

# Fast Times

Volume 2 Issue 1

January 2000

## General Meeting: January 5, 2000

Meeting called to order by Kurt Schultz. Board members present, outgoing and new: Cary Devitt, Randy Devitt, Bobby Arnett, Kurt Schultz, Jim Arnett and Ken Decker. New Board "sworn in".

### Treasurer's report:

Members in charge of contacting Metra management reported no success. It is understood that if payment is requested, it will be forwarded as necessary. Motion to abandon efforts to meet with Metra management in regard to payment for the Metra event; seconded and passed. There was some doubt about how to handle this problem, so it may be discussed at future meetings.

Invoice from Heavy Duty Awards presented for trophy engraving for \$5.00. It will be paid as soon as new signature cards are on file at the bank.

Cost of December Newsletter: \$46.53.

All bills are current, and the balance is \$2149.68, which includes outstanding funds, (eg. Metra, Falcon Finale).

### Old Business:

Kurt Schultz reports that Billings Motorsports Park is not yet incorporated, that the parking lot will most likely be gravel, and that a road course is "iffy". There will be a 1/4 mile dragstrip with limited shutdown.

Committee: May 6,7 car show and autocross headed by Cary Devitt, with Jim and Bobby Arnett. This is looking good and there is some excitement about it. The idea is to get new members as well as get racer's

cars teched and classed for the race on the 7th as well as for the season. (See New Business).

There is a plea for all racers, as well as just show cars, to show and get teched and classed for the season. (The car show is not a members only event.)

### New Business:

Car show/race committee:

Char Schultz will get Lockwood for the 6th and 7th plus another date for later in the season (race only). Jim Arnett (Comp. Chair) will talk to Judy Iams about details and will track down the rest of the locations for about ten races this year. Possible venues: Eagle, Wards, Hart Furniture, Lewistown, Skyview, etc. Jim reports the need to really get going on this, especially Lewistown, which is very busy. Members report a desire to get two Lewistown dates. Bobby Arnett will check out Wards.

There was a new committee formed to write autocross policies: Randy Devitt and Dave Eberts head this committee, with input from others. The big push is to be more efficient at all the necessary pre-race requirements. (See New Business, November Newsletter).

There was discussion about helmets and the new standards for 2000. See your "Sports Car" for more details. There will definitely be more controls over helmets used. They will be teched as well as the car. Randy Devitt brought up the need for the Club to buy two new helmets. The SCCA says

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## Notes from the R. E.

I will be going to the National Convention and if ANYONE has something they want brought up there, either at the Convention or to national staff they can:

A. Call me at home (252-2426) or work (259-2621)

B. EMail me at Kurt Rbtt@aol.com

C. Come to the meeting and tell me. I will try to address all problems when in Denver.

Thanks,

Kurt

### THE EDITOR

If you have any questions or submissions for Fast Times please contact me at one of the following.

Mail:

Randy Devitt  
P.O. Box 22013  
Billings, MT 59104

E-Mail:

rdevitt@aol.com

Phone/fax:

404-656-8367

The opinions expressed in this edition of Fast Times do not necessarily reflect those of the Yellowstone Region or of the Sports Car Club of America.

## Notes From the Editor

Well here I am with two thirds of a page left to fill. I almost reduced the newsletter to just two pages out of lack of interest for the winter. But then Ken Decker - your new Sec/Treas came through with the minutes for the meeting.

I guess nobody missed me (or should I say the newsletter) since I am putting out at least two weeks later than I was. It was suggested that maybe if we send out the newsletter just prior to the next meeting that we may garner a few more participants. What with the short attention span attributed to motorheads. Anyway the next meeting is February 2nd at Bruneos (7:30). I know Jim Arnett has started to contact some of the stes and you might get a heads up on what's in store for the upcoming season or you can sit back and wait another month for the next newsletter.

Rumors are running rampant about a number of killer cars being built. I don't suppose there is anyone out there that would like to research "classing and the killer car". Speaking of classing, the new SOLO II rule book and GCR are due to be released Monday, January 31st.

The other day as I woke up from my morning nap at the Billings Library I happened to spot this video tape:

### FAST CARS

#### THE POWER AND THE PASSION

This is were I get most of my videos, being as cheap as most people think I am. I was quite surprised as I started to watch this 55 minute video and in the opening scenes the shot is of a Ferrari F50 cruising up a local mountain pass. Obviously the road is closed since the guy is utilizing the whole road. Then along comes the twin turboed all wheel drive Porsche and followed by the slower (176mph) Calloway Corvette. Next time you start complaining about the cost of your tires just think about the guy in the F50 that has to pay about \$4000 for a set of custom mades from Goodyear. Gives you some insight as to why they build these cars. Some good video of the Calloway C7. These automakers feel they are trying to embody the passion of driving in their cars. One of the automakers did make a slur against Honda, but I am not going to repeat it.

