

VINTAGE MESSENGER

VOL. 13, NO. 1

JANUARY, 2004

Minutes

Rocky Mountain Vintage Racing, Ltd.
Regular Board Meeting on
December 10, 2003
2465 S. Downing St.
Denver, CO
(Credit Union Conference Room)

Board Members Present:

Bob Darcey, President
Norm Pettitt, President Elect
Ryssa Gransee, Secretary
Steve Gesse, Treasurer
Bill Fleming
Andy Gould
Joe Pizzi
Ross Robbins

Excused Absence:

Walt Hane
John Mihalich, Jr.
Karen Miklin
Janet Urbanek

Call to Order: 7:00 PM

President, Bob Darcey had the following announcements:

The Vintage Messenger is now officially on-line and can be accessed via the web site (www.RMVR.com). On the 2004 membership renewal there will be a box to check to decline receiving a hard copy of the Messenger. This is a major cost savings to the club so if you have Internet access you are encouraged to "opt out" of receiving the hard copy and view it on the Internet (or print it). A special thank you to Katja Stokley and Bob Alder for their great efforts in making this a reality in a short time frame.

VMC Report

Even though it was anticipated that there would be an insurance rate increase for 2004, Parrish Heacock Insurance announced that the rates would stay the same. Also, the 2003 surcharge of \$200 for track inspections will not be assessed in 2004.

Other VMC clubs reported good years with membership and entry numbers level or

The January Board meeting is postponed to the 21st due to the date of the Awards Banquet. Meeting place and time remain the same.

increased. Victory Lane subscriptions were up as well, indicating the overall health of vintage racing across the country.

Feedback Session

110 people attended the Feedback Session. The Feedback Report and results of the questionnaire are posted on the RMVR web page. Discussion of the Feedback results is on the agenda under "Open Discussion."

Free SCR Track Days (Boxing Day)

The free track test and tune days at Second Creek Raceway are December 26-31, 2003. This is open to the members of the five charter member clubs. Each club is asked to supply volunteers to assist with registration and track entrance/exit. RMVR's day to supply volunteers is Sunday, December 28, 2003. If interested in volunteering please call Bob McClusky at (303) 371-6661. Members may attend the test and tune with their racecar, on any of the above-mentioned days.

MINUTES

The minutes were reviewed as emailed out. Ross Robbins noted a correction. Under "New Track Report" Bill Howard presented the track options to the Board and not Danny Collins as stated in the minutes. Andy Gould made a motion to approve the amended minutes. Ross Robbins seconded the motion. The vote was unanimous.

TREASURER'S REPORT

Steve Gesse stated that financial reports through 2002 were distributed at the CMC meeting. Steve will review and evaluate them before paying our per car surcharge to CMC.

Steve also suggested that RMVR utilize a second person (other than the Treasurer) to review the bank statements and checks before Steve reviews them. The statements would go directly to the review person, and the review would constitute an internal control procedure for the club and preclude any questions

arising over checks written out of the account. The new 2004 Board will select the review person.

Steve also requested that a statement be put in the Operations Manual regarding expense reimbursements. The following statement will be added: Any event expenses incurred by Chiefs of Specialties must be submitted to the Treasurer within 90 days for reimbursement. If they are not submitted within the required 90 days they may not be reimbursed.

CHIEF'S REPORTS

Flagging and Communication

With the change in invitation announcement for the annual banquet, Pauline Wilson would like to have Bob Alder send an announcement reminding workers that they must send in the response regarding the banquet (food choices). This is a change from previous years. Pauline will contact Bob Alder with this request.

Timing and Scoring

Dennis and Eloise McIlree and Catie Davis have discussed the issue of driver registration at the Enduro. The concern is that we may have people who have signed the waiver at the gate but do not come to Catie and request the required driver armband. This could allow for someone to be driving during the Enduro without verification of licensing requirements thus creating potential liability concerns. Currently, some cars/drivers are paying for one entry and showing up for several groups of racing. This issue appears to be an issue only at the Enduro. The AMB timing system shows this issue when a red flag appears on the screen showing a transponder tripping the system that is not pre-loaded to be in that group.

The recommended solutions are:

- Cars can operate under the Melsheimer rule, which allows for two drivers driving the

The regular RMVR Board Meeting is held the second Wednesday of each month, commencing at 7 p.m. at
2465 S. Downing St., Denver, CO (Credit Union Conference Room)
FOR MORE INFORMATION: Catie Davis - Box 2096 - Estes Park, Colorado 80517 - (970) 586-6366

same car in the same group (alternating drivers in each session).

