

# VINTAGE MESSENGER

VOL. 13, NO. 4

APRIL, 2004

## Thank You!!!

*RMVR wishes to extend its thanks to Tony Peak for his efforts in teaching our Fire and Rescue School. Without his help and expertise, our school would not be of the caliber that it has become known for.*

## Thank You!!!

*To Richard Griffin for his service as Chief of Eligibility. RMVR has reaped the benefits of his knowledge and efforts, and we will miss his guidance in this important position*

## Minutes

Rocky Mountain Vintage Racing Ltd  
Regular Board Meeting 3/17/04  
Porter Hospital Auditorium  
2525 S Downing St  
Denver CO

### Board Members present:

Norm Pettitt-President  
Bob Darcey-Past-President  
Jim Bradley-President-Elect  
Steve Gesse-Treasurer  
Mark Robinson-Secretary  
Andy Gould  
Tom Ellis  
Janet Urbanek(1<sup>st</sup> half of meeting)  
Marcia Hubbell  
Keith Davidson  
Joe Pizzi

### Excused Absence

Ross Robbins  
Janet Urbanek(2<sup>nd</sup> half of meeting)

Call to order: 7:05 PM

### Announcements from Norm Pettitt:

Our long-time Tech worker Gene Bashor is back in the hospital. Our best wishes go out to him for a speedy recovery. Congratulations to Ross Robbins on his nicely written profile that appeared in Vintage Motorsports magazine.

### 2005 Banquet Update

Janet Urbanek reported that the Pepsi Center as a location for our event would not be able to confirm a date until July. As that would be too long to wait to finalize a site, she and Ron Sholar will

look for other options. If anyone has any suggestions, please contact Ron or Janet.

### Minutes

Mark Robinson stated there were no corrections to the minutes as published in the Messenger last month. A motion to approve was seconded; the vote was unanimous.

### Treasurer's Report

Steve Gesse noted that funds from membership renewals look like they will meet budget goals, and we hope to exceed our paid membership budget target of 385 members as race season begins. Regarding last month's request for Steve to investigate possible interest-bearing instruments for RMVR's liquid assets, he noted that the difference in interest between Certificates of Deposit and the presently-used Money Market account is small. The cash reserves for the new track will be invested in the most beneficial instrument depending on time periods required before disbursement. He is changing the bank that RMVR uses to one that offers lower costs for services used than our existing bank.

### Administrative Assistant's report

Catie Davis said there were 17 students enrolled in Drivers' School; more are expected. She suggested a reminder be sent to the approximately 100 members from 2002 & 2003 that had not renewed. It would state that a prompt renewal would allow them to meet the deadline for the 2004 roster. The Board approved her idea, to be sent in the form of a post card. She will email the list to board

members.

## CHIEFS' REPORTS

### Eligibility

Norm announced that Richard Griffin was resigning as Chief due to health issues. Thanks to Richard for all his efforts. A replacement for this position is needed. Richard agreed to act as a consultant in the interim.

### Social

The Spring Fling is a go at Arne McDaniels' shop on 3/27/04 as advertised, per Ron Sholar. The BMW & Porsche Clubs have been extended invitations through Marcia Hubbell & Art Krill. The Colorado School of Mines invited RMVR to bring some cars and our display (as seen at the Tri-State Swap Meet) to their car show 4/4/04 in Golden. Keith Davidson and Ron Sholar volunteered to work the event. Additional cars and workers would be welcome; please contact Keith or Ron to coordinate.

### Saturday start time

Discussion began about last month's decision to change the Saturday start time from 8:30am to 8:00am. Andy Gould and Pauline Wilson reported that this was a very unpopular decision from our valued workers viewpoint, as expressed at the Fire & Rescue School. It was hoped this decision would have allowed more race time on Saturdays. It was pointed out that Tech and Registration still need Saturday mornings to perform their duties, and Race Stewards could schedule a fun race on Saturdays instead of just practice and qualifying (There were no Saturday races at half of the events last year). Workers use Saturday mornings to see and become familiar with the cars racing at that event (i.e. "Where's the kill switch on the white #6 car?") A motion was made to change the Saturday start time back to 8:30am. Approved; FOR: Bob Darcey, Mark Robinson, Steve Gesse, Andy Gould,

The regular RMVR Board Meeting is held the third Wednesday of each month, commencing at 7 p.m. at Porter Hospital Auditorium (enter by the Cancer Center entrance) 2525 S. Downing St., Denver, CO  
FOR MORE INFORMATION: Catie Davis - Box 2096 - Estes Park, Colorado 80517 - (970) 586-6366

Tom Ellis, Marcia Hubbell, Joe Pizzi, Jim Bradley. **OPPOSED:** Keith Davidson, Janet Urbanek.

