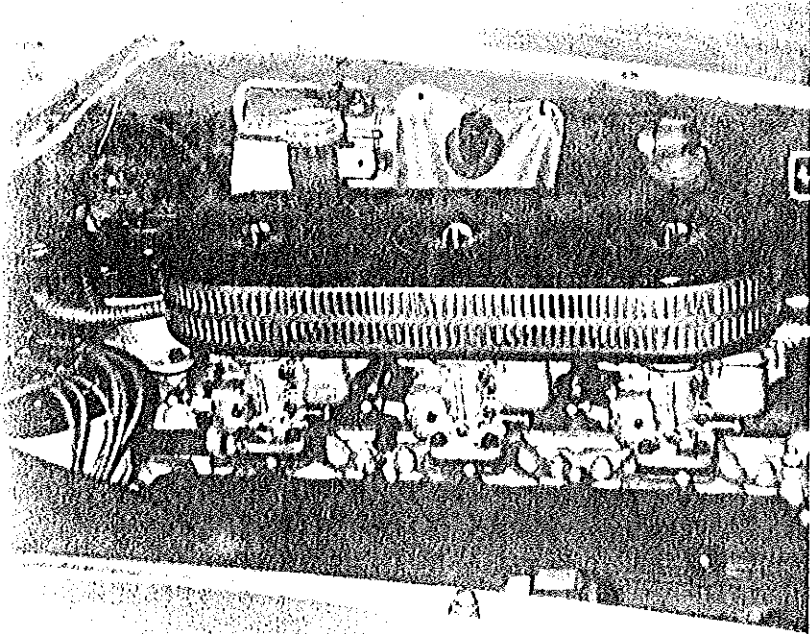
While on one of his several quests for the best of the perfect, Doug was told by a Lusso owner of a prime example for sale by the Briggs Cunningham museum in Indiana. Upon inspection, the azure blue, mint condition Lusso was the one that Doug decided "Blew his hair back" After seeing the car myself, I have to admit to a certain amount of rearrangement in scalp covering area also.

This Lusso is the last one built of a production run of only 350. It has been featured as the "Centerfold" of Henry Rasmussen's book "Ferraris for the Road". It is also 99.99% original, and nearly showroom perfect.

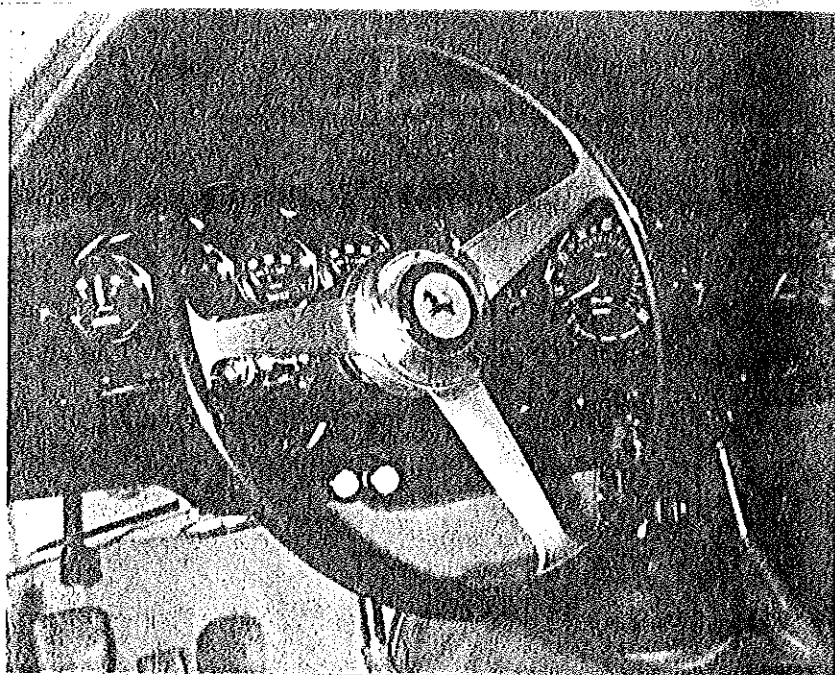
Anyways, enough lavish praise (for now.) The car reads out like this: a 3.0 L. V-12 engine-9 to 1 compression ratio, 260 H.P. sporting 2 coils and 2 dual point distributors, 3 down draft webers. fed by an electric fuel pump from a 30 gal. tank, a 3 gal. finned aluminum sump (and a partridge in a . . .) dual exhaust, a four speed transmission, 4 wheel power assist disc brakes, a live rear axle and a curb weight of 3,000 pounds (figure the HP/Lbs on this one!)