- Pay a second car fee if choosing to race in more than one group.
- Grid will need to be more diligent in checking armbands and looking for group stickers. Without both of these it is indicative that the car/driver may not be registered. If the car and driver do not have both the armband and the group sticker they will not be allowed out onto the track. Dennis and Eloise will work with Kevin Rutherford and his workers to assure proper compliance.

ADMINISTRATIVE ASSISTANT'S REPORT

Catie Davis was absent from the meeting.

CMC REPORT

Two resolutions were passed unanimously at the CMC meeting. They are as follows:

1. Pending legal approval, the initial 1998 investment (\$20,000 plus interest) made by the five charter member clubs will be returned to each club.
2. 2003 rental fees over and above the operating fees for Second Creek will be refunded. This should be approximately \$20,000 (without interest).

Steve Gesse and Bob Darcey suggested that these funds could be used as part of RMVR's investment in the new track. New corporations are being formed to own and operate the new track.

CMC discussed availability of tracks for 2005. It was requested that clubs work together and not against each other in scheduling their 2005 events. Traditional dates for clubs/events will be respected. The attempt is to avoid any scheduling issues that would be damaging to a club.

NEW TRACK REPORT

A site has been selected for the new track. An offer was submitted and counter offer received. A new offer is being submitted. Tom Ragonetti and Bill Howard are working on submitting preliminary zoning requests. There is a need for a professional land surveyor. If any member of any club is a registered surveyor and can assist please

contact either of the above members. These services are needed ASAP.

The new entity that has been established for the new track is called, Amateur Road Racing Association, LLC. An operating agreement has been prepared for the new corporation.

OLD BUSINESS

2004 Budget

Steve Gesse presented the 2004 budget showing the increase in rates for track rental at Pueblo. Pueblo will now be charging \$15.00 per day per car for all entries over 75. This will increase (estimate) our June event by \$1,650 and the Enduro by \$1,200.

The budget also shows the reduction in Catie Davis salary, the printing/ mailing cost of the Messenger, and the reduced cost of the Apex. These should all assist in bringing the budget into balance. However, Steve reminded us that expenses will need to be cut even more in 2005 to account for the reduction in races anticipated due to the closing of Second Creek.

A brief discussion then ensued regarding the \$5.00 increase in fees that was previously approved to cover the anticipated insurance cost. Ross Robbins made a motion to leave the Driver's School entry fee at \$190 (same) but increase the other race entry fees to \$180 to assist in covering the increased track rental costs at Pueblo. Steve Gesse seconded the motion. Voting for the motion: Norm Pettitt, Ross Robbins, Steve Gesse, Ryssa Gransee, and Andy Gould. Opposed: Joe Pizzi and Bill Fleming.

Steve requested that the 2004 Budget be approved. The vote was unanimous.

NEW BUSINESS

Proposed Rules Changes

Bob Darcey stated that the proposed rules change presented last month by Clive Averill and Bill Rosenbach have been tabled until the new year so that a single Board will evaluate and vote on the proposal.

New Track Operating Agreement

The new track Limited Liability Corporation

now has an Operating Agreement. This is the equivalent of By-Laws in a Corporation. There will be three classes of members. Class A members will have voting rights (five charter members). Class B members can vote in matters of dissolution of the corporation. Class C will be the CMC.

Norm Pettitt made a motion for RMVR to join the Amateur Road Racing Association, LLC. (ARRA, LLC) and accept, in principle, the draft copy of the Operating Agreement. A final version of the Operating Agreement will be completed before the end of 2003. Bob Darcey will sign the final version if acceptable. Steve Gesse seconded the motion. The vote was unanimous.

New Track Investment

Steve Gesse made a motion that RMVR make a significant investment in ARRA, LLC before the end of 2003. The President and Treasurer will determine the investment based on the availability of cash at year-end. The investment will purchase Class A stock in ARRA, LLC. and will maintain RMVR as a 20% voting member in ARRA, LLC. Ross Robbins seconded the motion. The vote was unanimous.

Feedback Session

Bob Darcey summarized information from the Feedback Session as follows:

- There appears to be a willingness by members to relax the eligibility requirements.
- Membership appears willing to make efforts/sacrifices for financial success of club.
- Members appear to be willing to further evaluate both the Ellis Cahn and Arnie McDaniel proposals to allow for exhibition cars and mentoring for gaining new members.

A brief discussion then followed about how to proceed on club growth.

Bob Darcey thanked everyone for supporting him in his year as President. He looks forward to next year as Past President.

Meeting adjourned at 9:35 PM.

