

VINTAGE MESSENGER

VOL. 14, NO. 7

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JULY 2005

Minutes

Rocky Mountain Vintage Racing, Ltd.
Regular Board Meeting, 6/15/05
Jim Bradley's Racing Shop
1822 Vista Dr, Unit C
Longmont, CO

Board Members present:

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

Excused absence: Marcia Hubbell,
Dennis McIlree

President's Remarks

Jim Bradley welcomed all and noted that Marcia Hubbell and Dennis McIlree would not be present. Jim wanted to express his special thanks to all the Race Chiefs, Chairs and volunteers at our 2005 events to date for all their hard work.

Minutes

Mark Robinson reported that aside from a spelling error, the minutes as published needed no corrections. Roger Hively made a motion to accept the minutes, Bob Mitchiner seconded. The vote to accept was unanimous.

Treasurer's Report

Steve Gesse noted that the Trans Am Invitational will be a profitable event for the club, as was La Junta. Details can be seen in the RMVR balance sheet Steve passed out. Regarding the Trans Am event, Keith Davidson thanked Brian Nelson, Matt Ratcliff, and all the workers who helped put on

the event. Thanks to the Hively's for handling registration at their motorhome.

CHIEFS REPORTS

Chief Steward

Roger Hively noted that there was one metal-to-metal incident at Pueblo caused by fluids on track, so we happily remain driver-infraction free so far this year.

Flagging & Communication

Pauline Wilson wanted to express her thanks to the drivers who stepped up to help staff the corners at Pueblo to make up the shortage of workers at the event.

CAMA Report

Bob Darcey reported that the permitting process for the current site is under way. One of the first steps has been completed, that being a neighborhood meeting that was held at Front Range Airport June 9th. About 50 residents were present, as were 12 CAMA and club representatives. There was widespread concern about the project, primarily about noise and traffic. Two individuals were very vocal about these concerns, while the majority of residents listened quietly to the presentation. Overall, the tone of the meeting was respectful and friendly. A small number of residents were clearly in favor of the project. The closest residence is about 1.75 miles away, with others 2 and 2.5 miles away. Both Front Range Airport and the Shuck Corporation (the area's industrial developer) are positive about the project. The site is adjacent to two runways, and much of it lies within the airport noise envelope and is zoned for industrial development, as the residents seemed to acknowledge.

Administration

Diane Hively noted that there were 150 entries at Pueblo.

Scrutineer

Bob Mitchiner, in review of last month's first reading of a job description of Scrutineer and related proposed rules changes, brought up the issue of confidentiality of persons who file protests against another car. The proposal as published did not address the issue. Discussion ensued. Bob Darcey made a motion to add "All protest letters are kept confidential if requested by the sender" to the proposed rules change. Keith Davidson seconded. APPROVED. FOR: Bob Darcey, Keith Davidson, Dennis McIlree (via proxy), Norm Pettitt, Tom Ellis, Scott Sanders, Steve Gesse. OPPOSED: Roger Hively, Bob Mitchiner. ABSTAIN: Mark Robinson.

The proposed job description would become part of the RMVR Ops Manual, and the proposed rules changes, with the addition approved above, would make rules consistent with the job description. Proposed changes are shown in **bold**:

RMVR Ops Manual:

MM. Scrutineer

The Scrutineer shall be the member of the eligibility team charged with assuring that cars continue to comply with RMVR rules after the eligibility process has been completed. The Scrutineer will be afforded the eligibility team's full support in both technical and decision making. The Scrutineer's responsibilities include:

- **Responding to written protests regarding member's cars by investigating the protest, discussing said protest with the**

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

eligibility team and other knowledgeable sources, speaking to the car owner and inspecting the car to verify the protested items, and compiling a response to be given to the car owner and the originator of the protest.

- Coordinating scrutineering actions with the eligibility team to assure consistency in enforcement and interpretation of the rules.
- If a situation arises which is not based on a written protest, the Scrutineer shall seek a consensus from the eligibility team before proceeding.
- If any infraction is confirmed, the Scrutineer may recommend that eligibility issue a Red Provisional log book to the car's owner or that the car's class be changed. In either case, the action required by the owner to correct the infraction will be carefully specified. A copy of all pertinent information will be supplied for insertion in the car's eligibility file.
- The Scrutineer may call a meeting of the eligibility team to discuss issues if he and the eligibility chair agree one is needed.
- Monitoring progress on the non-compliant issues.
- Maintaining records of protests and their outcome. Forwarding copies of the information to eligibility for filing after the infractions have been resolved.

