

VINTAGE MESSENGER

VOL. 13, NO. 5

MAY, 2004

Dear RMVR members,

Bonnie and I wish to send a million THANKS and are very GRATEFUL to everyone, who, directly and indirectly, sent emails, made phone calls, and kept up a relentless effort searching. THANK YOU most of all, for the search on Sunday from the 50 to 60 members who showed up at the diner on Tower road. Awesome! What a gallant EFFORT on your part to take the time to help us vigorously search for the truck, trailer and mainly car #30.

Ever since RMVR came to Casper, I can't remember exactly when, but around 1993/94, we had an interest to vintage car race. Then one trip to Steamboat when RMVR hosted the Shelby Cobras, that was it, we had to race. This has been and will be a passion for both of us. We are FORTUNATE to have friends and racers like you, who came together at the drop of a hat, to help us. On April 1st, I told the detective of your participation; the emails, phone calls, alerting the Mac and Snap-On tool drivers, alerting area junk yards, passing out flyers at the motor home show and the search on Sunday. I am convinced that it was your efforts that moved him to contact the media and from there, all Denver had their eyes out. It was all of your efforts that pushed this to the top to get media coverage. Obviously, the crooks couldn't handle such a hot potato and dumped the truck, trailer and racecar. They did take the contents, tools, parts, clothes, helmet, shoes, drivers suit, video cam but these items are replaceable. I believe that the Denver police will find these guys and prosecute the S.O.B.'s

Because I had been working on the Sprite in the trailer the evening it was stolen I had unstrapped my toolbox and was going to button everything up the next morning so the Sprite did get some minor damage from the tipped over toolbox. I have been concerned about something like this happening, so the night of March 31st at the Days Inn on Tower road, I removed a fuse that controls the fuel pump on the truck. I believe the truck was never started because the fuse was still out of the fuse box and in a pill bottle where I had put it and was still in the truck. The front tow hook has about 4 inches of the yellow tow strap around it from when the thieves towed everything away. The trailer has some damage to the back door from the thieves pushing the unit with another truck from the rear.

I URGE all of you to go to www.directed.com, a GPS Device and watch the CNN news story about global positioning units. The new way that thieves are stealing cars according to the news release is that they tow them away. How about that! I guess I would have been skeptical at the time of the news release but ultimately convinced now. I am going to purchase a GPS system. This has been hell week and I hope no one else ever has to experience what we just went through. For every thief that goes to jail there is always another one that thinks they're smarter than the law and car boosting will continue.

Once again car #30 and its owners are very happy and grateful to all of RMVR and the people of Denver that its back home and will be looking forward to the first event this month.

Forever Grateful,
Mark and Bonnie Hansen

Historic Group

If 12 or more Historic Group cars sign up for any event, they will have their own run group. Cars must be '67 and older. The 67 GCR rules will be **STRICTLY** enforced, with RMVR exceptions. The rules are posted on the web site, please pay particular attention to the tire restrictions. Be certain to specify "Historic Group" on your entry form. For questions or additional information, please contact:
Ian Rainford 303-530-0956
or jomar28@infionline.com

The Bill Temple Memorial Driver's School Scholarship

Through an extremely generous offer by Belinda Temple, the Vee drivers group is announcing the establishment of the Bill Temple Memorial Scholarship. A car, Bill's RCA FV #18, will be provided for the annual drivers school along with all supplies and mechanical support free of charge. This will be offered to an interested and qualified student each year for the next 4 years. All other driver schools fees will be the responsibility of the student. Recipients will be selected from the application pool by a group of RMVR Vee drivers. Priority for selection will be based on hours of service to RMVR and the likelihood of the student becoming a regular driver. If a prospective driver needs a mentor for the weekend, one will be provided. The contact for this group will be Bill Fleming at 'rmvr53@aol.com' or (303) 690-3506. Bill will have the application forms.

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

Trans-Am Invitational

As part of the Trans-Am Invitational, a program will be produced for inclusion with the drivers' packets. Advertising will be included, and members are asked for their help in securing companies or individuals that may wish to expose their goods and/or services to this select automotive-related audience. The deadline is May 10th. For more information, or to place an ad, please contact Tony Martins at (720)232-0998.

