

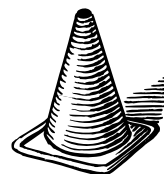
**Regional Executive**  
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**Asst. Regional Executive**  
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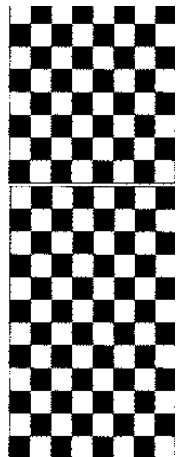
**Competition Chairman**  
Chris Brewer  
comp-chair@yellowstonescca.com

**Secretary/Treasurer**  
(Position Temporarily Vacant)

**Membership Chairperson**  
Katie Cranston  
member-chair@yellowstonescca.com



December 2008



## Meeting Minutes: Yellowstone Region 108 - November Meeting

The monthly membership meeting of the Yellowstone Region SCCA was called to order by Regional Executive Scott Cranston on November 5, 2008, at 6:30 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 2008 meeting as published in the October 2008 issue of *Fast Times*. (There was no monthly membership meeting in October.)

Treasurer's Report: Acting Secretary/Treasurer J. Reuss reported that all bills were paid with the exception of a recent bill from SCCA for weekend memberships. J. reported that SCCA's numbers were not accurate. It was decided that the bill would be paid using the Region's numbers. J. also reported that the Region increased its bank balance in 2008. A Motion was MS&P to accept the Treasurer's Report.

Old Business: J. reported that no work had been done since the last meeting regarding the new laptop for timing. J. offered to buy the Region's generator for \$100. If there are no higher bids after these minutes are published in the December *Fast Times*, J.'s offer will be accepted. Kristi Gilliland provided some old issues of *Fast Times* for the website. Scott Cranston has framed photos for GM and FSA and will draft a thank you letter to each. Future photos will have "Thank you from SCCA"—or something similar—"Photoshopped" on the picture.

New Business: J. was instructed to put a ballot of officers for 2009 in the November edition of *Fast Times* so that elections could take place at the December meeting. Jerod Staebler agreed to run for Competition Chairman and Chris Brewer agreed to run for Asst. R.E. J. will run for Sec./Treasurer. Scott would run again as R.E. and Katie would run again as Membership Chair. It was generally agreed that the focus for the next few months should be getting additional members certified as Safety Stewards. It was also agreed that the year-end meeting would be temporarily suspended pending further discussion. Cranston requested that something be put in the newsletter asking members to renew their membership promptly.

A motion was MS&P to adjourn the meeting at approximately 7:10 p.m.

### Spy Shots — From a "Roving Reporter"

Most solo drivers have the benefit of driving their vehicle on a daily (or at least weekly) basis. This allows the driver to become well-acquainted with his or her vehicle and know how it will react under differing conditions and situations. Additionally, with frequent usage, things such as starting, stopping, shifting, etc., become second nature.

However, when a solo driver has a purpose-built or modified car, "seat time" is pretty much limited to "test-and-tune" sessions or actual events. Often such cars are too noisy for use in polite company and/or the tires are not suitable (or legal) for street use.

Virtually everyone who has attended a Yellowstone Region Solo event has witnessed Dwight and Kristi Gilliland's prowess with driving their "Avenger." The speed and agility with which they operate this vehicle is noted by even the most casual observer. However, since the vehicle is obviously not road-worthy (and

noisier than all get-out), one can not help but wonder how the Gillilands have gotten so good at driving the beast. However, with the benefit of high-speed photography, the puzzle has been solved. The photo below shows how the Gillilands have been

able to log many hours in the Avenger without detection.

So, the next time you are in Emerald Hills and you hear the pitter-patter of (many) little feet, you had better move to the side of the road!



## Cranston's Corner — From the RE

Make sure to check last month's issue of *Fast Times* for the slate of candidates running for Regional offices in 2009. Please either fax, e-mail or snail-mail your ballots, or vote in person at the monthly region meeting on December 3, 2008. The Region can always use some "new blood." Accordingly, if you have any interest in becoming more involved in the operation of the Region and its events, let us know.

We are tentatively planning to hold a Solo Safety Steward (SSS) training session sometime in late January or early February. At the present time, Kurt Schulz is the only authorized Safety Steward Instructor in the Region. If the Region can reach a suitable agreement with Kurt to take time out of a mid-winter weekend, the Region will hopefully have 3 or 4 additional SSSs available for next year's events.