### **Vintage Motorsports Council**

Bob Alder (newly-elected President of the VMC) reviewed a draft copy of a "Beginners' guide to Vintage Racing" that may be produced by the VMC. Bob recommended that RMVR endorse this project by participating in buying copies of the nicely prepared book at an estimated cost of \$8-10 each. Target for availability is 2005. This could be used as a promotional tool that could be sold at car shows or swap meets where we have a display, or included in a Drivers' School packet. He also showed a copy of a smaller brochure that had been published a few years ago by Vintage Lane magazine, as a primer on how to get started in vintage racing. This could be reproduced at an estimated cost of \$2500 for 10,000 copies. Local sponsor advertising could reduce the cost, and Nostalgia Racing is willing to split the project with RMVR. These would be ideal as handouts at our public events to promote our sport. The Board asked Bob to research the costs and obligations the club would be responsible for if we participated in these projects.

### **Scrutineering**

Keith Davidson brought to the Board's attention that Tony Martins' Volvo was not RMVR-legal with the dual Weber carbs that are currently on his car. The car does not meet the '72 SCCA PCS and/or FIA Group I or II (as RMVR would require if eligibility is expanded). It was built to meet FIA Group IV specs. Keith recommended that either the carbs be changed back to a RMVR legal set-up, or his car number be pulled and the car not be allowed to run with RMVR. Much discussion ensued, exploring what options were available to allow a valued club member to run a nicely-prepared (although not RMVR-legal) vintage car with us. Tony could run 2 races per year with RMVR as a member of another club, but he would like to run more than that. It was determined that, as per our existing rules, he can apply to the Race Chair of any event to be allowed to run as an "Exhibition" class car. It would be at the Race Chair's discretion to allow Tony's car at his or her event.

### **Flagging & Communications**

Pauline Wilson reported that 62 people attended the Fire and Rescue School. 49

were from RMVR, with the rest from SCCA, PCA, BMW and other clubs. All were asked to come out and work our events. Jimmy Aretakis from Nostalgia brought Krispy Kreme donuts. Raffle prizes were donated by Race Fans Gear and Quality Fire Protection. Due to lack of availability of a facility, there was no car burn. Next year's school will be at the North Washington Fire Dept.'s new facility, with no increase in cost to RMVR.

### **CMC**

Per Bob Darcey, progress is being made on unpaid surcharges due from some clubs for events at Pueblo and La Junta. CMC has appointed a person to manage collections of surcharges. There was a work party at Pueblo last weekend; 6 corners had drop-offs filled and smoothed, and turns 2 and 7 received new tire barriers for the corner stations. There are many new issues affecting the new track; PPIR may be adding a new road course and dragstrip that could impact the scale of the 2<sup>nd</sup> Creek replacement, i.e. the need of a second track and/or the amount of land needed for the project. Off site road improvements at the site may be much less expensive than previously thought. Arne McDaniel is working with other clubs on fundraising for the track. Bob stressed that there are many more hurdles to overcome as this project progresses.

### **Denver Grand Prix/ Aspen Car Show**

Reporting for Ross Robbins in his absence, Norm Pettitt stated that Centrix was supposed to close on their sponsorship of the Denver Grand Prix soon. RMVR has been invited to display cars at the new Aspen Highlands retail center on 7/4/04. The store owners there would like 30 cars to draw attention to the new facility. Details will be available in the near future.

### **OLD BUSINESS**

#### **Expanded Eligibility**

Greg Stanley informed the Board that the minor changes discussed at last month's meeting were made to the proposals' three components.

- 1) Expand eligibility of production car classes D through H through 1972. Motion to approve was seconded, and passed by unanimous vote of Board members present.

- 2) Expand eligibility of sedan classes of cars through 1972. Motion to approve was seconded, and passed by unanimous vote of Board members present.
- 3) Expand eligibility of historic group cars through 1967. Representatives of the historic cars' group made suggestions to remove all non-safety related RMVR exceptions and add a list of tires that would not be allowed for historic group cars. Motion to approve was seconded, and passed by unanimous vote of Board members present.