Minutes

Rocky Mountain Vintage Racing Ltd
Regular Board Meeting 4/21/04
Porter Hospital Auditorium
2525 S Downing St
Denver CO

Board Members present:

Norm Pettitt-President
Bob Darcey-Past President
Steve Gesse-Treasurer
Mark Robinson-Secretary
Andy Gould
Tom Ellis
Janet Urbanek
Marcia Hubbell
Keith Davidson
Joe Pizzi

Excused Absence:

Jim Bradley-President-Elect
Ross Robbins

Call to order: 7:05 PM

Announcements from Norm Pettitt:

A Club Archivist/Historian is needed to organize past Club records. A new Eligibility Chief has been found; a formal announcement will be forthcoming. A new Race Chair for this year's Pueblo Enduro is needed. Ron Sholar has secured the Arvada Center for our annual banquet to be held 1/8/05. Norm expressed his sincere thanks to all involved in putting on the Drivers' School. Despite poor weather, a good turnout was well served by Ryssa Gransee, Betsey Krill, Carl Wells, and all the workers who braved the cold weather. Arne McDaniels' Mentor Program had 8 participants.

Minutes

Last month's minutes stated that Bob Alder was to research and report on the cost to RMVR to reproduce Victory

Lane's pamphlet "How to Get Started in Vintage Racing". In actuality, the Board approved Bob's recommendation to produce the brochure. With this correction noted, a motion to approve the minutes was made, seconded and passed unanimously.

Treasurer's Report

Steve Gesse reported that Drivers' School should break even, or show a small profit. There are 136 paid entries so far for the first 2nd Creek race. Paid membership is at 366, compared to 350 at this time last year. He has deposited some funds in a 6 month CD. He will research the possibility of stopping the use of a rented postage meter, which could save over \$400 per year.

Administrative Assistant's Report

Norm excused Catie Davis to handle last-minute preparations for this weekend's race. In her absence, he reported there are 466 total members. She had mailed postcards to members that had not renewed, with some success.

CMC/New Track Report

Bob Darcey informed the Board that Scott Sanders is the CMC rep for RMVR. Scott has been with Bob at CMC meetings since last summer. The Pueblo & La Junta track surcharge administration problems that Bob had reported have seen improvement. He made a motion that RMVR release the funds that were being held in order to draw attention to the problem. Marcia Hubbell seconded. The CMC seems to be more effective and working together. Motion approved by unanimous vote. La Junta: Using CMC and City of La Junta funds, tentative plans are to widen the track from turns 3 to 6, possibly in the fall of 2004. 2nd Creek: Financial details of track operations for 2003 look promising as basis for financing of the new track. As 2003 information is still being sought, and needed for new track financing, Bob made a motion that RMVR's representative on the 2nd Creek board, John Obialero, apply pressure as needed to obtain the information from the 2nd Creek board treasurer. Motion seconded and passed unanimously. At the site of the new track, a topographical survey is in the works, as well as addressing zoning and environmental issues.

Denver Grand Prix

Speaking for Ross Robbins, Norm said that Centrix Financial will sponsor the event. No further details about the Vintage run group are available at this time.

CHIEFS' REPORTS

Flagging & Communication

Pauline Wilson said there were few worker complaints about Drivers' School (except for weather). It was appreciated that the Easter Bunny left baskets at the corner stations. Few workers have signed up for the first race; a notice is posted on the web site to ask for more help.

Scrutineering

Keith Davidson reported that some cars have roll bars that pass through the firewall, in violation of RMVR rules. These cars may face a change in class until corrected.

NEW BUSINESS

Big Bore/RMVR Dash Class System

Don Hein presented a history of the "Dash" system for Big Bore cars. It appears that through a very confusing time of numerous proposals and revisions that began in 1996, attempts were made to classify various Big Bore cars, and distinguish between them with "dashes", i.e. AS-1, BP-3, etc. The result that has been in use for several years is Table 1, Summary of RMVR Big Bore Production Sportscar Classifications. This includes a memo from RMVR Eligibility that cars cannot be updated from 1967 to 1972 specifications. The problem that Don brought to the Board's attention is that this memo was never approved by the RMVR Board. Bob Darcey made a motion to rescind this memo. This would change Table 1, Summary of RMVR Big Bore Production Sportscar Classifications to be corrected to reflect the original statement which allows 1967 or earlier cars to be updated up to, and including, the levels permitted in Column 4. Motion seconded, and approved. FOR: Bob Darcey, Steve Gesse, Mark Robinson, Andy Gould, Tom Ellis, Janet Urbanek, Marcia Hubbell, Joe Pizzi. OPPOSED : Keith Davidson.