RMVR Rules
C Car Eligibility

3. Protests and Scrutineering (See the RMVR Ops Manual for details of the Scrutineer procedures)

A. Protests- A written letter (with specific reference to disputed components) to the Scrutineer should be sent if a member feels that a car in the club is not prepared in conformance with RMVR Car Eligibility Rules and request the Eligibility Team to review the car's preparation. The Scrutineer will take appropriate action to resolve the situation (as detailed in the RMVR Ops Manual). All protest letters are kept confidential if requested by the sender.

B. Scrutineering- Should a compliance issue come to the attention of the Scrutineer from sources other than a written protest,

the Scrutineer will seek input and consensus from the Eligibility Team before proceeding.

Roger Hively made a motion that this second reading be accepted to change RMVR rules. Norm Pettitt seconded. APPROVED. FOR: Norm Pettitt, Roger Hively, Steve Gesse, Bob Darcey, Keith Davidson, Tom Ellis, Bob Mitchiner, Scott Sanders. OPPOSE; None. ABSTAIN: Mark Robinson.

Proposed Rules Change: Formula Fords

Bob Darcey reported that an email survey of 46 club members with Formula Fords was conducted to gauge support for the proposed rules changes regarding parts availability for the Kent 1600cc engine. There were 36 responses to the survey, and all were in favor of the changes. The proposed changes are shown in **bold**:

RMVR Exception to the '72 GCR:

7.2.G. Elgin Cams Model "SCCA" and Kent Cams FF blueprint aftermarket camshafts may be used.

7.2.E. Minimum piston weight with rings and pin: 525 grams. Piston top may be machined to reduce bowl depth to .470" minimum as required to achieve the legal compression ratio.

Scott Sanders made a motion that this second reading be accepted; Bob Mitchiner seconded. APPROVED: by unanimous vote.

2006 Schedule

Roger Hively reported that Continental Divide Racepark is being considered for Drivers' School, and PPIR for a mid-summer event; PPIR is unable to confirm dates at this time. Roger is trying to coordinate our schedule with Nostalgia's to spread out the vintage events for next year. Our two dates each at La Junta (4/22-23 & 9/10-11) and Pueblo (6/3-4 & 9/30-10/1) are set.

APEX Magazine

Dave Plank reported that confirmed ads are at about 1/2 of last year. Editorial content can fill the balance. He estimates it would cost about \$5000-6000 to duplicate the size and

quality of last year's edition. Dave will research alternatives to publish something closer to the \$2000 that has been budgeted.

New Business

Racing Medical Qualifications

Bob Mitchiner brought up RMVR's medical requirements to obtain a license. Discussion followed regarding our policies in comparison to other clubs, what our liability exposure may be in some instances, and a few members attempts to gain a license that have specific medical conditions. Steve Gesse and Bob Mitchiner will put a review together for next month.

President's Term

Steve Gesse renewed discussion about how RMVR elects a President. From a business management standpoint, he feels a President should be elected from the Board, and allowed to serve for a longer term to promote familiarity with how our club works, as well as see long term situations resolved. The current format seems to encourage Past-Presidents to discontinue their involvement in the club, based on some past examples. Input and/or recommendations are solicited for possible solutions.

Late Fees and Cancellation Fees

Diane Hively handed out a recap of our existing fee structure and suggestions for changes. The reasoning for the late fees is to discourage late entries, which require considerable processing and re-editing of the race data base that is set the Saturday before the race. Timing & Scoring, Race Steward, Chief Driving Instructor, and Eligibility all have to be advised of any changes to the race entry list. Entries at the track compound the problem by adding the need to verify membership and license status, as well as involve all the above mentioned officials. Cancellations are easier to handle, requiring a line deletion from the data base, and return of funds. Existing policy is shown, with proposed changes shown in **bold**:

Late Fees:

Now: \$25 if submitted two weeks prior to race

Proposed: \$25 if received after Friday a week before race

Now: \$50 if submitted at track

Proposed: No change

Cancellation Fees:

Now: Total refund if notified no later than 72 hours prior to race. If less than 72 hours or no-show: No refund.

Proposed: If notified no later than 72 hours before race, check will be mailed back. If less than 72 hours or no-show, check will be deposited and refund check issued less \$25 cancellation fee.

Bob Mitchiner made a motion to accept the proposed changes, Mark Robinson seconded. APPROVED: by unanimous vote.

Fall La Junta Race

As discussed at the Feedback Session, and subsequent Board meetings, Roger Hively proposed lowering the entry fee at the Fall La Junta race to \$100, and promoting it as the Member Appreciation Race. Steve Gesse made a motion to accept this proposal; Keith Davidson seconded. APPROVED: by unanimous vote. Other activities are being worked on, such as an in-town race car show in conjunction with town events that weekend.