Richard Griffin will update our web site to include these rule changes. The Board thanked Greg and Roger Hively for their efforts in presenting these proposals.

### **50 Series Tire Proposal**

The second reading of Lothar Kremer's proposal to allow 50 series tires was presented for discussion. Keith Davidson made suggestions to alter the proposal to keep certain Big Bore classes at the existing 60 series limits for the sake of visual authenticity. It was pointed out that some of the racing tires allowed now and in the past were in actuality lower profile than the 50 series being proposed, and that the primary reason for the proposal was to address cost and availability issues for all classes. It was suggested that the Big Bore issues Keith raised could be addressed by making a proposed rule change in the future. There were no changes made to the proposal, which would change RMVR rules (1.2.B p1) and (2.2.B p1) to read:

**TIRES: DOT 50 SERIES OR HIGHER, OR GOODYEAR BLUE STREAK RACING TIRES OR EQUIVALENT TREADED VINTAGE TIRE MADE BY AVON, HOOSIER, OR DUNLOP, NO SLICKS, 2/32" MINIMUM TREAD, NO REGROOVED OR RECAPS.**

This proposal would also require all RMVR's Summary of Big Bore Production Sportscar and Sedan Classifications 60 series tire references to be changed to 50 series. A motion to accept was made, seconded, and approved. **FOR:** Tom Ellis, Steve Gesse, Marcia Hubbell, Jim Bradley, Mark Robinson, Bob Darcey, Joe Pizzi. **OPPOSED:** Ross Robbins (by proxy), Keith Davidson, Andy Gould.

## NEW BUSINESS

### Trans Am Race

Keith Davidson presented a budget for the event based on last year's race, with an increase of about \$1800. He has contacted some ex-Penske Racing people from the Trans Am era, and others to attend the event. There were 134 cars at the 2003 race; he's hoping for 145 this year. With the addition of the Porsche and BMW clubs being invited to the race, it should be a great event with some cool exhibition cars.

### Mentor Program/ Worker participation

Bill Rosenbach raised the question of how the Mentor Program would work if a club volunteer entered Drivers' School. There are club benefits to a 100 hour worker that could be used for a Drivers' School, and when compared to the price of the Mentor Program, result in some cost differences. The intent of the Mentor Program was to attract new members into the club, and was not meant to detract or interfere with any benefits that the club offers to its existing members. The Board does not want to create any obstacle to a valued worker that wants to use the benefits he or she worked so hard for. While no decision was made at this time, the Board will address the situation if it becomes a specific issue.

Meeting adjourned, 10:23pm

Mark Robinson  
Secretary

## Classifieds

**BT-40 BRABHAM**, current RMVR car with log book, fresh pro build (MWE) BDD 1600 cc. Spares including wheels, gears, etc. A nice clean example of the Marque, ready to run for 2003 season. Car and trailer \$35,500. Call Terry for details. 303-973-3074.

### **1970 Winkleman Formula Ford.**

Vintage race with RMVR and/or club Ford racing with SCCA. Popular Winkleman WEF-2. Race ready, requires nothing. Strong, solid, reliable. Certified "Legal and Proud" car with fresh motor. Easy-load drop-axle open trailer. Pick it up today, race Second Creek tomorrow. \$15,000 OBO.

Andy Hiller, 970-223-5068,  
snartz/ag@comcast.net.

### **To RMVR members:**

Welcome to another year in RMVR.

We have a number of challenges facing us in the near future that all of us will have to address. The most pressing and obvious challenge is the impending loss of 2<sup>nd</sup> Creek. Replacing it will not be a simple task and will require a great deal of expertise and work by many of our members. As usual, in an organization like ours, many of the same member's step forward, time after time, to do the work to meet challenges and solve problems.

A very talented and dedicated group is already working on finding the site for a new track and the immense job of planning, permitting and designing it. They have already given many hours of their valuable time and a great deal of effort and they face much more work on this job. The expertise and knowledge that these people have volunteered to bring to this job is far more than our club could ever afford to pay for. We already owe them our thanks.

However, we all must recognize that many others of us will have to volunteer many more hours, in the next several years, to accomplish the task of funding and building this track. Our only option is not having a facility nearby to race. The pressure on the few other facilities in Colorado from RMVR and the other clubs such as SCCA, PCA, Motorcycle, and the Multi-Car clubs, is far in excess of what these tracks can accommodate.