Proposed Tire Rule – Historic Group

Tom Ellis presented a proposed change to the tire rule affecting the Historic Group only. The current RMVR rule from the first reading states:

(2.2 Bp1)Tires: DOT 50 series or higher or Goodyear Blue Streak racing tires or equivalent treaded vintage tire made by Avon, Hoosier and Dunlop, no slicks, 2/32" minimum tread, no regrooves or recaps.

The proposed rule would read:

(2.2Bp1)Tires: DOT 60 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 regrooves or recaps.

Motion made, seconded and approved the first reading of the proposal. FOR: Bob Darcey, Mark Robinson, Steve Gesse, Andy Gould, Tom Ellis, Janet Urbanek, Marcia Hubbell, Keith Davidson. OPPOSED : Joe Pizzi. A second reading will be at next month's meeting and a final vote will be called for.

Trans-Am Invitational Update

Keith Davidson reported that several Team Penske members from the Trans-Am era will be present, as well as the driver that finished 2nd to Mark Donahue at the original CDR track. Some true historic Trans-Am cars from outside Colorado will be there, as well as Porsche & BMW Club racers. The Advanced Drivers' School and test and tune will be held Friday. Advertisers in the program are needed.

Meeting Adjourned, 9:30PM.

Mark Robinson, Secretary

Tech Tidbit – Fire Extinguishers

Every car in RMVR has to have a fire extinguisher or fire suppression system installed. These two have different purposes. Obviously, the fire suppression system is there to stop fires in your car.

Your fire extinguisher, however, probably won't be used on your own car. More likely, you'll use it to put out a fire in your pit area or someone else's car. Think about it: if your car is on fire, are you going to reach for your fire extinguisher or your harness release first? And once you're out of your car, are you going to reach through smoke or flame to find your fire extinguisher, while corner workers with their larger fire extinguishers are running toward you?

Unfortunately, unless you've diligently serviced and taken care of your fire extinguisher, it's likely not to work anyway. But, you think, the pressure gauge on your extinguisher is in the green so it's fine, right? Not necessarily. The chemical fire suppressant in your extinguisher is a powder, and that powder tends to settle and pack in as little as a month. And, when you most need your extinguisher, all that will come out is the nitrogen propellant.

To prevent this, loosen the powder every month or before every track day or race weekend. Hold the extinguisher upside down and pound on the bottom with a rubber mallet. Then turn it upright and pound on the bottom some more.

Have your fire extinguishers inspected, and, if necessary, recharged or serviced every year. Inspections are usually free. In the south metro area, you might try American Fire Prevention (303.744.1411) at 362 S. Navaho. In the north metro area, try Quality Fire Protection (303.292.9197) at 5454 Washington Street, Unit #1; they supported this year's Fire Rescue (Crash and Burn) School. Each of these companies charges \$15–16 (plus tax) to recharge a 5-lb ABC-rated fire extinguisher.

Other important points:

- Make sure you have an ABC-rated fire extinguisher.
- Make sure your fire extinguisher is mounted securely in your car, but not too securely. You don't want it coming loose on the track, rolling around underfoot and under pedal. Most fire extinguishers come with secure mounting brackets that work just fine. Don't duct-tape or wire in your fire extinguisher; by the time you get it out, it'll be too late. Also don't tape or wire the pin, the service tag, or the handle on your extinguisher.
- If you have a fire suppression system, consider mounting a fire extinguisher as well. You may save someone else's car with it.
- Don't buy or use a fire extinguisher with a plastic head. If you have one, you might as well throw it away and replace it with a metal-head extinguisher. The ones with plastic heads leak like crazy and many places won't even recharge them.

Traci Pearson

Classifieds

1970 Winkleman FF Vintage race with RMVR and/or Club Ford racing with SCCA. Popular Winkleman WDF-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, 970-2235068. smartzAH@comcast.net.

