

The Panic Slip

Status on Our Call for Assistance

Thanks to all our members and associates that helped fellow racers Tiff and Steve Johnson with their unexpected difficulties. They're now safely back in Great Falls with Steve recuperating from his emergency surgery and subsequent treatment. Please refer to our forums at www.mtscca.com for more information and updates with their situation.

2013 Race Schedule

Date	Event
4/21	Expo Park
5/18-19	Montana Challenge Race #1 in Helena, MT
5/25-26	Expo Park 2 Day Event
6/23	Expo Park
7/7	Expo Park Evening Race
8/10-11	TOP GUN in Helena, MT
8/25	Expo Park Evening Race
9/7-8	Cone Heads in Helena, MT
9/15	Expo Park
10/6	Expo Park
10/13	Expo Park

In addition to our schedule, there are two additional Montana Challenge races in Helena to enjoy. The first is hosted by the Big Sky region (Missoula) on June 8th and 9th; the second is

hosted by Southwest Montana region (Bozeman) on July 27th and 28th.

Race Results:



Unfortunately, Montana spring weather interfered with our first race this year – as such, our championship points race is in a dead heat amongst 35+ racers! Be sure to come out to the first Montana Challenge race in Helena on May 18th and 19th to start out your season...

April Meeting Minutes

Our complete April meeting minutes will be reviewed and finalized at our next monthly meeting on May 30th; however, some of the highlights of our meeting were:

- Malmstrom AFB package is routing through some additional offices on the base. We're tracking closely its progress and still have hopes of holding one or more events on Malmstrom this year.
- Street Survival - update as detailed in this newsletter was briefed.

- Changes to the Regional Championship scoring to take effect in the 2014 season were implemented by majority vote to include an allowance for “participation” points in selected events (membership meetings, volunteer work with the club, etc.)
- Many improvements have been made to our race trailer for this season including PA system upgrades, backups for all timing system components, and an FM radio transmitter to allow race announcements and coverage to be more easily enjoyed by drivers AND spectators!



Tire Rack Street Survival Update

We briefed at our April monthly meeting the need for a replacement lead for the driving coach training and driving exercise execution as well as other volunteer positions still requiring some attention. Two individuals stepped forward (one tentatively volunteering depending on his schedule) for the critical lead position.

Unfortunately, after the meeting a cumulative result of the lack of volunteer participation from our region (roughly half of our driving coaches were from outside Region 105) combined with a lack of parent/student interest led to the cancellation of our program. We did not cancel our school without considerable consideration -- our leadership consulted with both the SCCA Foundation TRSS lead, the overall national TRSS lead, and our mentor with 11+ years of program experience before opting to discontinue our program efforts.

Our sincere appreciation goes out to our participating volunteers, leads, and coaches who invested considerable effort and time into preparing for our school. Reluctantly, despite their outstanding efforts, we were not able to carry their work forward into a successful school.

The national program leads have expressed their willingness for use to hold a TRSS program in the future, offering to personally travel to Great Falls to help us with a custom marketing program. If membership chooses to readdress this, we'll add it to our agenda at a future membership meeting.

Tips from the Grid

This month's subject is The Grid and Race Launch, continuing with actions you can take to maximize your racing performance.

After all your pre-race preparations, tech inspection, course set-up, and the driver's meeting, your run group is finally called to the grid. Time for fun!

Be ready to come to grid as soon as your race group is called – the faster the grid is in place, the faster you'll all be on track. Additionally, bring only the necessities for your race to the grid such as your gear (i.e. – helmet), tire gage, air tank, water, etc. Be sure to keep certain things out of the grid – cigarettes, children, and pets are a few prohibited items that can result in possible sanctions if brought out of the paddock with you.



This is your chance to focus before your run. Make sure your engine is warm. Adjust your tire pressures. Run through the course in your mind; sit in your car and visualize driving a lap around the course. Stay attentive though – you want to be geared up and ready to pull forward to launch staging as soon as you're called!

When signaled, pull up slowly and smoothly to the staging line with helmet in place and seat belts fastened. Finally, you're waved forward and are sitting next to the starter waiting to be released. Turn off your radio, turn off your air conditioning, and breathe deep – you'll be launching soon!

The starter looks your way, gives you the wave forward, and loudly proclaims "GO!"



Your launch is important but races are NOT won through heroic tire burning, clutch slipping, deafening exhaust starts. You DO want to get away quickly and aggressively from the start; however, you need to control your launch to balance your maximum power against keeping traction going to the ground. Too much throttle and you'll spin the tires (and lose time!); too aggressive on releasing the clutch and you'll break drive-line components before you even break out onto the course. The best course of action on this is to be smooth – this isn't something you learn from one launch. Practice smoothness on your launch on your first runs of the day, gradually increasing your aggression level until you build to your best launch balance.

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