

VINTAGE MESSENGER

VOL. 15, NO. 2

Editor: John Mihalich, Jr.
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FEBRUARY 2006

Letter from the President

Dear RMVR members,

Happy New Year to all of you and welcome to 2006. I think this year will be exciting for us as racers, even though we will be testing new waters, so to speak, in terms of our racing venues. Please show your support for our club by traveling to our inaugural race at Hastings, Nebraska. This track will be a brand new 2.3 mile facility. We will be the first major group on the track.

We are currently on the schedule of the Centrix Financial Grand Prix of Denver. Once again, together with Nostalgia Racing, we will field a group of vintage racers on the streets surrounding the Pepsi Center in downtown Denver. The Grand Prix Management does recognize that vintage racing adds to their event by bringing cars that all race fans can recognize and relate to. This event is good for us, not only for the lucky drivers, but for everyone involved in our sport. The vintage paddock area is a busy place all during the weekend, with spectators showing great enthusiasm as they wander among the vintage racecars and talk to owners and drivers.

Your Board of Directors is working hard to serve the members of RMVR. With the closure of Second Creek Raceway there are financial issues related to revenues generated by the operation of the track which may become difficult for us to resolve. We have made significant financial commitments to CAMA related to the search for a new track in the Denver area. It is our responsibility to continue to represent our members in this search, and help to facilitate the development of a new racing venue.

Board meeting date and location information is published each month in the Messenger. I urge all members to attend board meetings. You will gain insight into the workings of the club. Believe me, there is a great deal of volunteer effort that goes into running this club.

Your participation is important to me. I will do my best to make your RMVR experiences exciting and fun. Contact me anytime with your comments and ideas.

Roger
303-233-7462 home
303-296-2870 work
hroger15@qwest.net work
rdbh1@comcast.net home

Notice!!!

Failure to renew your membership by February 28th, 2006 could result in a delay of your receipt of your 2006 competition license. Show your support for Vintage Racing, renew now!

La Junta

The City of La Junta added two hundred tons of new asphalt paving, last November, between Turn #3 and Turn #6. This additional pavement widened the race surface by approximately 12' on the West side of the racing surface.

\$100 Entry

...and yes, the regular entry for the April 22-23 event, at La Junta, will again be just \$100.

Minutes

There were no minutes taken at the January Board Meeting (Annual Banquet).

Medicals

Drivers, please verify that your medical is up to date, for the 2006 season. Medical forms can be downloaded from the RMVR website.

The next Board Meeting will be February 22, 2006 in the Orchard Room at the Lakewood Heritage Center, 801 South Yarrow Street, Lakewood, CO 80226 at 7:00PM.

The remaining meetings for 2006 will take place on the 3rd Wednesday of the month, at the same location.

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

Bill Temple Memorial Driver's School Scholarship

Last year, through an extremely generous offer by Belinda Temple, the Vee drivers group established the Bill Temple Memorial Scholarship. Bill's RCA Formula Vee #18 is provided at the annual drivers school along with all supplies and mechanical support free of charge. All other fees are the responsibility of the student. The scholarship is awarded to an interested and qualified student each year for three more years. This year's recipient will be selected March 15 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 with the club. Last year, scholarship winner Tim Oakley completed drivers school, acquired a vee of his own, and successfully completed his first season of racing. A prospective driver may also want to inquire about the Mentoring Program for additional support. For further information and application, contact Chad Wight at home 719-592-0561, work 719-635-1371, cell 719-351-8953 or email ccwight@peoplepc.com.

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 2000 F350 Powerstroke Diesel LB, extra cab, 4X4, 120K miles, tow package and fifth wheel set up, white over grey, \$18,000 neg. Nancy Marshall 303-238-1412

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 vent, 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

For Sale- Winnebago Adventurer, class A, 1999, V-10, low miles, 30 ft. Generator, Roof & Dash air, Microwave oven, TV/VCR, Tow package, etc. Always garaged, looks like new, super clean. Steal it for \$39,900

1962 E Type Jag. 3.8. Car has race history from CAL CLUB in 1965. Ran in BP. Have history from new. Many mods: Mags, Konis, big brakes, side exhaust, roll bar. Currently street driven and running triple Webers. Have many new parts to restore such as dash pad, complete rubber moldings, ADDCO bars, etc. Best offer over 30K.
Datsun 240Z, 1972 CP-3, RMVR Log, Full BRE & Tilton Equipped; Suspension, Drive Line, Cage, Etc. Two Motors. Direct Drive 5 Speed. Three Posi Diffs. 8 Wheels, Panasport & American. Double Disc Tilton Clutch, Spares. \$35,900
Terry Allard 303-973-3074

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- 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, and spares. \$11,000. Contact Steve @ (303) 579 - 8810 or veeracer@yahoo.com.