Another challenge that goes hand in hand with the above is the gradual loss of members and decrease in participation that RMVR has begun to experience. Obviously, the loss of a 2<sup>nd</sup> Creek accentuates this problem, but we must work as individuals to turn this trend around. Ideas like the Mentor Program and others will help. Ask your friends and others interested in cars if they have ever considered the idea of participating in racing. You might be surprised!

I know many members agree me that we should continue to look for another possible Mountain/Resort marquee event. Steamboat was at least partly responsible for RMVR past growth and vitality and important in attracting new members to our club. Finding another mountain venue has not been an easy task and I invite any ideas or help you can offer the Board on this challenge.

I applaud the Board and members involved and their work in bringing RMVR back to the Denver Grand Prix. In addition to exposing thousands of people to our sport and club, the RMVR race two years ago was a source of pride to our members and a source of great interest to many people who didn't know Vintage Racing existed. Many of those people enjoyed and were interested in the RMVR race as much or more than the featured events. This shouldn't be a surprise to us. **We will again have a display marketing RMVR at the Denver Grand Prix. As part of our agreement with the Grand Prix organizers we have agreed to sell a certain number of tickets to the race. If you or anyone you know is planning on going to the race, please contact Ross Robbins or any member of the Board to purchase those tickets.**

Please continue to volunteer your efforts and work. We have a lot of work to do this next year!

Please give one of us on the Board a call to offer your help and expertise.

Thanks!

Norm Petitt  
President

## **HELP WANTED:**

New Chief of Eligibility needed. Knowledge of vintage cars desired. Experience will have no impact on salary, hours worked, or vacation time offered for the position. If interested, please contact Norm Petitt, President.

## In this Issue:

- Volunteer News • Trans-Am Invitational Race •
- Advanced Driver's School •

### **Classifieds** (continued)

**1972 Winkleman WDF4FF.** Complete car with a lot of extra stuff including gears, wheels Cortina block and more. Engine needs freshened. Gary Vocate 303-973-6339

**WEBER CARBURETOR 45DCOE** series 9, 34mm chokes, F2 emulsion tubes, 145 main jets, 180 air correctors. 45F8 idle jets, 62mm air horns, with Warneford manifold (not sure what it fits). \$200. Dick Shearer (303)789-1658.  
rgshearer100@hotmail.com

### **2004 Event Schedule**

April 10-11  
April 24-25  
June 5-6  
July 17-18  
Aug. 7-8  
Sept. 11-12  
Oct. 2-3

Drivers School  
Second Creek Race  
Trans-Am Invitational PMI  
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**

# Annual Technical Inspection

It's time for your yearly pre-season Annual Tech Inspection! Don't wait until the Friday evening before the first race; get it done now. You should inspect your own car and fill out the **RMVR TECH and Safety Inspection** form. **This form can be copied from the Handbook or obtained on line.** Then have an automotive professional or Technical Inspector check the car and sign the form. **An entry will be made in the log book and sticker affixed to your helmet(s).**

Clean your car thoroughly before inspection; you may find structural defects or corrosion you wouldn't otherwise see. If you're an automotive professional, you may inspect your own car, but someone else should check it over as well. Every year you should replace coolant and clutch and brake fluid. You should also clean, inspect and repack bearings. Check your suspension and ball joints. Start your vehicle, warm it up and check for leaks in coolant hoses and oil and fuel lines. You can even set paper under your car and let it sit; you may well find leaks you didn't notice before. If you have a new helmet; the rollover bar clearance is still 2", regardless of what clearance you had formerly.

You should be present for the actual Annual Tech Inspection; you may learn a lot about your car. The completed Annual Tech Inspection is acceptable for the regular tech inspection for your first race. The Tech inspector will check over your car and sign the form, then record, in your log book, that your Annual Tech Inspection has been completed.

For every race thereafter, check over your car and safety equipment, fill out the Tech Inspection form, and sign and date your log book. It's your responsibility to make sure your car is properly prepared for each race weekend. A Tech inspector will double-check your car and safety equipment, make sure your form and log book are properly filled out, then sign both and give you a tech inspection sticker for that race.

Please make sure your car, your equipment and your tech inspection form and log book are ready for tech inspection. We have a lot of cars to inspect and not a lot of time. If you need your car inspected after practice starts, bring your car to the tech tent in the hot pit. Each race weekend, we give out a Tech Award to one car that was completely **prepared for inspection : , log book and tech sheet filled out and signed, with race gear layed out.** Tech Award consists of an engraved knife and dash plaque for each race.