Last, please make a point to renew your SCCA membership in a timely fashion. In 2009, a list of current members will be printed from SCCA records on the Saturday before each event. If you are not listed as a member in good standing at that time, you will be required to pay a non-member entry fee. However, you can renew your membership at the event and pay a member entry fee. SC

## What's Brewin'? — From the Comp. Chair

Shortly after the 36th running of the SCCA Solo National Championships was held in September at Topeka, Kansas, it was announced that the 2009 Championships would be held approximately 200 miles north in Lincoln, Nebraska.

The article in the December issue *SportsCar* indicated that approximately 1,069 drivers took part in the 2008 Championships making it the largest competitive motorsports event in the world.

As a supplement to the comments in last month's *Fast Times* relating to local drivers placing at the Championships, it should be noted that the Montana Region (Great Falls) earned a first place trophy in D Stock. Alberta driver Patrick Smith won D Stock with an Acura Integra Type R.

On a somewhat related note, the November 2008 issue of *Grassroots Motorsports* included an excellent article exploring how tire pressures impact grip. Similar to the previous test that measured grip vs. temperature, an autocross-ready Mini Cooper S running Hoosier A6 tires was used together with a 200-foot skid pad. Rear tires were held constant at 55 pounds and the fronts were raised and lowered in 5-pound increments from 50 to 20 and back up again. Despite the pressure spread of 25 pounds, the lateral grip only ranged between 1.012 and 1.057. However, from behind the steering wheel, the testers noted quite a bit of difference. At the highest lateral grip (1.057 at 30 pounds pressure), Steering precision and feedback was significantly reduced, the outside front tire emitted a noticeable low groan or growl, and the tire was really rolling over onto the shoulder. In conclusion, the article indicated that a setup that feels good might not be the fastest, and the fastest setup doesn't always feel good. Back to the white shoe polish, I guess.

At a recent meeting Dwight suggested that we look into utilizing a transponder system for timing at solo events. The November 2008 issue of *SportsCar* had a timely article on just that topic. The transponders look like a good setup, but as the article indicates, the only catch is pricing—\$380 to \$420.

I have truly enjoyed the opportunity to contribute to *Fast Times* during the past year as Competition Chairman. I know that the incoming CC will also enjoy that opportunity. CB

## The Finish Line — From the Webmaster

The "real" Newsletter Editor wanted me to include the photo below entitled "How I spent my 2008 Thanksgiving Break."



In contrast to the joy associated with having meat in the freezer, I put the yellow Chevy away for the winter.

(Since the cost of insuring the beast is lower when it is in storage, the "boss" is usually eager to see the car cover come out and the trickle charger get attached.) Anyway, it's only 5 months away from the end of April when the first solo events are usually held in this area.

Speaking of the long winter season with not much autocross news, Kait offered to write an article about living in the "Bozone." I told her I would think about it.

As usual, if any readers would like to publish anything in the *Fast Times* like stories, reviews, editorials, or ads, send me an e-mail. J.

### EASTERN IDAHO SPORTS CAR CLUB

**President**  
Cal Craner 208-529-4999  
**V.P.**  
Tommy Taylor 208-745-5710  
**Treasurer**  
Dave Krekel 208-357-3507  
**Secretary**  
Lea Street 208-360-0448  
**Webmaster**  
Don Goetz dgoetz@silverstar.com

**Monthly Region Meeting**  
**December 3, 2008**  
**GH&R Law Firm**  
10 N. 27th Street, Suite 100  
6:30 p.m.

### Websites

**Yellowstone Region 108**  
[www.yellowstonescca.com](http://www.yellowstonescca.com)  
**Southwest Montana Region**  
[www.swmtscca.org](http://www.swmtscca.org)  
**Montana Region (Great Falls)**  
[www.mtscca.com](http://www.mtscca.com)  
**Eastern Idaho Sports Car Club**  
[www.eisccax.com](http://www.eisccax.com)  
**Big Sky Region (Missoula/Kalispell)**  
[www.bigskyregion.org](http://www.bigskyregion.org)  
**Northwest Hill Climb Association**  
[www.mbahillclimb.org/](http://www.mbahillclimb.org/)

## Capitol Reflections — News from Inside the Beltway

This summer, the "real" Newsletter Editor and I met with both Montana Senators at the Dirksen Senate Office Building in our nation's capital. Although neither Senator said anything specifically, I believe they were both very impressed with the "Corvette" shirt I was wearing.

Although Kait and I were planning to do a little lobbying for one of those pork-barrel projects you hear so much about—like an indoor autocross facility for Yellowstone County—we learned shortly before our meeting that you need to be registered as a lobbyist to do any "real" lobbying. Oh, well.

We truly enjoyed meeting these fine gentlemen. They also asked us to make sure we said "Hello" to Scott Cranston when we got back to Montana. J.