CMC Report

Scott Sanders reported that a proposed budget for corner bunker upgrades at Pueblo had been submitted by Pueblo Motorsports Park to CMC. Some clubs are resistant to paying their surcharges to CMC. Scott continues to be frustrated with the CMC for their ongoing ineptitude and lack of action in their financial matters.

Meeting adjourned, 10:07 PM

Mark Robinson, Secretary

Classifieds

For Sale: Trailer, enclosed, double axle. Accommodates a Formula Ford or Formula Vee as well as an older Corvette, XKE or smaller sports car. Low profile, excellent condition. \$3,500. Call Bob Durham, days - 303-526-9570, evenings and weekends - 303-674-7282.

For Sale 1966 Porsche 911S. Prepared by 3R Racing, car #72, silver with green stripe. Built 2.0L motor 13:1, lap timer, carbon fiber dash, Autometer gauges, MSD ignition, Fuel Safe Cell, Full Fire System, Wired for Radio, Full Rollcage, MOMO seat, Team Tech Belts, Short Gear Box, Bilstein Shocks, Adjustable Sway Bars, 21/29 Torsion Bars, '69 911S Heads, Tall PMO Manifolds, Hot Jet Coat Headers, with Flowmasters, Lexan Front and Rear Windshields, 3R Paint, Front Oiler Cooler, Carrera Tensioners, Chromed Fuchs, Vintage Legal Winner that needs absolutely nothing, with or without trailer. \$57,500. Jeff Martin 303-295-1197 jmartin@utilitytrailer.com

Zink Formula Vee For Sale- 1972 Zink C-4 RMVR #58. This car is race ready and very competitive. The motor was gone through last year by Paul Malcomb and only has 3 races on it. Includes open trailer, transponder, spares, and 1978 Chevy Van. \$11,000. Contact Steve @ (303) 579 - 8810 or veeracer@yahoo.com.

Haulmark. Transport Race Trailer, 20 feet long 8.5 feet wide. Spring suspension, easy lube axle, axles are upgraded to 5,000 pound capacity, special ST225/75R15 tires, spare wheel and tire front mounted, with lock and cover, special 6 stud white spoke steel wheels, 4 wheel electric brake, breakaway switch, aluminum fenders, payload capacity 3,940 LBS, curb weight 3,060 LBS, gross vehicle weight 7,270 LBS, spring assist rear ramp door w/extensions. bar lock on rear door, 36" side door, bar lock on side door, side door opening 36" wide x 73-1/2" high, 3/4" plywood floor, exterior walls and ceiling special vinyl siding, interior lighted with switch by side door, 24" stone guard, beavertail, standard 4 flush mount square D-rings installed, plus an additional 8 flush mount square D-rings with 4 roller bearings, one for each tire. 4 tire hold down straps each with a ratchet, heavy duty anti-sway trailer hitch, 3 special outdoor key lock padlocks, special tongue lock, 14" x 14" non-powered roof ent, white in color. The trailer is in Denver for viewing. It has only been on one 2,200 mile trip. Total paid for trailer with all the added equipment was \$7300.00. This was a discounted price as I picked up the trailer. I will consider any offers. Call Richard Gordon 303-756-7427 Or email:

RichardNGordon@comcast.net

Formula Vee For Sale - 1968 Autodynamics D4B, excellent condition, original, this car has never, ever been crashed, very fast, many wins and podium finishes, 1385cc Paul Malcomb motor and transaxle, Roxanne's headers, Halon fire system, RMVR log books, \$9,900 includes transponder, spares, and open trailer w/ tire racks and tool box. Contact Matt 970-870-2873 or matthew.cail@us.schneider-electric.com.

For Sale: 1966 Porsche 912 Coupe VIN # 458204 White. Set-up for Autocross/DE/Vintage racing. Street registered. RMVR log book. Engine and suspension up-grades. New Corbeau race seats. Fun and dependable car for weekend events. \$8500, OBO. Bud Raabe. 719-579-8113. Budr911@aol.com.

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

For Sale 1964 Austin Healey Sprite RMVR car #78 fast and reliable. 1275 +.040 with all the best engine components. Weber 45 DCOE, gear reduction starter, Crane electronic ignition w MSD rev limiter. Two weekends on fresh rebuild. New muffler for Second Creek, double bearing hubs w competition axles, tube shocks. Many extra parts including differentials, 2 wheels and tires. Needs new fuel cell for eligibility, otherwise well sorted and ready to go. \$7,500. Contact Roger Hively 303-233-7462H, 303-829-0990C

In this Issue:

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2005 Event Schedule

July 16-17
August 6 -7
September 10-11
Oct. 1-2

Second Creek
Second Creek - Backwards
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

JULY, 2005

by John Twenty

I have given myself a by-line above because I have received another request to let you know who is writing to you. I don't know why this matters, because Pauline and I speak with a single voice concerning Flag and Communications, but we are always willing to comply with reasonable requests.