The handmade body is formed along some very clean, classic lines. As Doug points out, a very close inspection of the roof will reveal traces of the welds that join the roof to the body. The medium blue paint has been rubbed to a very deep, lustrous gleam.





FERRARI-LUSSO



Sparkling chrome deep dish wire wheels and 205/70/15 Michelin radials adorn each corner of the car. (An interesting footnote-when it came time to replace the original Dunlop tires, the previous owner had the tire shop find 4 tires that would balance perfectly without the use of wheel weights.)

When you open the door and peer inside the car, the interior strikes as being rather spartan. The leather covered dash has a generous amount of gauges and knobs, but none of the amenities such as cruise, tilt wheel, or air conditioning. The only seating is two no nonsense, low back, high sided leather covered bucket seats. The seat belts have the simplest, yet strangest clasps. (I never could figure them out, though.)

After a considerable amount of time crawling over and under the car, and an endless barrage of questions, Doug slid behind the Nardi steering wheel and keyed the Lusso to life. At idle, the car sounds deceptively docile-just a quiet murmur from the tail pipes. Then the fun began.

"Hop in+let's go for a spin" was the invitation I needed. After informing the Peeper and company to keep their eyes and ears peeled on a certain section of road, we headed out. (I'm not sure how the rest of you die hard gear head car nuts would rate an opportunity like this, but I have to rank it right behind my first, uh, well, "intimate experience".)

During the warm up cruise Doug pointed out a few of the Lusso's quirks-a lot of rocker arm noise and a choppy ride which would smooth out about 70 MPH. (Doug evidently hasn't ridden in a mass production sports car lately.)

Finally all the gauges read satisfactorily to Doug, and he began to work the Lusso harder. The engine responded instantly and began to sing like few engines can. At precisely 7500 R.P.M., Doug would click the shifter up another notch until the speedometer and tach (right in front of the passenger) read 7500 R.P.M. & 110 M.P.H. and the shifter had one more notch to go. Doug was right, the car settles down and almost becomes part of the road above 70M.P.H.

The Lusso began to gobble up the road as Doug urged it to 100 M.P.H. and felt more stable and smooth than a Cadillac on glass. The car, under Doug's guidance, had a disturbing manner of making curves & hills just disappear as if they weren't even there.

Back at the ranch, the rest of the crew were wondering which set of headlights were the Lusso's-then they knew- the ones that resembled a landlocked UFO- and had the wind been blowing east instead of west, they would have been treated to a sound straight from heaven- a well tuned Ferrari V-12 playing hard & loving it.

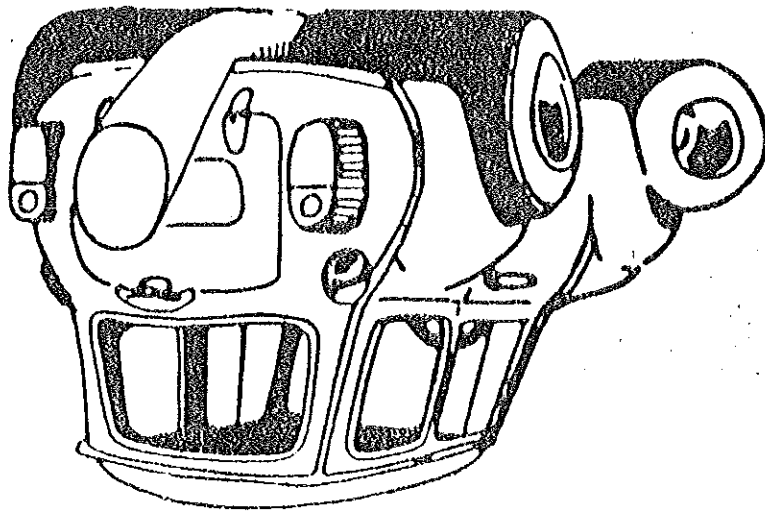
The ride was too short of course and everyone else who was offered a ride felt the same way-But just the same, we all began to understand a little more about man & his love affair with machines. And all walked away with a deeper appreciation of the superb Italian craftsmanship and engineering behind the legendary Lusso.

The Peeper & the Creeper

P.S. We were curious enough to ask-How fast will it go? According to Doug, Road & Track put it around 150 MPH at 7500 in fourth gear.- Doug has never verified that.

P.P.S. We also asked about gas mileage-Doug's answer was "I'd guess around 13-I've never checked."

P.P.P.S. Yea, we asked him-Ever autocross it? Doug just smiled & closed the garage door.



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