Respectively submitted,

Ryssa C. Gransee
Secretary

The Awards Banquet is January 17th at the Brittany Hill. Reservations need to be made with Vicki Urban, by January 9th.

Annual Tech Day

The Annual Tech Day is scheduled for March 27, in Denver, at Bob Alder's shop. Other locations may include Longmont and Colorado Springs.

Additional details to be announced.

Missing In Email Action If your name is on the following list, we apparently have an incorrect email address. Since emails to you have bounced, they were deleted from the RMVR email list. If you'd like it restored, please let the e-mailman, Bob Alder — r.alder@earthlink.net — know your correct email address and it will be immediately corrected. (Putting in on your dues renewal form will work, but it is better to directly let the e-mailman know.) As you are aware, email is being increasingly used for timely last-minute communications so don't be left out. Many thanks, Bob Alder

Alig, Fred	Collins, Ken	Hummell, Nick	Redd, Phillis	Villarrel, Larry
Banahan, Holly	Digiovanni, Pat	Jones, Graham	Robinson, Larry	Walker, Larry
Barkley, Rick	Dunagin, Chuck	Kittridge, Pete	Rupas, Patricia	Weber, Pat
Bell, Eric	Durham, Bob	Martin, Jeffery	Schuler, Scott	Whitacre, Bob
Bliss, Peter	Ehrich, Bill	Miller, Bob	Scott, Charles	Wilbur, Bill
Breaslauer, Paul	Feghali, Carl	Morgan, Larry	Severson, Kirk	Wilbur, Carol
Burridge, Brian	Gavin, Jeff	Moulton, Brian	Smith, Forest	Ziesenheim, Ken
Buxton, Pat	Hammett, Darrell	Nowak, Chris	Steker, Pat	
Caldwell, Stacey	Hogan, Shauna	Orlie, Mike	Sundberg, Carl	
Cash, Tamela	Holeman, Ron	Palmero, Mike	Treseder, Keith	
Cavanaugh, Pat	Hummell, Alex	Pripish, Tom	Uhl, Joe	

Classifieds

1967 PORSCHE 912. Last chance to buy this \$40,000 professionally-developed (Pat Moyle, Mountain Sports Porsche Racing) full race mod car. RMVR #501, white with red/black/yellow stripes. Current logbooks with RMVR and Porsche Club Racing. Dyno'd at 150+hp from 1725 cc. Shasta pistons, race cam, new crankshaft, rebuilt tranny & shifter, new clutch, Accusump, MSD, Phoenix fire system, fuel Safe fuel cell, full roll cage, Lexan windshield/side/back windows, tureable suspension, Bilstein shocks, Bursch exhaust, Corbeau seats and fresh air ventilation system. Three set wheels and four set Yoko tires (two sets 60 series). Reduced to \$24,000 firm. Kruse Auction at PIR end of January 2004 if not sold sooner. John Alpers, 303-828-0977.

1979 VESPA Motorscooter. looking for paddock transportation with a vintage flavor? Classically-styled Piaggio 200, titled, street-legal. Paid \$2,500. Needs starter work and new tail light cover. Asking \$1,200 firm. John Alpers, 303-828-0977.

1998 VW Beetle. 29,130 miles. Super clean, hardly broken in. Great motorhome tow vehicle or trailered driver for race weekends; excellent teenager car for new 16 year-old. NADA average retail \$9,625. Asking average NADA trade-in of \$7,900 firm. John Alpers, 303-828-0977.

PARTS WANTED For Weber DCOE40-4.0 auxiliary venture qty of 4 genet@trib.com

SHOP/STORAGE SPACE

Dream car garage for your cars, shop or storage. Shop can be divided into 3,300 sq. ft., 6,600 sq. ft, or 9,900 sq. ft areas. All areas are alarmed and can be locked and secured. Heat, power, water and air throughout. Painted white wall and ceilings and epoxy gray floors. GORGEOUS! Office space available if needed. Available immediately. Located near Hampden and Santa Fe in Englewood. Call Bruce McGrath 303-762-8448

2001 PACE American 30ft two-car trailer. \$14,500 new with options. Beaver-tail design, counterbalanced tailgate with fold-out extension for loading low-clearance cars. E-track tie down system for total car safety. Heavy-duty axles, truck wheels/tires and electric brakes for towing safety. Diamond-plate rock guard and chromed front corner guards, heavy-duty hitch, three air vents, interior lighting and electric winch. Two floor bin for storage, aluminum side bins for multiple fuel cans and a 13 ft awning. Available March 2004 upon delivery of new trailer. Make a down payment now and I'll discount a full 10%. \$11,000 firm. John Alpers, 303-8280977.

