

VINTAGE MESSENGER

VOL. 14, NO. 4

APRIL 2005

Membership Cards & Competition Licenses

If you hold an RMVR competition license, it will double as your membership card. If you have second person listed on your membership, a membership card will be issued in their name(s). Competition Licenses will only be issued with current membership.

Minutes

Rocky Mountain Vintage Racing, Ltd
Regular Board Meeting 3/16/05
Jim Bradley's Racing Shop
1822 Vista Drive, Unit C
Longmont, CO

Board Members present:

Jim Bradley-President
Norm Pettitt-Past President
Roger Hively-President-Elect
Steve Gesse-Treasurer
Mark Robinson-Secretary
Bob Darcey
Keith Davidson
Tom Ellis
Marcia Hubbell
Dennis McIlree
Bob Mitchiner
Scott Sanders

Call to order: 7:07PM

Welcome to all present from Jim Bradley

Minutes

Mark Robinson stated that last month's minutes failed to mention that Jimmy Aretakis of Nostalgia Racing is working closely with RMVR's Chief Steward, Roger Hively, in efforts to allow our vintage cars to be part of this year's Denver Grand Prix. The

event has, and would be, a joint effort of the two clubs. With this correction noted, Scott Sanders made a motion to accept the minutes; Bob Mitchiner seconded, and a unanimous vote followed.

Treasurer's Report

Steve Gesse handed out the 2005 budget. Using conservative numbers for race entries, there is a projected annual loss of about \$2800, if expenditures remain as budgeted. Any increase in car counts will help. The 2006 Annual Banquet has been booked back at the Arvada Center. Our overall financial position remains strong.

Chiefs' Reports

Flagging & Communication

Pauline Wilson stated that the Fire & Rescue School was a great success. A car was able to be burned for extinguisher practice, and a mock major accident simulation was an excellent addition to the class. The North Washington Fire Dept's new training facility was a great location. There were a few new workers in attendance along with a number of our regular workers. The upcoming Drivers' School is in good shape.

Timing & Scoring

Dennis McIlree showed a flyer about the new AMB "DisplayIt" device that would give a driver much more information about their race performance, and would be mounted on the dash or steering wheel. It is compatible with our existing AMB timing system. In-car lap times, gap with your best time, current overall position, gap with car ahead, total laps made and time on track is shown. Approximate cost is \$500. Interested parties can go to the AMB website at

Tech Form Error

Oops. There was an error on an earlier version of the 2005 Tech form which made its way into the hands of many racers last month. Item #16 "Fore/Aft brace 2" or < from top of Main Hoop" should have been noted as "recommended," rather than appearing to be required. The version now on the website has been corrected. Sorry for the alarm.

www.amb-us.com or contact Dennis for more information.

Eligibility

Bob Mitchiner was happy to report that the new Historic Group has 10 new entrants. They are looking for more, as if they have 12 or more at a race, they will have their own run group. See the Vintage Messenger for more information, or contact Bob.

Administration

Diane Hively said the new rosters, licenses, and membership cards are ready. There are 373 members. With the recent changes in these areas, **a driver's competition license is also their membership card.** Computer upgrades have made it easier to monitor renewals, licenses, medicals, etc. Drivers' School update: 20 production car students, 7 open wheel, 13 Precision Driving Group, and in the Fun run groups, 11 production car, and 4 open wheel entries.

New/Old Business

Old Car Council of Colorado

Jim Bradley presented a letter he received from Bill Rosenbach, OCCC President. Bill thanked RMVR for past membership and urged renewal for 2005. Bill suggested that it would be of benefit to RMVR members due

The regular RMVR Board Meeting is typically held the third Wednesday of each month, commencing at 7 p.m. at:

Jim Bradley's Shop, 1822 Skyway Drive, Unit C, Longmont, CO 80504 - (720) 289-7113

The November 2005 meeting will be in conjunction with the Feedback Session. The December 2005 Board meeting will be on the December 14th (2nd Wednesday in December).

FOR MORE INFORMATION: RMVR c/o Diane Hively - 6745 West Third Place, Lakewood, Colorado 80226 - (303) 319-3062

to OCCC's ongoing monitoring of legislation that could be detrimental to the car hobby, and affect sources of potential race cars and replacement or performance parts. There was discussion of value received for RMVR members vs. the \$650 annual cost. It was the unanimous consensus of the Board to renew membership in the OCCC. The OCCC meeting minutes will be forwarded to Board members for review and monitoring of items that may be of interest to RMVR members. Dan Berry is RMVR's representative to the OCCC.