For Sale 1968 Autodynamics FV, PRICE REDUCED, motivated seller, baby on the way. RMVR log books. This is a fast car prepped by Paul Malcomb. Very competitive, best of everything. Includes spares and open trailer. \$6,500. Call Matt 970-870-2873. matthew.cail@us.schneider-electric.com

For Sale-White, 2003, 3/4 ton, GMC Sierra 2500 HD, 4WD, Pickup, 6.6L V8 "Duramax" Diesel gets 22 mpg. Wideside extended crew cab, leather interior, Bose sound and many other goodies make it a great, comfortable hauler. 72,000 miles. Asking \$28,900.

1976 Triumph TR-6, white with beige interior, approximately 78,000 original miles. All original with electronic overdrive in 3rd and 4th gears. Hard top, new soft top plus a luggage rack included. Needs body and interior work and a loving owner willing to restore this classic beauty. \$2,000 or best offer. Veronica "Ronny" Marshall, 303-530-0750
veronicamarshall@comcast.net

2006 Election Results

	Total
Director-at-large	
Tom Ellis	199
Marcia Hubbell	161
Kevin Lynch	153
Keith Davidson	152
Secretary	
Dan Berry	99
Mark Robinson	134
President-elect	
Bill Fleming	206

Muffler Realities

Andy Carburetor Keller
andy@humanfactorsdesign.biz

This is my budget advice on muffler selection. It pertains mostly to small bore cars, and to smaller formula and sports racing cars, but may also apply to motors up to about four liters having a split or dual exhaust system.

You have probably heard me list the advantages of noise control, some of which are: You can hear better what your car is doing. Protect hearing, especially of young people for which it is difficult to fit hearing protectors. Talk easier to each other, especially for trackside volunteers. Comply with regulations, ordinances, and codes. And, according to some reliable sources, you can gain performance...

There are few independent sources of muffler performance tests. The articles that I have found in magazines over the past two decades reveal that there is little positive correlation between price and performance. My limited testing demonstrated with my Porsche 912 (motor is stock except for big-bore 1719 ml displacement, using a 4-into-1 exhaust system) at PPIR that there was no difference in lap times between a Cyclone Turbo muffler (design circa 1982) and a straight pipe.

My general advice is to use an inexpensive "turbo" type muffler, typically costing \$15 to 20. An added advantage to the less expensive types is that they are often lighter than the welded-up types. They are also lighter than most comparatively sized glasspacks, and more effective.

Catalog sources include Summit Racing where I found their brand of turbo type muffler for less than \$15, and up to \$20 for models with 3" fittings. The Thrush brand turbo type is available in several sizes for \$20 in Summit and Jeg's catalogs. In Longmont at AutoZone I found in-stock and cataloged, Cherry Bomb Turbo II by Arvin with a 13" long body in several size fittings for \$15 to \$22 (a variation of which I am currently using). Advance Auto Parts has the Thrush Turbo for \$20 in several sizes.

So what are these "turbo" mufflers? It actually started with the OEM muffler on the Corvair Turbo, 1962-1966. You can still get them (from Clarks' Corvair Parts) for about \$37. This type of chambered muffler design started the trend of compact designs that are reasonably effective.

The turbo-type mufflers that I recommend have rolled and crimped seams and are made of aluminized mild steel; plenty durable for racing, and easy to weld.

Forget about the stainless steel mufflers marketed for sport compact cars. This type of muffler is not very effective, costly, and produces a very peaky sound.

Additional methods of noise reduction include lengthening the tail pipe. This has the effect of lowering the resonant frequency of the exhaust system. Our ears are less sensitive to the lower frequencies, and sound level meters are designed to mimic that response characteristic (when using the A-weighting, which is used for most environmental noise measuring).