Get Ready for Spring Race wear: Jacket - Filler Safety brand, "natural" off-white color with red stripes, Nomex single-layer, Size L. Has vintage look, reduced from \$35 to \$25. Pants - Nomex IIIA (current technology), near new, navy blue, 34x28, \$29, now \$25 and size 36x29.5, for \$36, now \$29 (Industrial catalog price is \$82@.) Flyer's coveralls, fire resistant, olive drab, excellent condition 40 Long, \$39, now \$32 and 42 Regular, \$52, now \$49. Tool: K-D click-type torque wrench (model 2951), 3/8" drive, range 15 to 100 ft-lb. Compact and very accurate. Sears catalog price \$156, little use, in plastic case for just \$78. Muffler: SuperTrapp disc-only type. Very light. For up to about 350 HP. Most suitable for formula cars. Fits 2.5" pipe, with adapters for smaller. Excellent used except for scratches on two of the 12 discs. \$33. Prices plus shipping. Andy Keller, 1455 Twin Sisters Drive, Longmont CO 80501 (Less than 8 miles from I-25.) Call 9 am to 9 pm: 303 772-4801 keller@svvi.net

1963 AUTODYNAMICS Formula Vee. Buy a huge piece of vintage history with the prototype of this marque! The car Jim Caldwell (builder of Autodynamics and Caldwell FVs) drove to the first FV-class SCCA national championship in 1964 (documentation provided). Paul Malcomb 1385 cc race-modified engine and carburetor, fire suppression system, oil pressure light,

ducting for oil cooler and engine air intake. Mucho set of spare wheels and tires. RMVR log books. This car is tech-check and ready to race with zero additional expense. I've got over \$10K in this car. Will sell for \$6,200 firm. John Alpers. 303-828-0977

CLASSIFIED ADS

Want ads will run free of charge for active members. All ads must be received by the 25th of the month to be published in the upcoming issue. Ads must be received in writing and can be run for one issue only. If you want the same ad to run again in the following issues- a new ad must be submitted for each issue to:

Catie Davis
PO Box 2096
Estes Park, CO 80517

DEADLINE IS THE 15th OF EACH MONTH

In addition to Messenger classified ads, members can self-post their classified ads on the RMVR Bulletin Board. Go to www.rmvr.com then click Bulletin Board for how-to instructions."

In this Issue:

- Volunteer News •

**This will be your last newsletter if you
do not renew your membership**

Provisional 2004 Schedule

March 13-14

March 27

April 10-11

April 24-25

June 5-6

July 17-18

Aug. 7-8

Sept. 11-12

Oct. 2-3

Fire Rescue School

Annual Tech Day

Drivers School

Second Creek Race

Pueblo

Second Creek (RMVR charity event)

Second Creek (backwards)

La Junta

Pueblo Enduro

RMVR Website- <http://rmvr.com>

Estes Park, CO 80517-2096

P.O. Box 2096

NEWSLETTER

VINTAGE RACING

ROCKY MOUNTAIN

RMVR VOLUNTEER NEWS

January, 2004

Well, it's the beginning of another race season already. Just a reminder to those of you who earned this year's dues, you still need to fill out the form and send it in to Catie. Otherwise, you won't be registered for this year. I would like to start this year out just like we did last year, with a brief description of what we do at the races. **If you know of anyone who is interested in cars, please forward this newsletter to them.** We need all of the volunteers that we can get!

Timing & Scoring -Why should YOU work Timing and Scoring? First of all, there are the benefits:

- 1.Except for street races you will be inside. No need to be exposed to nasty sun or rain or (potential) rattlesnakes.
- 2.The snacks are "primo"! We start each morning with sweet rolls.(Bring your own coffee.) In the afternoon we often feature zesty trail mix and green grapes. At street races, canned soft drinks are also provided.
- 3.There is never a dull moment
- 4.Free Excedrin is provided for every headache.
- 5.The view of the track is dynamite! Of course you'll never actually see a race - just the little bit that goes by the start finish line in front of you.

What kind of help do we need?

As most of you know, our duties in Timing and Scoring have changed considerably since we've begun using the AMB transponder system. However, we still need a few people who are computer literate. We also need someone to copy and post results, and someone to rent transponders on Friday and collect them on Sunday after the races.

So, if you enjoy lots of stress, mixed with lots of laughs, T & S is the place for you!

Tech - Members of the Tech team are involved in two important areas of vintage racing. The first of these is the actual inspection of the race cars before each race event to verify that the necessary modifications pertaining to safety and fluid containment are present. This is not only a great way to meet other members of RMVR but it offers one the opportunity to see these cars up close. If you have ever wondered what it takes to restore and race prepare a car for vintage racing this is a great way to find out.