If, while on the track, you get a black flag or meatball **flag**, come directly to **Tech in** the hot pit unless something is so seriously wrong with your car that imminent damage or failure would result. If we have to send a tech inspector to the pits to hunt you down, we won't forget it! Repeated **failure to heed the flags can result in an inordinate amount of track time lost**

Remember, our main concern is safety: your safety, the safety of the other drivers on the track, and the preservation of all the cars on the track. If we require you to repair or replace something, we're only doing it in the interest of safety. The club has agreed upon and mandated a number of safety requirements to keep all drivers and cars safe, and we're simply making sure those requirements are met. Have the Annual Inspection performed before the first event. It is possible for Tech to do the Annual at the track subject to you sacrificing a considerable amount of track time.

# RMVR VOLUNTEER NEWS

April, 2004

**Good news!** The board reconsidered their decision and we will be going back to our normal start times! Our meetings will be at 8 A.M. on Saturday and 7:45 on Sunday. If we have a race with a large number of cars/groups we will move up the time for that event only. We will keep you informed as the race season progresses.

Our first event will be **Driver's School** on April 10<sup>th</sup> & 11<sup>th</sup>. It looks like we may have some workers participating as drivers again this year, so if you're not driving or instructing this weekend, come on out and work! Yes, this is Easter weekend, so we will be having sunrise services on Easter morning and I hear that the Easter bunny may be paying us a visit. **Ryssa Gransee** is our race chair so watch your eggs! **Betsey Krill** is the chief driving instructor this year, so she will be our race steward.

We had a great **Fire Rescue School** this year. There were 62 participants, mostly from RMVR. We did have a few people from the Porsche Club and the BMW Club and for the first time several guys from SCCA Solo joined us. **Tony Peak** did a great job, again, and our "regular" instructors from the North Washington Fire Department were wonderful. These guys (**Dave & Daren**) have worked with us for several years and have tailored their presentations to fit our needs. They put a lot of effort into this weekend and it shows. Thanks guys! You do an excellent job. We weren't able to burn a car this year, so Daren solicited some donations of racing shirts, hats, etc. from **Race Fans Gear** and **Quality Fire**

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**SECOND CREEK RACEWAY - April 24 & 25, 2004 - PLEASE REPLY BY 4/11/04**

NAME \_\_\_\_\_ NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_ ADDRESS \_\_\_\_\_  
PHONE \_\_\_\_\_ PHONE \_\_\_\_\_

PLEASE CHECK SPECIALTY, DAYS.

F&C  GRID  TECH   
FRIDAY WORK  (Tech only)  
SATURDAY WORK   
SUNDAY WORK

F&C  GRID  TECH   
FRIDAY WORK  (Tech only)  
SATURDAY WORK   
SUNDAY WORK

**Protection** to give to everyone. We earned tickets by answering questions about fire safety correctly. He also had two different fires for us to extinguish out behind the station. Their new training facility will be ready next year and Daren has

promised to have a car for us again. Thanks to **John Twenty, Clive Averill, Dick Shearer, and Bill Fleming** for bringing their race cars for extrication practice.

Our next event will be our first race at Second Creek on April 24<sup>th</sup> & 25<sup>th</sup>. Unfortunately, Saturday April 24<sup>th</sup> is also the fire school at PPIR, so we will be missing several of our workers. If your car isn't ready to race yet, please come out and give us a hand. Our race chair is **Mark Miklen** and our steward is **Andy Keller**. F&C worker meeting at 8 A.M. Saturday and 7:45 A.M. Sunday. Be prepared for anything as far as the weather goes – it's been much too nice lately. Lunch is on us at the concession stand and Mo makes great cajun. To reach Second Creek Raceway, go east on I-70 to Tower Rd. North on Tower to 88th. West on 88th to Buckley. The entrance to the track is now on Buckley, just around the corner. The registration trailer is next to the tower. If you are an oval fan, SCR is just south of Rocky Mountain Speedway.

**Katja Stokely**, our webmaster is working on putting together a sign-up sheet on the website. In the meantime, if you wish to sign up to work a race, just click on the appropriate chief's name (John or Pauline for corners, Kevin for Grid, Don for Tech) and send us an e-mail with your information. Be sure to include a phone number in case we need to reach you. Or you can use the e-mail addresses that are listed below.