I am really late this month with the newsletter and I am surprised that John Mihalich, who assembles this material and publishes for the website and mail, has not been on my case. (*Only because of the demands of my work. John M.*) I have a new job and my time is no longer all my own.

Our last race was at Pueblo on June 4th and 5th. Once again it was the Trans-Am reunion put together, as always, by **Keith Davidson**. We had a good field of cars prepared to Trans-Am specifications and it was interesting to watch and think about racing in the late 60s and early 70s. The Trans-Am cars then were much closer to production cars than they are today and a bunch of Camaros and Mustangs were sold on Monday if they won on Sunday. We also had a large group of big-bore cars besides those in Trans-Am, and this is unusual at this event. Thanks to everyone for coming out. I also want to mention loudly that this was the two best sessions of worker rides that I have seen in a long time. What made this special was that each car I saw go out actually had a worker in it. We had great participation from our racers and a Morgan Aero 8 straight from England driven by Philip Houha (who somebody said is the Sales Director for Morgan), a Ferrari driven by David Jacobs (who brought the Brabham Formula 1 car), and a Lamborghini Diablo (driven by the owner who just showed up to watch the races). You never know what you're going to miss if you don't come to one of our events. This event is fun and I hope Keith can continue for many years into the future.

On Friday June 3rd, RMVR conducted their second Advanced Driver's School. I'm afraid I am unaware of how this one was conducted as I was working Corner Nine. I know that Chief Driving Instructor, Carl Wells, put on a worthwhile school and I hope all participants learned how to go quicker.

Our next race, after you receive this, will be The Rocky Mountain Grand Prix at Second Creek on July 16th & 17th. This will be our penultimate event at Second Creek, so don't pass this one by. I will be starting this e-mail sign-up this week and will start with those of you who signed up at Pueblo. If you are not in our e-mail group, and want to work with us, you can sign up through Marshals on this web-site or call either Pauline or myself. It's never too late to sign up for a local race, except after it's over so call us and come work. This seems like a good time to encourage our friends who haven't tried it yet to take the plunge. If you need further encouragement to work this event, the Lady's Race Group will be conducting a worker appreciation weekend. This includes a supper on Saturday evening and I don't know what else will happen during the weekend. Come on out and work with us.

To get to the track, for this event, go north on Tower Road, from I-70 to 88th Street, go west on 88th to where 88th turns north into Buckley. The gate will be off Buckley just after you turn north. You can also exit I-76 onto 96th Avenue. Go east until the road turns south at Buckley. Look for the open gate. Be there at 8:00 AM Saturday and 7:30 AM Sunday and look for the meeting near the concession stand.

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



EVENT •

Second Creek Backwards Race

DATE: August 6 & 7, 2005
LOCATION: Second Creek Raceway
CHAIR: Kevin Lynch (303) 237-4248 klynch7589@aol.com
RACE STEWARD: Larry Coldren (303) 757-3056
RACE ENTRY FEE: \$180
LATE ENTRY FEE: \$25.00 after July 29, 2005
(at the track \$50.00)
DEADLINE: July 29, 2005

Big T High Performance

Fuel WILL be available

Your **FUEL** supplier at RMVR events is now stocking Sunoco Fuels & Power Fuels, along with VP Racing Fuels, in octane ratings from 98 to 120. We have leaded and unleaded fuels in all brands.

Call us at **720-872-2414** and tell us what you use, so that we will be sure to have it on the truck.

Customer Service is our key

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 the Driver's Meeting. All drivers and crew must sign in at registration. Registration will be open Friday afternoon, till 5:00 pm at the Hively motorhome. Registration will be closed to drivers during the driver's meeting.

