

VINTAGE MESSENGER

VOL. 13, NO. 10

OCTOBER, 2004

Thank You!!!

I would like to thank physicians Pat Cavanaugh and John Kimball, and nurses Chris Ross and Eloise McIlree for their time, knowledge, and expertise in helping the Medical Committee function during the last few years. I also extend my thanks to attorneys Peter Jones and Wendell Young for their assistance in revising the rules, ambulance contracts, and handling of sensitive issues. Many thanks, as well, to Catie Davis, who has been taking care of administrative matters.

Dave Berman,
Chairperson, Medical Committee

Minutes

Rocky Mountain Vintage Racing Ltd
Regular Board Meeting
9/15/04

Porter Hospital Auditorium
2525 S Downing St
Denver CO

Board Members present:

Norm Petitt-President
Bob Darcey-Past-President
Jim Bradley-President-Elect
Mark Robinson-Secretary
Andy Gould
Marcia Hubbell
Joe Pizzi
Ross Robbins

Excused absence:

Steve Gesse-Treasurer
Janet Urbanek

Absent

Keith Davidson

Feedback Session

Feedback session will be either November 13th or 20th dependent on the availability of meeting rooms and location.

Stay tuned for further details.

Call to order: 7:05PM

Announcements from Norm Petitt

Norm noted that the LaJunta race had only 78 entries. He said that Bill Howard had suggested RMVR participate in the upcoming Rod & Custom show over Thanksgiving weekend. Norm will contact Arne McDaniel to research costs for this. Norm complimented John Twenty on his excellent letter in the last Messenger about getting involved in RMVR.

Minutes

There were no corrections to last month's minutes. Bob Darcey made a motion to accept the minutes; Norm Petitt seconded. The vote to accept them was unanimous.

Treasurer's Report

In Steve Gesse's absence, Norm Petitt noted that Steve had mailed a balance sheet as of August 26 to the Board members, and provided a summary that noted the following points:

- A) Our cash balance is over \$140,000 as of 8/31/04. Steve's "best guess" for the end-of-year cash balance is that it will be in excess of \$120,000.
- B) The strength of our cash account is the result of very strong race attendance and lower than expected expenses to date. Revenues are above projection by \$30,300, and expense savings are in

Found @ La Junta

Found at the LaJunta track, near pit out, a gray plastic box, 4" x 3" x 2", 6 blue lights, and 2 white lights on the front, battery connections and off - on switch on the back, AIM manufacturer, made in Italy. I don't know what this is. Possibly some type of timing device. If this is yours, call Dennis or Eloise McIlree, 303-770-5127.

excess of \$10,000.

C) Assuming our last two events break even, these numbers should be solid through the end of the year.

Chiefs' Reports

Timing & Scoring

Dennis McIlree mentioned that the Enduro may be extended by 15 minutes. Watch the web site for details.

Flagging & Communication

Pauline Wilson reported that the Worker BBQ after Saturday's racing at La Junta was great! What started as some of the workers bringing food to replace the cancelled banquet turned into a wonderful dinner with tons of food brought by workers & drivers alike, and plans are to make this an annual event at La Junta's Fall race. The Formula Ford drivers' are sponsoring a dinner for the workers on Saturday at the Enduro, which will be appreciated very much.

Administrative Assistant

Catie Davis noted that we have 460 members. We have had one new member join as a result of the Denver Grand Prix, and one from the Touring group at Second Creek Backwards, who came to La Junta as workers.

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

Pueblo entries are coming in.

CMC

Scott Sanders reported on CMC's last meeting. Again, there was no treasurer's report. No solid action on anything at La Junta. Pueblo is still working on electrical hookups; the track is going to handle this. SCCA Continental Divide Region is going to do a 5 year safety inspection on all tracks. At Pueblo, there are curbs at 6A, 6B, and 7. Second Creek: A formal application for a permit extension is to be filed; many obstacles remain before that can succeed. Continental Divide Raceway wanted to know what we wanted in order for us to put on an event there. As was stated at last month's RMVR Board meeting, the bump at Dragon Slide needs to be repaired and a solid weekend date in July is needed.

New Track Report

Bob Darcey stated that the search is on for another site, with the loss of the Imboden Road location. About \$30,000 in escrow money was lost in trying to obtain that site. The counties are being asked where a track would more likely be accepted.