Proposed Eligibility Change-Formula V Cars

Jess Valentine was present for the second reading of his proposal to expand eligibility of Formula V's to allow cars from 1973-1978, and create a second V class. He had posted the idea on the Bulletin Board with the positive responses outnumbering the one negative comment. Bob Mitchiner made a motion to accept the second reading as a rules change; Steve Gesse seconded. APPROVED, by unanimous vote. The rules change is as follows, with changes to existing rules shown in **bold**:

D. Section C.1.D: SPORTS RACERS AND FORMULA CARS-With the exception of the Formula V2 class, all sports racers and formula cars must have been manufactured prior to 1/1/1973 and must be prepared in compliance with the 1972 SCCA GCR, PCS, and FIA Papers, with RMVR exceptions. Class Formula V2 cars must have been manufactured prior to 1/1/1979 and be prepared in compliance with the 1978 SCCA GCR (dated 1/1/1979) with RMVR exceptions.

FV2 class FORMULA V cars manufactured between 1973 and 1978 and prepared in compliance with the SCCA GCR dated 1/1/1979 with RMVR exceptions. FORMULA V cars built prior to 1973 can be eligible for FV2 if it can be proven that cars of that specific make and model were used in competition and prepared as described in the 1/1/1979 GCR during the years of 1973-1978.

RULES: C. CAR ELIGIBILITY SECTION 3

RMVR EXCEPTIONS TO THE 1972 GCR (FORMULA V1)

FV1

- (5.3.d) Slick racing tires are permitted.
- (5.5) The 1385cc "big bore" 40 hp kits may be used.
- (5.5) Magnesium alloy or aluminum material be authorized for engine cases.
- (5.5.s) Oil coolers and filters are "free".
- (5.9) Fuel cells are required.
- (5.11) 12-volt electrical systems are allowed.

RMVR EXCEPTIONS TO THE 1/1/1979 GCR (FORMULA V2)

FV2 CLASS

(5.5) Magnesium alloy or aluminum material be authorized for engine cases.

(5.9) Fuel cells are required.

(5.11) 12-volt electrical systems are allowed.

Roll bar concerns-Tech

Jim Bradley presented a letter written by Don Woeber, Chief Technical and Safety Inspector. Don and his Tech team have concerns about some roll bars that, in their opinion, are unsafe, but meet the requirements as specified in RMVR rules. Under our current rules, he and his team have stated that they have removed themselves from any liability that may result from a roll bar failure. He also recommends appropriate rule changes in the interest of safety and RMVR liability. Tech will continue to inspect roll bars and make recommendations if needed, but will leave any decision to not allow a car to race based on the roll bar with the race steward. While the Board feels that our rules provide liability protection to Tech, Roger Hively will contact Don to clarify the rules and the Board's position in an effort to alleviate Don's concerns.

Second Creek/CMC/CAMA Resolutions

An informal meeting of some Board members and the club reps was held 3/10/05 to discuss RMVR's instructions to our three representatives to Second Creek, CMC, and CAMA. The following resolutions were created and brought before the full Board for review:

RESOLUTION: Second Creek

Resolved that RMVR instructs its representative to the Second Creek Raceway operating board to make every effort to have the board transfer immediately any excess funds held in Second Creek bank accounts to the five original investing clubs. Second Creek Raceway should keep only those funds necessary for current operations and track closure. The RMVR board also recommends that all leases and agreements be reviewed in order to clearly define obligations for clean up at the raceway. We recommend that an independent contractor or consultant be hired immediately to determine the estimated cost of closing the Second Creek Raceway, recognizing that a final estimate cannot be prepared until the track has been closed to racing.

Roger Hively made the above resolution, Steve Gesse seconded it, and the Board voted for it unanimously.

RESOLUTION: CMC

Resolved that RMVR instructs its representative to the Colorado Motorsports Council (CMC) to expedite and/or assist in the immediate transfer of Second Creek Raceway excess funds to the five original investing clubs. Further, we recommend that CMC identifies and executes track maintenance and repair projects at Pueblo and La Junta in 2005 so that improvements are completed prior to the start of the 2006 race season when Second Creek Raceway will not be available.