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

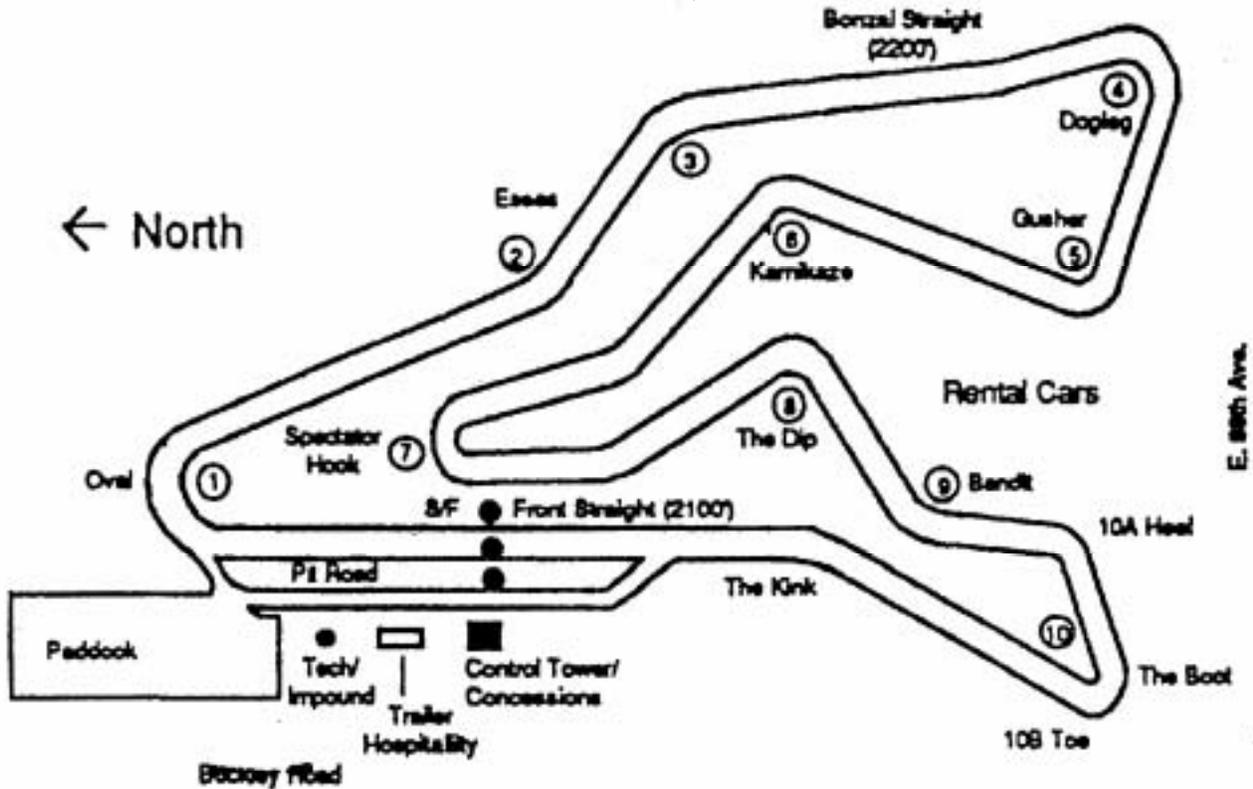
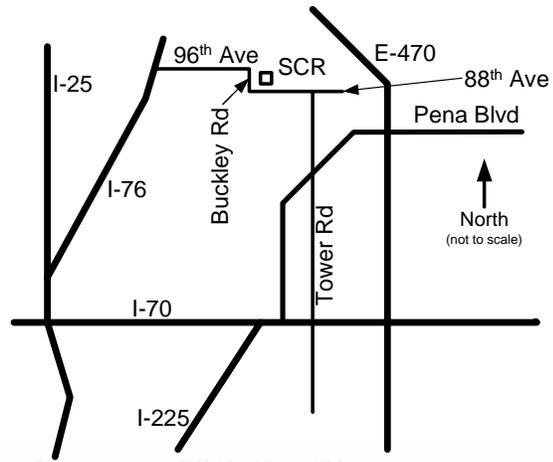
All drivers must attend the Driver's Meeting.

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 will be refunded with a \$25 processing fee.

Second Creek Raceway Commerce City, Colorado

1.7 miles
Altitude 5200'

*There are no "used oil" receptacles at the track.
Therefore, participants must pack out all "used oil"!*



Accommodations:

Comfort Suites, Tower Rd.....	(303) 371-9300
Courtyard, Tower Rd.....	(303) 371-0300
Days Inn, Tower Rd.....	(303) 373-1500
Hampton Inn, Tower Rd.....	(303) 371-0200
La Quinta, Tower Rd.....	(303) 373-0888
Ramada Inn, Tower Rd.....	(303) 373-1600
Red Roof Inn, Tower Rd.....	(303) 371-5300
Super 8, Tower Rd.....	(303) 371-8300
Sleep Inn, E 40 th Ave.....	(303) 373-1616
Quality Inn Airport.....	(303) 371-5640
Holiday Inn Express, Tower Rd.....	(303) 373-4100