Old Business

Driver Licensing Change

Last month's meeting had the first reading of a proposed rules change. There has been discussion on the RMVR Bulletin Board regarding this which suggested that there was to be a change in licensing requirements. The proposal does not change any requirements to obtain a competition license. Norm had statistics provided by Chief Driving Instructor Betsy Krill that indicated a significant

number of on track incidents involved newly licensed drivers. These statistics were also posted on the Bulletin Board by Carl Wells, 2005 Chief Driving Instructor. The proposal is to add the following text to RMVR General Rules, B. Driver Eligibility, Paragraph 7:

Newly licensed drivers, who have never before held a competition racing license, will be required to drive the entire season, or a minimum of six events, with an "X" on the back of their car. This will let competitors know that the driver may react unusually in a "racing" incident due to lack of experience and seat time.

A motion to approve this rules change was made by Ross Robbins and seconded. APPROVED. FOR: Bob Darcey, Mark Robinson, Andy Gould, Marcia Hubbell, Joe Pizzi, Ross Robbins, Jim Bradley. OPPOSED: None.

2005 Schedule

There have been comments made regarding the '05 schedule having only 4 races. Since races cannot be scheduled at Second Creek, the job of setting the schedule was made more difficult for President-Elect Jim Bradley. Acting in the club's best interests, he made an agreement with Nostalgia not to race at PPIR, where RMVR has had a difficult time putting on a financially viable event, if Nostalgia did not race at La Junta, where RMVR can be successful. He did this in the spirit of cooperation with Nostalgia, as we have done at the Denver Grand Prix, and with the "How to get started in Vintage racing" brochure. The schedule does allow for a tentative date at Continental Divide,

and has room should Second Creek become available. Norm stated that we need to support Jim's efforts. It was the Board's consensus to stand behind this schedule and promote our events for the benefit of RMVR and its members.

Possible Constitution & Bylaw change
There was discussion among the Board members in attendance about Steve Gesse's proposed downsizing of the Board and holding fewer Board meetings in the interest of improving efficiency, as he presented last month. It was decided to continue the matter until next month as feedback is sought from those that were not at this meeting on this important matter.

Open Discussion

The annual Feedback Session will attempt to be scheduled for Saturday, November 13th at the American Motel. Norm will contact the motel to reserve the room.

Meeting adjourned, 9:17PM

Mark Robinson, Secretary

Tech Says:

Don't use anti-seize compound on bolts and fasteners holding a critical part that could cause loss of control, if it came loose, especially on steering and suspension applications. At LaJunta, a Bosby Sports Racer lost a bolt holding the lower front A-arm ball joint spindle. It was safety wired but coated with anti-seize compound. The safety wire broke. The car lost steering control; luckily no damage resulted. I suggest cleaning bolts, fasteners, and tapped holes, thoroughly with lacquer thinner (works as well as Loc-Tite cleaning solvent but is much cheaper) and putting Blue Loc-Tite on the threads.

Don't trust safety wire!

Eugene Bashor

RMVR Infraction Report

August 7-8, 2004, August 13-15, 2004 and September 11-12, 2004

<u>Date</u>	<u>Name</u>	<u>Incident</u>	<u>Penalty</u>
08/07	Ron Randolph	Overdriving, car damage	Probation until 11/09/04
08/07	Eric Bell	Overdriving, contact	Suspension until 9/13/04
			Probation until 11/09/04
08/08	Ron Schonscheck	Contact, minor damage	Probation until 11/09/04
08/08	Ellis Cahn	Overdriving, minor contact	Probation until 11/09/04
08/13	Walt Hane	Overdriving, car damage	Probation until 11/17/04
08/15	Pat Weber	Contact, minor damage	Probation until 11/17/04
09/13	David Jacobs	Overdriving, contact	Probation until 12/12/04

Classifieds

Formula Vee For Sale- 1968 Autodynamics D4B, excellent condition, original, this car has never, ever been crashed, Paul Malcomb motor and transaxle, Roxanne's headers, very fast, many wins and podiums, RMVR log books, \$9,900 includes transponder, spares, and open trailer w/ tire racks and tool box, contact Matt, 303.478.7441, cailm@squared.com, or see it live and in person at the Vee Barn .

Enclosed 20 ft trailer, heavy axles (5200 lbs. GAWR) 9800 lbs. GVWR, 3 sets of D-Rings, spare tire, electric brakes. Call Joe Pizzi 303-794-4619. \$4,500

BT-40 BRABHAM, current RMVR car with log book, fresh pro build (MWE) BDD 1600cc. Spares including wheels, gears, etc. A nice clean example of the Marque, ready to run for 2004 season. Car and trailer \$35,500. Call Terry for details. 303-9733074.

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.

1968 Corvette Convertible Vintage Race Car with ZL-1 type flares, L88-hood, sidepipes, 4-speed, roll bar, fresh 1969 350 engine, heim jointed sway bars, aluminum wheels, and orange paint. Running condition. \$9,500, Lothar Kremer, 303-660-0828, ltirace@msn.com

Tech Tidbit – Installing Your Safety Harness

In our vintage race cars, safety harnesses can be puzzling or difficult to install because many of our cars weren't even designed for seat belts! RMVR requires either a five- or six-point FIA or SFI certified harness, less than five years old.