The other area of Tech that you can become involved in is the hot pit. The purpose of the hot pit is to inspect cars which have been involved in any type of track incident that may have compromised the integrity of that car. This also includes inspecting cars that appear to have some type of mechanical or safety problems. The hot pits provides an excellent opportunity to get into the real action of vintage racing.

Members of the Tech team come from a wide range of different backgrounds, many of whom are automotive professionals. If you share an interest in these classic cars, the RMVR Tech team is an excellent way to put your talents to work and have fun doing it.

Grid - The first advantage to working Grid is that you can wear shorts if you want to. (In La Junta you'll want to!!). Next, we'll give you a snappy Pit & Grid shirt to wear. The second advantage is you don't have to stand in one small area and wave different color flags around in the wind, so you don't have to remember what the colors mean.

However you do have to remember BELTS, GLOVES, EYE PROTECTION, HELMETS, and ARM RESTRAINTS and when and which type of car they pertain to. These are the first things to check for on each and every car prior to allowing cars on the track. Grid offers a unique perspective and different view of the races and members of RMVR.

Flagging & Communications -So, you think you may want to be a corner worker. The first question you may ask yourself is, “What will I have to do and what do I need to know to work on a corner?”

The people on the corners serve several purposes, all very important to the safe conduct of a race. The first, and probably the most important, function is communicating to the drivers the condition of the race course through the use of flags. At least two people at each corner will be dedicated each race to flagging. One worker will be responsible for the yellow flag that warns the drivers of danger between this corner and the next. Another worker will be using the blue flag to warn the drivers that a faster car is approaching from behind. These two workers stand near each other, one facing on-coming traffic and one facing away. Since neither can see all that is happening around the corner, they must warn each other of danger coming from the direction they are facing. These two will also use other flags to warn drivers of debris or slippery conditions ahead, a slow moving or emergency vehicle ahead or that the race has been stopped.

A third worker, or sometimes the worker with the yellow flag, will be wearing the radio and will be in communication with race control. This is the second function of the corner workers. This worker will report all incidents or problems to race control and will inform the other workers on the corner of what is happening at other corners during the race.

Corner workers must also be ready to respond to any problems that occur with the race cars near their corners. If a car stops, for any reason, between their corner and the next, they will go to the car, with a fire extinguisher, to determine the problem. If the car cannot be restarted, the worker will assist in moving the car to a safe location and assist the driver back to the safety of the corner station. If the car can be restarted, the worker will direct the driver in safe re-entry of the racetrack.

During the race day the workers will also work to maintain a safe race surface by sweeping debris from the track and drying any oil or antifreeze that may be deposited on the track by a race car.

And finally, the workers will watch the race cars to detect any possible mechanical problems that may be developing with the cars of which the drivers may not be aware. The workers report these problems to race control so that the race steward or the technical inspectors can determine whether to allow the car to continue.

This sounds like a lot of work. You may ask, “What is in this for me?”. Good question! The first thing, and probably what gets most people started in corner working, is the involvement in and closeness to the action. You cannot get any closer to the action without actually being in a race car. Watching the racing from up close and knowing what’s going on around the track is an experience you can’t get any other way. Another large benefit is appreciation. I don’t know about you, but not much that I do is rewarded with sincere thanks these days. During a race weekend the number of people that walk up to me and say, “Thanks for being here” makes me feel that I have done something worthwhile. It’s not all work either out on the corner, and I’ve gotten to know a lot of interesting people since I have begun corner working. People who share an interest in racing and vintage cars.

Your final question will be, “What will enable me to do this?”. First is training, both classroom and on-the-job. RMVR conducts an excellent “Fire and Rescue School” each March, at the beginning of the race season, to train workers in the functions of corner working. If you are interested in working, I highly recommend attending this school next March. Also, each corner has a captain, a more experienced worker, and during the weekend the captain will be reviewing and teaching as situations occur at the corner station.

So, get involved with your club. It’s fun and rewarding and you will be providing a very necessary service to the racers.

PLEASE CALL THE APPROPRIATE CHIEF LISTED BELOW TO VOLUNTEER.

F & C
John Twenty
8451 Mamariposa Dr.
Morrison, CO 80465
303-697-2846

F & C
Pauline Wilson
564 S. Joplin St.
Aurora, CO80017
303-745-7860

Grid
Kevin Rutherford
4156 Lowell Blvd
Denver, CO 80211
303-477-5562

Tech
Don Woeber
2706 Dundee Ct.
Ft. Collins, CO
970-223-9546