Anyway it was definitely worth the price - Randy

*(Continued from page 1)*

that if you show up to race, you will be provided with a helmet if you don't own one that is current (or own one at all.) It is, of course, hoped that drivers have their own if at all possible. Bobby Arnett has a line on two used Snell 90-95 helmets. Motion to have Bobby procure these helmets, seconded and passed. Bobby will pay for these and be reimbursed by the Club. Cost each about \$30.00.

Cary Devitt Will look into obtaining SCCA fliers about various programs, eg. Speedfreakz!, to have available at the Car Show.

Dave Eberts questioned the need to have a free autocross when joining SCCA. A discussion followed. Motion to drop one free autocross upon joining SCCA, seconded and passed.

There was much discussion about event fees. It was motioned to have only two fees, member and non-member. Seconded and passed.

Kurt Schultz brought up the fact that the Club needs to renew its charter. He will contact Lance Pederson in Hardin to get this going. Lance is a lawyer and SCCA member who has done this for the Club before.

Dave Eberts presented the Dave Hager Memorial "Spirit of the Sport" award to Randy Devitt for his work for the Club over the past year. This is voted upon by the Board. Dave Eberts, who was last year's award winner, will get a wall plaque.

Meeting adjourned.

Many thanks to all who attended,

Ken Decker

*Special Thanks to  
Gary Poole  
of GPS Software  
Liberty Lake, WA*

*Gary provided us, for  
FREE the update for the timing  
computer to allow us to maintain a  
driver database. This update  
should help speed up the  
registration process.*

## HELMET ALERT

Back in 1956 a guy by the name of Pete Snell was involved in a car accident while involved with a sports car race. Although he was wearing a state of the art helmet at the time he did not survive the crash. The following year a number of friends and doctors founded the Snell Memorial Foundation in honor of their friend and seeing the need for better helmet testing.

Along comes the SCCA as well as most other racing organizations requiring the SNELL certified helmets seeing a need to insure the safety of their members.

The helmet industry generally advises to get a new helmet every five years. While the SCCA requires for SOLO II racing that the helmets are of the current certification or at least of the two previous certifications (either SA-Auto Racing or M-Motorcycle). The last current Snell Certification was SA95 (Auto Racing) or M95 (Motorcycle). So last year we could use helmets using the 95, 90 and 85 certifications.

Notice the trend? Every five years. So as I write the standards for SA2000 and M2000 are in their fifth and possibly final draft. So now you know what that means – your old SA85 or M85 helmet is retired from racing.

Those of you looking to buy either new or used helmets be for warned – NOT ALL HELMETS ARE SNELL APPROVED!!! The helmet manufacturers pay a \$1 for the little sticker that is attached to the inside of their approved helmets. I have noticed that some manufactures indicate on the outside of their helmets that the are Snell Approved – the helmet must still have the sticker inside and intact. I was not able to locate one of the new 2000 stickers but here is what you need to look for:

SA-Automobile Racing (ORANGE)

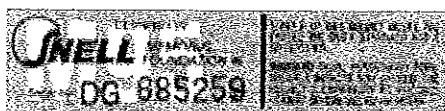
(YELLOW)



Motorcycle

(TAN)

(GREY)



Now you will be tested on this at each and every event when the Safety Stewards like Jim Arnett and Dave Eberts tear apart your helmets looking for the SNELL stickers.

Although SCCA allows either SA or M, the SA Standard was designed for auto racing while M Standard was for motorcycling and other motorsports. There are three major differences between them:

- (1) SA standard requires flammability test while the M standard does not;
- (2) SA standard allows narrower visual field than M standard (Some SA helmets may not be street legal);
- (3) SA standard has rollbar impact test while M standard does not.

Just a note – as I was locating this info I came across the new Karting standard. The GCR (SCCA's General Competition Rules) does not indicate that this standard is approved. If someone knows otherwise – please let me know.

Karting

(BLUE)



Just for the Safety of it

# Yellowstone Region Board Members

**Region Executive**  
Kurt Schultz  
406-259-2621  
kurtrbtt@aol.com

**Competition Chairman**  
Jim Arnett  
406-652-9262

**Assistant R. E.**  
John Hailstone  
406-245-2745  
bjs@mcn.net

**Secretary/Treasurer**  
Ken Decker  
406-256-1661  
dmsoboel@aol.com

**Mailing Address:** Yellowstone Region  
P.O. Box 30956  
Billings, MT 59107

## SCEDULE OF EVENTS

### Cast in Concrete

February 2	General Meeting @ Brunos
July 29/30	Air Show
August 15	World of Outlaws

### Formed in Mud

May 6	Car Show @ Bumper-to- Bumper
May 7	Benefit Autocross @ Lockwood School
July	Top Gun
August	Black Otter

If you know of any automotive related event or major event that could have an effect on the clubs sceduling please let the Editor know.

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Sports Car Club of America  
P.O. Box 30956  
Billings, MT 59107

*Inside This Issue:*

*SNELL85- IS NO MORE*