This has been a tough winter for many of our workers, so I'd like to send out **GET WELL WISHES** to **Grant Talcott, Mark Robinson, Andy Gould, and Gene Bashor**. Concentrate on getting well, guys. Race season is starting and we want to "See you at the races!"

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PLEASE CALL THE APPROPRIATE CHIEF LISTED BELOW TO VOLUNTEER.

**F & C**

Pauline Wilson  
564 S. Joplin St.  
Aurora, CO80017  
303-745-7860  
[pauline266@comcast.net](mailto:pauline266@comcast.net)

**Grid**

Kevin Rutherford  
4156 Lowell Blvd  
Denver, CO 80211  
303-477-5562  
[rutroring@att.net](mailto:rutroring@att.net)

**Tech**

Don Woeber  
2706 Dundee Ct.  
Ft. Collins, CO  
970-223-9546  
[woden6@aol.com](mailto:woden6@aol.com)



# Trans-Am — Advanced Racing School REQUEST FOR ENTRY

Note: If viewing this form in Acrobat Reader, you can check appropriate boxes, type in blanks, and print. Or you can just print the blank form as is and fill out by hand. Or you can save the blank form (PDF file) on your PC for future use.

- Pueblo (Trans-Am)—\$200\*\*  
June 5-6
- Friday Advanced Drivers School (Includes Friday track rental) — \$120  
June 4
- Fri. Test & Tune ONLY (No school)—\$75 (Full-day)  
June 4
- Fri. Test & Tune ONLY (No School) — \$50 (Half-Day)  
June 4

\*\* Includes one Track-Side Dinner ticket. Addl. tickets \$15 each.

**Deadline for Entries** — Two weeks prior to race — \$25 late fee, \$50 if paying at the track.

### DRIVER INFORMATION: (Complete one form per driver per car)

Name: \_\_\_\_\_ Address: \_\_\_\_\_  
 Phones: \_\_\_\_\_ City: \_\_\_\_\_  
 Home: ( ) \_\_\_\_\_ Work: ( ) \_\_\_\_\_ State: \_\_\_\_\_ ZIP \_\_\_\_\_

RMVR Member? Yes \_\_\_ No \_\_\_ If "No", please contact Catie Davis 970-586-6366.

( If racing as a Guest, your affiliate club or VMC : \_\_\_\_\_ and its License # : \_\_\_\_\_ )

RMVR License? Yes \_\_\_ No \_\_\_ License #: \_\_\_\_\_ Student? Yes \_\_\_ No \_\_\_

Are you currently under probation or suspension? Yes \_\_\_ No \_\_\_ Details: \_\_\_\_\_

Emergency Contacts: At Track: \_\_\_\_\_ Other : \_\_\_\_\_ Phone: \_\_\_\_\_

Note: All racecar drivers are required to have a current medical form on file. If you have a medical condition that could affect emergency treatment, please indicate it on helmet or suit.

### RACE CAR INFORMATION: (Complete one form per car. One driver pit pass and three crew passes per car entry. Drivers entering two cars receive \$25 reduction on second car entry.)

Make & model: \_\_\_\_\_ Year: \_\_\_\_\_ Color: \_\_\_\_\_ Displacement: \_\_\_\_\_

RMVR Car # \_\_\_\_\_ Class \_\_\_\_\_ Running in Ladies or Historic Group? Specify: \_\_\_\_\_

(If non-RMVR car, desired car number \_\_\_\_\_) Fuel: Gas? \_\_\_ or Alcohol ? \_\_\_

Do you run an AMB Transponder? Yes \_\_\_ No \_\_\_ If "Yes" transponder # \_\_\_\_\_

Is your Transponder now registered with RMVR? Yes \_\_\_ No \_\_\_ (Note: \$50 weekend transponder rentals are available.)

### As a condition of this Request For Entry, I certify the following:

- I have read the rules of ROCKY MOUNTAIN VINTAGE RACING, LTD. and agree to abide by those rules.
- The car entered has been approved by RMVR Eligibility and continues to conform with the rules. (Guest Exhibition cars can be approved on a case-by-case basis by the Chief Steward.)
- RMVR reserves the right to refuse any entry or to remove from competition any competitor as deemed necessary.
- At any time during the race event, any participant may be required to meet with the Steward and other officials to consider driving or behavior infractions. Failure to attend such a meeting can result in immediate disqualification from the event.
- As an entrant and/or driver, I make this Request For Entry into this RMVR event with the knowledge that motor racing is dangerous and that I will be expected to sign a "release form". As Driver/entrant I further acknowledge that vintage racing may involve dangers present in any form of contemporary racing; that vintage racing may also involve special dangers including, but not limited to, lack of contemporary safety equipment in my own or in competitors' cars (such as roll cages, fuel cells, fire systems, etc.); and that race groupings may include different types of cars creating potential problems of visibility and disparate speeds.