Be sure that the exhaust exits beyond the vehicle body. And at tracks where noise levels are measured, point the exit(s) away from the measuring microphone. Another place to do noise reduction is at the carburetor air intake. Use an air cleaner.

For formula cars with an exposed exhaust system, the oval turbo-type muffler may look weird or clumsy, so you may want to consider a bullet (or sausage)-shaped muffler. Since 1998, John Mihalich, Jr. has been using with great success on his Formula Ford a Walker DynoMax Race Magnum Bullet muffler. It is currently available from Summit for \$36 and Jeg's for \$34. In a shorter glass pack muffler, Summit has their brand, for \$20 to \$22. And in a shorter type for more money, Jeg's has the Moroso Spiral Flow in 18" overall length for \$47.

If your budget includes an engine builder with a dyno, seek empirical advice there about what muffler to use.

Membership Renewal Form

The 2006 RMVR membership Renewal Form is included in this issue of the Messenger. Please remember to renew your membership. Failure to do so, promptly, will affect the timely issuance of your Competition License and other RMVR documents.

I have some magazine articles that compare muffler performance, and manufacturers' catalogs and data sheets.

Let me know if you have a special challenge such as low ground clearance; there are some excellent though more costly solutions. For example, for applications with very low ground clearance and space restrictions, a type of muffler with an overall diameter the same or less than a glass pack is the Powerstick by Classic Chambered (classicchambered.com). This is their recreation of the "Turbo Tube" muffler dating back to at least 1991, which was based on an OEM design used in the 1960s. The "Powersticks" are relatively expensive though.

Selected bibliography

Kulmann, Charlie: "Add Muffler - Gain Horsepower", Victory Lane, July 1998, pages 11 & 72 [Charlie is the SCCA expert on 'Sound Control'.]

Georgalos, Tom: "Sound Advice", Victory Lane, November 2001, pages 15 & 71 [Note that most of 'What systems and things that seem to help' pertains to V-engines.]

Weber, Pete: "Noise Problem? In a Race Car!", Victory Lane, December 1997, page 15 [part 1 of 2]

Weber, Pete: "Noise Problem? In a Race Car!, Part II", Victory Lane, February 1998, pages 36 & 37

In this Issue:

- Volunteer News • Fire & Rescue School • Membership Renewal

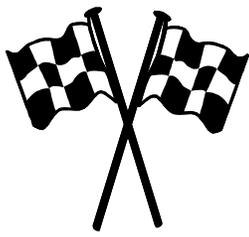
2006 Event Schedule (Provisional)

Fire & Rescue School	March 18-19, 2006
Driver's School	Watch for dates/location
La Junta	April 22-23, 2006
Advanced Drivers' School	June 2, 2006
Trans-Am Invitational @ Pueblo	June 3-4, 2006
Motorsports Park, Hastings, Nebraska	July 22-23, 2006
Denver Grand Prix	August 11-15, 2006
La Junta	September 9-10, 2006
Pueblo	September 30 & October 1, 2006

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

Lakewood, CO 80226
6745 West Third Place

NEWSLETTER
VINTAGE RACING
ROCKY MOUNTAIN



RMVR VOLUNTEER NEWS

FEBRUARY, 2006

by John Twenty

Well, it's that time again! **Fire Rescue School** is just around the corner! You can sign up by sending in the form at the bottom of the enclosed Fire Rescue School flyer. **Pauline & I** will be handling the organizational part and **Tony Peak** has again graciously offered to "run the show". It will be held on **DATE CHANGE!! March 18 & 19** at the **North Washington Training Center**. Coffee and donuts will be provided in the morning, and there are several fast food restaurants in the area for lunch. Things haven't been settled as of this writing. Be sure to dress for the weather as part of the training is held outside. Also, be sure to wear all cotton old clothing, as this is a hands-on experience. This school is a great opportunity for **EVERYONE!!!** Not just workers!! The video presentation itself is worth giving up a day of your time! So, if you've never been, or haven't been in a while, or just want a chance to torment Tony (think about this one – it's definitely worth it!), come on out! Please try to come and work with us this year. All our events will be out of town and we are going to try one way out of town. If you can, plan ahead to join us there. Your experience will help to make the weekend flow easy.