Roger Hively made this resolution also, with Dennis McIlree's second. The Board voted unanimously for it.

RESOLUTION: CAMA

Resolved that RMVR instructs its Colorado Amateur Motorsports Associates, LLC (CAMA) representative to advise CAMA that RMVR's board will consider a CAMA proposal for a metro-Denver area Motorsports facility only when presented with a viable business plan. The Board encourages CAMA to spend the necessary funds from the CAMA account to hire professional consultants to assist in completing this (business plan) project over the next

six months. In conjunction with this business plan, the RMVR Board believes it necessary to prepare documents and materials necessary to present to potential investors, and will not support fund raising until these materials are prepared.

This resolution was made by Roger Hively, and seconded by Steve Gesse. The Board was unanimous in support of it.

In light of the above decisions, Roger made a motion that the CAMA representative's job description in the current Operations Manual be modified to be more consistent with the resolutions. Steve Gesse seconded, and the Board voted unanimously to approve the new job description, to be as follows:

RMVR Representative to Colorado Amateur Motorsports Associates, LLC (CAMA)

The CAMA representative is responsible for exploring the feasibility of developing a Motorsports facility in the metro-Denver area. The Representative will work with the Representatives of the four other major user groups (SCCA, PCA, MRA, and MCCA), research all facets related to the development of a metro-Denver Motorsports facility, and decide if the concept of a Motorsports facility in the metro-Denver area is feasible. The approval of the RMVR Board will be acquired prior to proceeding with CAMA recommendations including finding a suitable site, procuring (or establishing a lease for) land, establishing use permits and overseeing construction of a road course facility for use by the clubs. Once the construction process is complete the CAMA Representative shall work in concert with the other club representatives to ensure the growth, longevity, and financial success of the facility always working diligently to ensure that the RMVR Board is informed of CAMA decisions and that the RMVR Board continues to support these decisions.

Scrutineering

Keith Davidson has been acting voluntarily in this capacity, but without this being an official position of the club. There has been no formalization of duties or responsibilities for the job. Keith made a motion that the Board authorizes the creation of a position to enforce club rules as they apply to cars already accepted into the club. Bob Mitchiner seconded. Discussion followed, concerning the need for such a job, how it would be structured, etc. It was determined that such details at this point were premature, as the motion was to authorize only the creation of the job, not it's job description at this point. The motion was APPROVED. FOR: Keith Davidson, Bob Mitchiner, Roger Hively, Bob Darcey, Scott Sanders, Norm Pettit. OPPOSED: Tom Ellis, Steve Gesse, Dennis McIlree, Mark Robinson, Marcia Hubbell. Keith Davidson and Bob Mitchiner will work to draft a job description for presentation to the Board.

La Junta Race

Jim Bradley began discussion on promotion of this event. A possible entry fee reduction was considered as an incentive for entrants; due to time constraints for the April event, this was tabled for possible use for the September La Junta race. (Club members are encouraged to let the Board know if a \$100 entry fee would be enticing enough to get them to the event if they were not already planning on going.) A repeat of the popular BBQ at the track will be attempted for the April race. An email reminder 7-10 days before the entry deadline for all races was suggested as a possible way to get more race entries.

Carol Collins Lifetime Membership

Jim Bradley brought this up as a way to honor the memory of Danny Collins, Carol's late husband. Roger Hively made a motion that Carol Collins be made a Lifetime Member of RMVR; Dennis McIlree seconded, and it was unanimously approved by all Board members in attendance.

CAMA Report

Bob Darcey reported that the "free look" period for the site under contract

has been extended to March 31st. By acclamation, the Board agreed that CAMA should continue its investigation into the site past that date, thereby committing \$10K of the contract earnest money.

Meeting Adjourned, 9:33PM.

Mark Robinson, Secretary

Classifieds

For Sale

1969 LeGrand MK11 F5000. One race on correct Chevy 302, 4 2-barrel Dellorto down drafts, fresh Hewland LG600. Recent professional rebuild with many new parts. Group 5 winner of the Columbia River Classic, in Portland, OR., in its last race in 2003. \$32,000.