**SIGNATURE REQUIRED** - Driver/Entrant \_\_\_\_\_ Date \_\_\_\_\_

**Total Entry Fee(s) - See above for details** \$ \_\_\_\_\_  
**Voluntary Contribution to**  
**Worker Fund (\$5 increments)** \$ \_\_\_\_\_  
**Late Fee (See above)** \$ \_\_\_\_\_  
**Additional Crew Dinners @ \$15 each** \$ \_\_\_\_\_  
**RMVR \$60 Membership (If needed)** \$ \_\_\_\_\_  
**Additional Fees (As applicable)** \$ \_\_\_\_\_  
**TOTAL ENCLOSED-----** → \$ \_\_\_\_\_

Make checks **payable to "RMVR"** and mail this form and check to:

**RMVR c/o Catie Davis**  
**P.O. Box 2096**  
**Estes Park, CO 80517**

**Cancellation Policy:** Total reimbursement of fees will be granted if registrar is notified of cancellation no later than 72 hours prior to race. Cancellations later than 72 hours, or no-show, will forfeit fees.

**For Office Use Only:** Date Received: \_\_\_\_\_ Check #: \_\_\_\_\_ Total Amount: \_\_\_\_\_





## EVENT • Trans-Am Invitational

DATE: June 5 & 6, 2004  
LOCATION: Pueblo Motorsports Park  
CHAIR: Keith Davidson (303) 526-2807  
RACE STEWARD: Bob Grossman (303) 278-2893  
RACE ENTRY FEE: \$200\*\*

(\*\* Includes one Track-Side Dinner ticket. Additional tickets \$15 each. Your dinner tickets fund dinners for our Corner Marshals, so your participation is encouraged. Dinner tickets will not be sold at the track; so advance purchase is necessary.)

LATE ENTRY FEE: \$25.00 after (at the track \$50.00)  
**DEADLINE:** May 22, 2004

**Fuel WILL be available**

## EVENT SCHEDULE

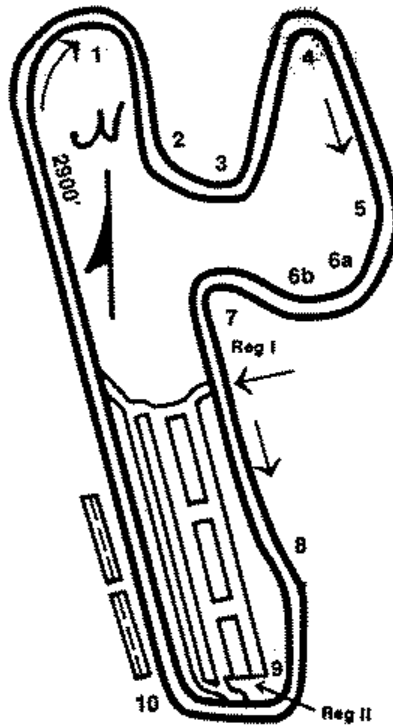
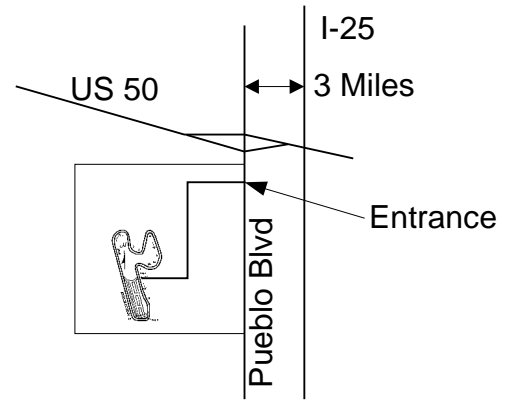
REGISTRATION & TECH: Saturday 7:00 AM  
DRIVER'S MEETING: Saturday 8:30 AM  
Sunday 8:00 AM

The rest of the schedule will be handed out at either registration or at Driver's Meeting.  
All drivers and crew must sign in at registration.  
Any driver that has not signed in, by the above specified time,  
will not be allowed on the track.  
All drivers must attend the Driver's Meeting.