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 (possibly fits Lotus Europa R16 engine). \$200. Dick Shearer 303-789-1658. rgshearer100@hotmail.com

Several Tex Racing/OMR Chevy Super T-10 Road Race 4-speed transmissions. Bullet proof fine spline front and rear, used, fresh and new from \$950. **1969 Caldwell D9 FF**, new body, radiator, complete and ready for reassembly. Original log books. \$9500. 970-988-3076

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2004 Event Schedule

June 5-6	Trans-Am Invitational PMI
July 17-18	Second Creek (RMVR charity event)
Aug. 7-8	Second Creek (backwards)
Sept. 11-12	La Junta
Oct. 2-3	Pueblo Enduro

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

ROCKY MOUNTAIN
VINTAGE RACING
NEWSLETTER
P.O. Box 2096
Estes Park, CO 80517-2096

RMVR VOLUNTEER NEWS

May, 2004

RMVR starts each year with Driver's School. This is where new drivers are instructed in racing techniques and experienced drivers new to the club are observed to see if their style fits the Vintage Spirit. Also, drivers who have acquired a new car in a different class demonstrate that they are ready to make the change. This year the weather threatened to follow the pattern developed over the last several years, snowy, cold and windy, and it didn't disappoint us; it was snowy, cold and windy. We had a great turnout of workers and the Club President, **Norm Petitt**, would like to thank all the workers for their excellent work this weekend. He doesn't know how you could do it, he was cold and miserable and he was in his trailer.

We would like to thank the Easter Bunnies, **Pauline and Ryssa**, for the Easter baskets we found at our workstations Sunday morning. And **Eloise** for the eggs we didn't have to search for. Thank you, ladies.

If you haven't worked a driver's school we practice a lot of the corner working procedures during the weekend so that the instructors can watch the students reaction to the signals and conditions on the track. Every group gets red-flagged at least once during the weekend and there are many black flags and meatballs. And to black flag any workers taking the school. It also gives us a chance to sharpen our radio procedures and to remember how to conduct one of these events. The radio communications all weekend were excellent. Let's keep this up all year!

The Chief Driving Instructor, and steward for the weekend, **Betsy Krill**, worried about the weather all weekend, and rewrote the schedule about 30 times. When we were through however, more than 40 students had successfully passed through our school. Good job everyone.

PUEBLO TRANS_AM RACE - JUNE 4, 5 & 6 - PLEASE REPLY BY 5/14/04

NAME _____ NAME _____
ADDRESS _____ ADDRESS _____
PHONE _____ PHONE _____

PLEASE CHECK SPECIALTY & DAYS

F&C GRID TECH

F&C GRID TECH

FRIDAY WORK
SATURDAY WORK
SUNDAY WORK

FRIDAY WORK
SATURDAY WORK
SUNDAY WORK

FRIDAY ROOM
SATURDAY ROOM

FRIDAY ROOM
SATURDAY ROOM

I am writing this before the first race event of the year at Second Creek, and guess what? It's snowing. We have a good signup for workers and we are pleased. As you have probably gathered, we are looking for ways again this year to expand the pool of workers available to all the race groups in Colorado. Tell your friends how much fun you have doing this and encourage them to join us. I think this is the best way to recruit new workers.

By the time you read this, Second Creek will be over and we will be thinking of our next race in Pueblo. There will be something different this year. We are having an Advanced Driver's School on Friday, June 4th. ***We will need workers for Friday!!*** Come and work if you can. We will be starting at 10:00 AM so you should be able to drive down from the Denver area in time for a 9:15 AM worker's meeting.

If you can't join us on Friday, or even if you can, sign up for the rest of the weekend. We will be staying at the Inn at Pueblo West. To get to the motel exit from I-25 onto Highway 50 West. You will eventually come to McCullough Boulevard. Turn south and go approximately four blocks to the motel on your right. The phone number at the motel is 719.547.2111. To get to the track go back on Highway 50 headed east to Highway 45, Pueblo Boulevard. Turn south about ¼ mile to the entrance of Pueblo Motorsports Park on your right. As always, plan on being at the track at 8:00 AM on Saturday and 7:30 AM on Sunday.

Remember, we must know at least three weeks in advance to firm up our motel reservations.

PLEASE CALL THE APPROPRIATE CHIEF LISTED BELOW TO VOLUNTEER.

F & C

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