1972 Hawke FSV. Hewland gearbox, 2 sets of wheels, down draft Webers, many extras. \$8500.

1966 Mustang AS. New built car less engine. Interior done, 9" rear, American 5 spoke, stitch welded, suspension updated, Fuel Safe fuel cell, roll cage, rebuilt top loader, Hurst shifter, body acid dipped, new paint...etc. \$8,500.

1966 Ford 427 side oiler. Complete from Cobra dual 4 air cleaner to Cobra aluminum oil pan to bell housing. Medium riser heads, factory FOMOCO TRW 12 1/2 -1 pistons, polished LeMans rods, correct 4 intake, carbs and linkage. NOS engine. \$8,000.

Racers dream. New custom country French home. On 2 acres, oversize 6 car garage, RV and trailer parking. Perfect for all the toys. Morrison, CO. \$1,100,000.

Kirk Severson 303-985-2450

Tech Tidbit – Under Where?

Cotton, cotton, cotton. Next to your skin, if it's not NOMEX or some other flame-retardant material, make sure it's cotton. That includes socks. Cotton will burn if exposed to flame, but if it's covered with NOMEX, the flame won't reach it for a while. And cotton won't melt to your skin, unlike most man-made materials. (Save those satin thongs for another time!) Beware: silk melts at high temperatures. Wool, on the other hand, won't.

It's not a good idea to soak your underwear in water to keep yourself cool. In case of fire, water will turn to steam and you'll have cooked driver.

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t_writer@privatei.com

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2005 Event Schedule

April 23-24
June 3
June 4-5
July 16-17
August 6 -7
August 12-14
September 10-11
Oct. 1-2

La Junta
Advanced Driver's School @ Pueblo
Trans-Am Invitational @ Pueblo
Second Creek
Second Creek - Backwards
Denver Grand Prix
La Junta
Pueblo Enduro Weekend

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

ROCKY MOUNTAIN
VINTAGE RACING
NEWSLETTER

6745 West Third Place
Lakewood, CO 80226



RMVR VOLUNTEER NEWS

APRIL, 2005

This season has certainly started out well. **Jim Bradley**, our new president, and his wife **Teddy** started off the season with a spectacular worker get together at Jim's shop. We ate delicious BBQ, drank beer and got ourselves excited for the new race season. **Chris & Sheri Sundberg** came by with pictures of their new daughter, and we had an impromptu baby shower. Thanks for a great time Jim & Teddy! Next we had the best Fire & Rescue School yet. We had a good turnout, filling the classroom at the new training center. We had our usual instructors, Dave & Daren, who continue to mold their presentations to our needs, making it even more worthwhile. This year, Daren staged a mock incident with us that really made us think. We will continue to work on this concept to make it even more meaningful next year. We also were able to burn a car. Thanks to **Jeff Chase & the Evergreen Fire Department** for providing the car and to **Daren Greening & the North Washington Fire Department** for disposing of it for us.

Then it was on to Driver's School. After having great weather for Crash & Burn, we thought that it was impossible to have decent weather for this one, too, especially considering that both of these events were so much earlier this year. But the weather gods smiled upon us, and although it was not as nice as it had been, we still had it pretty good. Thanks to our "anonymous driver" who supplied us with breakfast burritos for the season! And as always, thanks to the Vee Drivers who supply us with a cooler full of "good beer" at every event!

Tim Oakley and **Andy Gould** both drove formula vees and had a great time! Tim won the Bill Temple Memorial Scholarship and was provided with a car and pit crew (Chad Wight) for the weekend. He had a wonderful time and didn't hurt a thing in his multiple spins and off-road excursions. (Other than giving the car owner a good scare!) Unfortunately, in the last race on Sunday, Tim heard a small thump. Later he found out that he had a new nickname – **Bunny Killer!** The corner workers told a heart-wrenching story of this poor rabbit who was brutally murdered by a certain formula vee. Back to corners for you, Tim! Andy had his share of spins and off-roads, but managed not to kill anything, so he is still in our good graces. **Diane Alder** was our race chair and did a wonderful job. Thanks Diane! She will never let me forget it if I don't mention a certain incident in turn one. Let's just say that during Andy's cool down lap late Saturday, there was a "Bad Moon Rising" in corner one. Diane will never be the same - I'm not sure about Andy - I'm surprised that he was able to keep the car on the track! **Skip & Dan** drove the Boxster again in the Precision Driving group. They had **Walt Hane** for an instructor, and had a great time. I think Walt enjoyed driving that car as much as they did! **Carl Wells** is the Chief Driving Instructor and **Bob Alder** is the assistant this year. They put on a fun & informative school.