The **Holiday Banquet** was lots of fun, as usual. The food at the Arvada Center was delicious, including a decadent dessert. There were lots of awards, and a good time was had by all. Congratulations to **Kevin Rutherford** for receiving the "**Worker of the Year Award**", **Tristan Buja** for the "**Rookie Worker of the Year**" and **Bill Wachs** for the "**Danny Collins Spirit Award**". Also we got a chance to honor two workers who have been there for everything forever. **Kristi Burdett** and **Heike Welch** have been volunteering with RMVR since it was formed. Thank you ladies. "**Thank You**" to all the drivers who provided banquet tickets for the workers

Now, to pick up where we left off last month, here are some of the benefits to working the races. If you work in Timing & Scoring, Grid, Hot Pits, or Flagging & Communications, you can receive -

Free motel accommodations for out of town events (and this year that pretty much says it all) or \$20 a night reimbursement towards your motel bill (up to \$40 for couples who are both working). If you are a couple, and both parties are working, you will be put in a private room (usually 1 double bed). If you are a single, you will be put in a room with 2 double beds with another same sex single.

Free lunches, dinners, banquets, etc. - Lunch is now provided at all events. Many events have a BBQ or other festivities on Saturday night that are provided free to all workers. Workers can also receive a free ticket to the Holiday Banquet in January, thanks to many generous drivers.

Patches and chevrons are provided at most events, sometimes dash plaques, hats, shirts, posters. Saturday night Happy Hour is a staple at most events and there's always a "cold one" available on the van - pop during the day, beer during clean-up. Worker rides at lunch time (usually on Saturday) is the highlight for a lot of the workers. You get a whole new perspective of the track from inside a race car!

The list of benefits is really endless. For some people, just the opportunity to be around these great cars is enough!

Membership information - The annual dues are \$60.00. With membership you are assured of getting all of the latest information about every upcoming event through the "**Vintage Messenger**" and the "**RMVR Volunteer News**". You will also receive our new yearbook. You can vote and run for the **Board of Directors**. You can

Speak your mind at **Feedback**. You will be part of **Rocky Mountain Vintage Racing**. As a worker, you will receive a free membership for working just 3 events (6 days)! If you are new and don't want to sign up until you know what you are getting into, you can work 6 days (3 events) before you must become a member.

We are very strict when it comes to drug and alcohol abuse. You need all of your senses, working at their best, when you are on the race track, whether you are driving or working. No alcohol is allowed after midnight on a race day or until all cars are off the track at the end of the race day. Illegal drugs are NEVER tolerated. If you are taking prescription drugs that may cloud your reactions or your judgment, you shouldn't be out there. If you are working an event, and you suspect that a co-worker is impaired, please feel free to tell any chief of specialty, or the race steward that you feel that there is a problem.

Each month, you will receive the **"RMVR Volunteer News"** along with the **"Vintage Messenger"**. The volunteer news will give you the extra info that you will need to work the upcoming event. The race flyer will give you maps, track layouts, dates and times. The volunteer news will give you directions to the motel, phone number, lunch/dinner plans, etc. There will be a form to cut off on the bottom to send to the appropriate chief of specialty, if you can work. Please be sure to answer all questions - motel info - smoking or non - choice of entree - whatever is needed for each event. This will cut down on long distance telephone calls. One week's notice is usually sufficient for in-town events, but two week's is necessary for out-of-town motel reservations. Of course you can always sign-up at the prior event, just make sure we write it down! You must be at least 18 years old to work on a corner or in the Hot Pits.

If you are driving, or just want to come out to see what you're missing, we can always use extra help at in-town events. Just show up an hour before the driver's meeting and track down one of the chiefs. We will be happy to put you to work, even if it's just for a few hours. Tech can always use extra help early Saturday A.M. inspecting cars. Car decided not to run at the last minute? Come on out and work a corner for half a day. You'll be surprised at what you learn. Just be sure to wear comfortable, non-flammable clothing. Long pants are required in all areas, except Timing & Scoring, and long sleeves are suggested. Neutral colors are always best - we don't want the drivers mistaking you for a flag! Hats and sunscreen or jackets and gloves, depending on the season or time of day, are also a must. Comfortable, safe shoes or boots are needed as most areas do a lot of standing. Water, snacks, whistles, the list can go on and on. Stop by the van sometime and pick up new worker info if you are interested in doing this again. If you are planning on working on a corner, you need to know that you will be on your feet whenever there are cars on the track. This means most of the day. We almost always come in from the track for lunch, but we never know when lunch will be. Likewise, the end of the day can vary from 4:30 to 6:00 P.M.. If you have special needs, please make sure to inform your chief and we will try to accommodate you.