CANCELLATION POLICY: Total reimbursement of race fee will be issued  
If registrar is notified of cancellation no later than 72 hours prior to race dates.  
Cancellations later than 72 hours or no shows will forfeit the race fee.

# Pueblo Motorsports Park Pueblo, Colorado

2.2 miles  
Altitude 4900'



## Accommodations:

Comfort Inn; Pueblo West.....	719-547-9400
Comfort Inn; Exit 101.....	719-542-6868
Days Inn; Exit 101.....	719-564-1840
Econo Lodge; Exit 102.....	719-542-9933
Hampton Inn; Exit 102.....	719-566-1726
Holiday Inn; Exit 101.....	719-543-8050
La Quinta; Exit 102.....	719-542-3500
Motel 6; N Elizabeth; Exit 101 or 102.....	719-543-6221
Motel 6; W US 50; Exit 101.....	719-543-8900
Pueblo Motor Inn; Exit 101.....	719-543-6820
Pueblo West Inn; Pueblo West.....	719-547-2111
Quality Inn; Exit 101.....	719-544-5500
Sleep Inn; Exit 101.....	719-583-4000
Super 8; Exit 101.....	719-545-4104
Wingate Inn; Exit 102.....	719-586-9000



# EVENT ● ADVANCED DRIVER'S SCHOOL

DATE: June 4, 2004  
10:00 AM to 5:00 PM

LOCATION: Pueblo Motorsports Park

SCHOOL STEWARD: Betsy Krill (303) 938-1600

SCHOOL ENTRY FEE: School Participants: \$120

DEADLINE: May 24, 2004  
School is limited to the first 25 who sign up.

## TEST & TUNE ONLY!!!

Full Day	\$75
1/2 day:	\$50

### Mission of Advanced School:

*The goal of the RMVR Advanced Racing School is to offer instruction that will result in improved racing skills to ensure safe participation in and enjoyment of the sport of vintage racing.*

### Learning Outcomes:

School participants will:

- Improve driving techniques and car control
- Become aware of and practice the “craft” of racing
- Learn and practice more advanced skills in braking and setting-up for corners
- Better understand car set-up, preparation, and how to increase car reliability during events
- Have fun!

The rest of the schedule will be handed out at either registration or at Driver's Meeting.

All drivers and crew must sign in at registration.

Any driver that has not signed in, by the above specified time,  
will not be allowed on the track.

All drivers must attend the Driver's Meeting.

CANCELLATION POLICY: Total reimbursement of race fee will be issued  
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# EVENT SCHEDULE

## Classroom 1: Improve driving techniques and car control

- Vision
- Use of reference points
- Heel/toe/shifting
- Hand position
- Skid control
- Throttle control
- Concentration and focus/anxiety control/fatigue awareness

## Better understand car set-up and preparation

- Driving comfort
- Car preparation
- Pre and post check list prior to arrival at the track (pre-grid and post race)
- Annual and semi-annual checks and items for repair, replacement and adjustment
- How car set-up impacts speed and handling
- Chassis setup to improve performance
- Benefits of magnaflux or zyglon crack testing of components

## Classroom 2: Learn more advanced driving skills Instructors:

- Trail-braking (FIFO, fast-in and fast-out)
- Using the whole track
- Feeling the car
- Staying smooth
- Tire dynamics in relation to load

## Classroom 3: Become aware of the “craft” of racing and racing in the rain

- Setting- up for passing/positioning
- Multi-task functioning
- Aggressiveness and frustration control

## Classroom 4: Driving Pueblo

- Characteristics of the track
- Car set up for Pueblo

### Tentative Schedule

Group		Group 1	Group 2	Group 3	Group 4
1	Production Cars - School				
2	Open Wheel Cars - School				
3	Open Wheel Cars - Test and Tune				
4	Production Cars - Test and Tune				
	10:00	Class 1	Class 1	Track	Track
	10:30				
	11:00	Class 2	Track	Track	Track
	11:30	Track	Class 2		Track
	12:00	Lunch	Lunch	Lunch	Lunch
	12:30	Class 3			
	1:00	Track	Class 3		Track
	1:30	Class 4	Track	Track	
	2:00	Track	Class 4		Track
	2:30	Wrkr. Break	Wrkr. Break	Wrkr. Break	Wrkr. Break
	2:45		Track	Track	
	3:15	Track			Track
	3:45		Track	Track	
	4:15	Track			Track
	4:45		Track	Track	