Our next event is our first race of the season in La Junta. We will be going down to LaJunta twice this year, April and September. **Deb & Joel Gray** are chairing both of these events. They have lots of plans in the work for the fall race as it coincides with Pioneer Days, so we will be having our worker pot luck at the April event. John is working on an e-mail to bring everyone up to date and get everyone signed up for the pot luck dinner. So be sure to check your e-mail frequently.

The workers will be staying at the Midtown Motel again. PJ is still running the place after Jack’s passing, so if you get a chance, stop in the office to say “Hi” to her. Remember that you will be sharing a room with another worker, unless husband and wife are both working. As always, you are free to provide your own accommodations, but make your arrangements early as there are not a lot of motels in the area. The motel’s phone # is 719.384.7741.

To reach La Junta, go South on I-25 from Denver to Pueblo, then east on Hwy. 50. As you enter La Junta, Hwy. 50 will fork to the left, and the business route will go straight into town. Follow the business route into town. Go past the traffic light in the center of town and the Midtown motel will be a few blocks down on your left. If you reach the stop sign at Hwy. 50, you missed it! Check in at the motel office. Tell them you are on the RMVR worker list - - and give them your name. The track is North of town next to the airport. The motel owner can give you directions, as can almost anyone else around! The workers usually congregate in the motel parking lot on Friday night (it’s a small town! We will probably try to have worker registration in the parking lot on Friday night, or you can register at the worker meeting Saturday morning.

As usual in La Junta, be prepared for any kind of weather. Plan on hot and dry, hats and sunscreen, bug spray and sun glasses - but bring your winter coat and rain gear just in case! Also, bring safety glasses or goggles - when the wind blows the blowing sand can be miserable for your eyes. The only bad part of La Junta is the water. Bring your own or go to the local supermarket and get bottled drinking water. We even fill the water jugs on the van with Boulder water and add packaged ice as necessary.

Just a reminder.... On our website, www.rmvr.com, there is an online registration form. Just fill it out and send it. John & I will both get it and get you signed up. Or you can e-mail us directly – see below.

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

Sexy, Sleek, Sensuous, Stock Style Sports Cars Sought

The American Heritage[®] Dictionary of the English Language: Fourth Edition:

sports car

Noun: An automobile equipped for racing, especially an aerodynamically shaped one-passenger or two-passenger vehicle having a low center of gravity and steering and suspension designed for precise control at high speeds.

The Wikipedia further expounds:

*A **sports car** is a car designed for sporting performance. While opinions differ as to the exact definition, most sports cars have two seats and two doors, and are designed to excel at a combination of acceleration, top speed, braking, and maneuverability. Great emphasis is often placed on handling—the ability of the car to remain in the control of the driver under challenging condition such as when the car's tires begin to lose their grip on corners.*

Do YOU have what it takes for the NEW Historic Group?

Shortly after the first automobile hit the road, a second appeared. It was created for the express purpose of racing the first. This has been going on for more than a century now. Things have changed a great deal in that time. Speeds have increased; in general, engine displacement has decreased. Drivers used to be fat and their tires were skinny, today, most drivers are skinny and their tires are fat. Fifty years ago, stock car racing actually used a car that began life in an automobile dealer's inventory. Today, they are not even a real silhouette racer and bear no resemblance in technical terms to what they are purported to represent.

To a lesser extent, the sports car has suffered the same fate. Early on, the cars were run on their own merit, just as their factory's engineers designed, and employees built them. People are, by nature, born to tinker; they cannot leave well enough alone. Even when the rules specifically prohibit tinkering, they will seek the unfair advantage and go to great lengths to get away with it.

Rocky Mountain Vintage Racing and the **NEW Historic Group** seek to return to the days of yesteryear when drivers drove their stock, standard, sports cars, fitted with some safety equipment, to the track. Unloaded spares, tools, supplies, lunch and refreshments; checked tire pressures, taped headlights and glass lenses, and took to the track for friendly competition with like minded individuals. No expensive modifications! No stripping of value! Close to stock vehicles, sliding about on the tires of the day. Now, those same cars, on today's street tires, can reenact those times. Mastering the lost art of the four-wheel-drift again. Enjoying lower cost, higher value fun! With more smiles per dollar!