Always follow the manufacturer's instructions as closely as possible when installing your safety harness. Following are some general guidelines for installing your harness, particularly when installing it in your car requires some, um, ingenuity. Always remember that you want to keep your body from moving forward or upward and that the entire harness must function correctly to keep you safe.

First, keep the straps as short as possible (from the anchor points to your body).

Second, the straps and their hardware should be as straight (in-line) as possible. Webbing passing through hardware at an angle creates uneven stresses on the fibers. Straps should not rub against any surface that could cause the webbing to wear or fray. If you must use guides, be aware that the webbing will weaken at the guides.

Third, mount harness anchors so that the stress of any impact is on the bolt as much as possible and on the webbing as little as possible. Mount anchors to a roll bar or the frame of the car. Use a steel plate or a large washer, if necessary, to reinforce the anchor points. Never mount them to sheet metal, and never weld or pop rivet them. Use grade 5 or better bolts and washers. (This is an RMVR requirement.) If you must use guides, mount them to the roll bar or frame.

Mount your lap belt at between 45° and 55° upward from the floor pan (from horizontal). For a reclining driver, mount it about 60° forward (toward vertical) from the line of your back. This keeps the belts and hardware in line and prevents them from pulling above your pelvis in an accident.

Mount your shoulder straps between 5° above and 30° below your shoulders (from horizontal). Some manufacturers say to mount them between horizontal and 10° below your shoulders. For a reclining driver, keep them perpendicular to the line of your back. The straps should be 3" to 6" apart behind your neck.

Directions on mounting your anti-submarine straps vary among manufacturers and depend on whether you have one strap or two and whether you sit upright or recline. Mounting these as directed is critical, since the crotch straps function in several ways to keep you safe and ensure that the whole harness works correctly.

Since your safety depends on your harness, take good care of it. Keep it clean. Keep harsh chemicals away from it. Don't weld near it, and keep it out of the sunlight as much as possible.

Check your harness anchors often to make sure they haven't become loose or otherwise weakened. Replace your harness if the webbing is nicked, worn, or frayed, and always replace it after an accident even if there is no visible damage. SFI certifies harnesses for two years and FIA certifies harnesses for five years; it's a good idea to replace or reweb your harness when the certification has expired.

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In this Issue:
• Volunteer News •

2004 Event Schedule

Nov 13 or 20
Oct. 2-3

Feedback Session
Pueblo Enduro

2005 Event Schedule (Provisional)

March 5 & 6
March 19 & 20
April 23-24
June 3-5
July 16-17
August ?
September 10-11
Oct. 8-9

Fire / Rescue School
Drivers School @ CDR
La Junta
Trans-Am Invitational @ Pueblo
Continental Divide Raceway (tentative)
Denver Grand Prix
La Junta
Pueblo Enduro

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

**ROCKY MOUNTAIN
VINTAGE RACING
NEWSLETTER**

P.O. Box 2096
Estes Park, CO 80517-2096



RMVR VOLUNTEER NEWS

October, 2004

Shades of Steamboat – Who would have ever thought I would hear those words in La Junta! But there we were, having the most awesome weekend that we have had in years. No one could put a finger on any one thing that made it great – I think it was just a combination of everything. The weather was hot & sunny, with not a drop of rain. We didn't see a single snake or tarantula all weekend. Great racing, great food, great people – what more could you ask for!

We started the weekend out with plenty of workers – a very unusual situation. It was like everyone made a special effort to be there. We had 3 new workers – **Tom Deats**, and **Don & Eric Miller**. **Sherry Sundberg** joined us for the first time this year, so we congratulated her & Chris on their “future corner worker” who is due in February. **Patrick & Conchi Fay** brought the kids and took turns working corners, also.

Worker rides were fun as always. **Ginger Hein** brought out “Big Red” and promised to drive until someone kicked her off the track, or she ran out of workers, whichever came first. We ended up “red flagging” the session though because while **Chris Trask** was giving **Heike Welch** a ride, his battery blew up! They thought for sure the car was on fire, there was so much smoke. **Bill Wachs** jumped in the van and **Jeff Chase** in the wrecker and both of them raced “cross country” to the back straight. **Jason Franikowski** was giving rides in his Volvo, so **Traci Pearson** threw a fire extinguisher at him and hollered “Back straight!” and he went, too. These people are amazing – even when they are having fun, they are right on top of everything! Chris's car was O.K, but he had to quit for the day and tow it home for repairs. Unfortunately, the damage must have been more extensive than he expected, since he didn't make it back on Sunday.