See you next month with info on **Driver's School at La Junta?** and our first race of the year, which will be back at **La Junta!**

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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Crash & Burn School 2006

(AKA Fire & Rescue School)

As in prior years, we are kicking off the racing season with our Crash & Burn School (a.k.a. Fire Rescue School) on March 18 & 19, 2006. This year we will be at the new North Washington Fire Department Training Center, 901 East 68th Avenue, Denver, CO.

For experienced drivers, workers, and crews, it's great for removing the "cobwebs of winter", having your questions answered and getting "hands-on" fire training and extrication practice. It's a great chance to sit down and think about flag meanings, what workers do and why, etc. For novices it's a great place to start. Professionals do all the emergency training.

SCHEDULE AND AGENDA FOR 2006 FIRE RESCUE SCHOOL

Saturday March 18, 2006

8:30 - 9:00 Registration

9:00-12:00 Classroom Instruction - Videos, flags, hand signals, radio use

1:00-4:00 Trauma & First Aid training

Sunday March 19, 2006

8:30-9:00 Registration

9:00-12:00 "Hands On" Extrication

1:00-4:00 Fire Training

The Saturday sessions are indoors; the Sunday training takes place out of doors. Weather could cause schedule adjustments. Wear comfortable, non-flammable (no nylon), old clothes, as practice can (and probably will) be dirty. Coffee and donuts will be available in the morning and there are lots of fast food restaurants in the area for lunch.

We are limited by space to 50 students, so get your reservations in early please! Sign up on-line – Schedule-Fire Rescue School – or send the form below to:

Pauline Wilson
564 S. Joplin St.
Aurora, CO 80017
303-745-7860

DIRECTIONS TO NORTH WASHINGTON FIRE DEPARTMENT TRAINING CENTER:
The facility is on 68th just east of Washington St., on the north side of the street. Parking is in the rear. There is no exit from I-76. See map online.

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Crash & Burn School - March 18 & 19, 2006
Please reply by February 27, 2005

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



ROCKY MOUNTAIN VINTAGE RACING, LTD.

MEMBERSHIP APPLICATION

(If viewing this form in Acrobat Reader, you can type in the blanks and print. Or just print the blank form as is.)

You need not own a vintage race car to join in the RMVR Fun!

Are you a **New Member**? Or is this a **Renewal**?

(New Members—If you join after October, your membership extends through the following year.)

Name _____ Spouse _____

For renewing members, please indicate "Same" if current roster is correct. Otherwise, please note any new information. New members please supply all information.

Address _____

City _____ State _____ Zip _____

Phones:

Home (____) _____ Office (____) _____ Cell* (____) _____

* We are no longer going to list FAX numbers in the roster. Please supply your cell phone if desired.

E-mail address _____

Newsletters are costly to mail. Help keep RMVR fees low by foregoing a mailed copy. Instead, you will receive a timely email each month alerting you when the most recent issue is available on www.rmvr.com. Then simply click on the email link to the club's website to read or print it.

To forego a mailed copy of the club's monthly *Messenger* newsletter, Check this box

Please indicate which task(s) you would like to help with in the coming year:

Member	Spouse	Member	Spouse	Member	Spouse
_____	_____	_____	_____	_____	_____
	Pit & Grid		Registration		Event Chair
_____	_____	_____	_____	_____	_____
	Flagging & Comm.		Driving Instructor		Tech Inspector
_____	_____	_____	_____	_____	_____
	Advertising		Publicity		Social Events
_____	_____	_____	_____	_____	_____
	Event Steward		Event articles		Photographer
_____	_____				
	Timing & Scoring				
_____	_____				
	Other _____				

Dues are \$60 payable to "RMVR." Please mail to:

**RMVR
6745 West Third Place
Lakewood, CO 80226**

Please visit www.rmvr.com for further information on RMVR.

(To submit race cars for eligibility, please see the website)

For Office Use Only: Date Received: _____ Check #: _____ Total Amount: _____