To be included in the Historic Group, your car need only be much as it was originally produced in terms of interior, engine, and appearance. Sport sedan/saloon cars are welcome as well! The list of cars in the Sports Car Club of America's General Competition Rules (GCR) and Production Car Specifications (PCS) are eligible when preparation does not exceed the 1959 GCR/PCS for cars 1959 and older, 1967 GCR/PCS for cars 1960 through 1967. See the rmvr.com [Rules page](#) for information on obtaining the GCR/PCS.

Your car not listed? Ask eligibility! Not sure you comply? Ask eligibility!

Preparation is basic. The ubiquitous safety equipment: rollbar, suitable occupant restraints, fire extinguisher and the like are required. Good and proper mechanical function for safe operation. Low cost and durable street tires. If your vehicle is licensed for street operation you are **NOT** required to fit a safety fuel cell! Personal safety equipment is as required for any other class or car.

If you or your friends and loved ones have such cars and the opportunity to participate in track sessions with low preparation and low operating costs appeals to you, contact **RMVR Eligibility** (Bob Mitchiner) at eligibility@rmvr.com, and/or the **Historic Group** (Ian Rainford & Bill Rosenbach) at historic-race-group@rmvr.com. See you at the track!

ROCKY MOUNTAIN VINTAGE RACING, LTD.
APPLICATION FOR INCLUSION IN HISTORIC CLASS
& FOR PARTICIPATION IN THE DANNY COLLINS CUP

Owner _____ Address _____

City _____ State _____ Zip code _____ E-Mail _____

Phone (H) _____ (B) _____ (C) _____

Car Information: Year _____ Make _____ Model _____

RMVR car number _____ Car color _____ AMB Transponder ^{*} **Yes / No.**

Engine displacement _____ 1959 / 1967 PCS¹ Class designation _____

UTQR² Treadwear Rating^{*}: Front _____ Rear _____

Car Licensed for Street Operation? Yes / No. If yes, where? _____

Will the car be double driven? **Yes / No.** Part of the 'Mentor Program'? **Yes / No.**

Will the other driver be other than a spouse, offspring, or significant other? **Yes / No.**

Vehicle complies with the **1959 / 1967 SCCA GCR³ & PCS** specifications with RMVR
Safety Exceptions **Yes / No.**

Is RMVR mandated safety equipment installed? **Yes / No.**

REQUIRED EQUIPMENT: Per SCCA GCRs and RMVR Exceptions. OEM⁴ or other
Lighting (head, running and brake)? **Yes / No.** Functional wiper mechanism? **Yes / No.**

Interior, essentially complete, as delivered? **Yes / No.** OEM Grill? **Yes / No.**

OEM System Shock Absorbers? **Yes / No.** Generator/Alternator? **Yes / No.**

BONUS POINT or TIEBREAKER ITEMS:

Is the car put on track carrying: Full size spare tire? **Y / N.** Soft-top & mechanism? **Y / N.**

OEM type, width, & diameter wheels? **Yes / No.** OEM specified tire size? **Yes / No.**

OEM Windscreen? **Yes / No.** Heater/Defroster, Fitted and Functional? **Yes / No.**

OEM bumper fitted: Front? **Yes / No.** Rear? **Yes / No.** OEM type muffler? **Yes / No.**

I attest the above information to be correct, complete, and true, to the best of my
knowledge.

Owner's signature: _____ Driver's Signature: _____

Return completed form to:

Bob Mitchiner
2620 Stratford Lane
Longmont, CO 80503

Questions:

303 772-7438
FAX 303 772-0502
E-Mail- bobethel@comcast.net

^{*} Required in order to gather information to award points

¹ Production Car Specifications, a Sports Car Club of America, publication (1967 or earlier)

² Universal Tire Quality Rating, found molded in the sidewall of US Specification tires

³ Subject to verification

⁴ General Competition Rules, a Sports Car Club of America, publication

⁴ Original Equipment Manufacturer

Car # _____
Color _____
Date _____