Saturday afternoon **Dan & Skip** decided to do “surprise starts” for the fun races. Each of them took a green flag and went to different corners to start the races. Then we had **B.J. Kellogg** and **Sherry Sundberg** at the starter's stand to wave the checkered flag. Everyone behaved themselves and waited to see where the green flag was. For our break Saturday afternoon Ron Sholar and Jamie Stiehr brought us ice cream – YUMMM! Thanks guys!

On to the Saturday evening festivities. The dinner was cancelled due to a shortage in paying customers, so **Chris Sundberg** decided we should have a worker BBQ. **Tony Peak** joined in the planning, and before we knew it, we were enjoying the “**First Annual LaJunta Worker BBQ & Potluck**”. What an evening! **Eloise & Dennis McIlree** (Timing & Scoring) volunteered their pit space and happened to mention that they had already started a pot luck with some of the drivers. We said that was fine – the more the merrier. We had no idea that this meant a great setup area between Eloise & Dennis & **Rodger & Diane Hively** and lots of extras provided by Eloise & Diane and half the drivers in the pits, along with their families and more food than anyone could ever eat! **Tony, Chris, Rodger, Alan Wachs & Andy Gould** were all there cooking up a storm (sorry if I missed anyone – it was impossible to keep track of who was doing what with all of those people!). **Eloise & Diane** were busy organizing all of the other food that the rest of the workers and drivers brought. I kept hearing that as soon as something ran out, something else would take it's place. The food was appearing like magic as fast as you could eat. If anyone went

away hungry, I don't know why. **Jeff Chase** brought a keg. **Tim Oakley** brought a gas campfire for roasting marshmallows and keeping the mosquitoes away. And I heard something about "whipped cream shots" after I left, but we won't go into that. A great time was had by all – definitely worth planning a "Second Annual"!

Sunday morning our steward, **Chris Cooley**, looked like he had enjoyed the party a bit too much. Apparently, he was camping out at the track and the mosquitoes had gotten the best of him, so he moved his sleeping bag into race control for the night! We tried to keep it quiet for him on Sunday. Other than the corners not being able to keep track of their identities (did you know that La Junta now has a corner 8?), it was a pretty good day. **Rick Boucher** (flat bed) was enjoying the morning sun and his cd player when I stepped out of race control mid-morning (I guess Chris wasn't the only one who didn't get enough sleep!).

Some highlights –

Andy Gould instituted the "**Kenny Foundation**" and presented **Jim Bradley** with a check for "4 spins" since Jim couldn't keep his Corvette going straight on Saturday. Andy & Tony (corner 4) had also been scoring everyone who spun from corners 3 – 4 by holding up cards for the drivers. **Jim Bradley** was the only one who questioned the judges – he wanted to know how he could score higher!

Thanks to **Ginger Hein** and **Teddy Bradley** for the worker rides, as well as all of the other drivers – too numerous to mention. Teddy couldn't bring out a race car, so on Sunday she brought her own Corvette for rides. **Christy Hopkins** wants to thank **Kevin Rutherford, Jay Hoffmeier, and BJ Kellogg**, and of course Teddy, for getting her a ride in Teddy's Corvette.

Ed Milstein brought a Segway for workers to try on Sunday. What a kick! And a great way to pass the time while we waited for a ride. Thanks Ed!

Eloise McIlree was able to accomplish a long time goal – she got a worker ride in the track sweeper! She told us a great story about her first worker ride with her husband Dennis in his Sprite. They were on the track when Dennis started experiencing some handling difficulties and decided to come back in. They barely made it back and the wheel fell off! She vowed never to go on a worker ride again. But she's always wanted to try the track sweeper, so this weekend she did. She has decided that this is her new calling – now she wants to buy her own!

Hope to see you at Pueblo – it's our last race of the year – October 2nd & 3rd.

PLEASE SEND IN YOUR RESPONSE TO THE APPROPRIATE CHIEF LISTED BELOW. If you have any preferences as to whom you share a room with, please be sure to let your chief know. Remember that all specialties are limited as to the number of workers for whom they can provide accommodations, so send in your reply form before the deadline.

F & C John Twenty 8451 Mariposa Dr. Morrison, CO 80465 303-697-2846 smithtwenty@aol.com	F & C Pauline Wilson 564 S. Joplin St. Aurora, CO 80017 303-745-7860 pauline266@comcast.net	GRID Kevin Rutherford 4156 Lowell Blvd. Denver, CO 80211 303-477-5562 rutroring@att.net	TECH Don Woeber 2706 Dundee Ct. Ft. Collins, CO 80525 970-223-9546 woden6@frii.net
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