

VINTAGE MESSENGER

Silver Anniversary Season

VOL. 17 NO. 6

Editor: John Mihalich, Jr.
messenger@rmvr.com or FAX: (970) 824-3737

June, 2008

Ladies Race Group HPR Challenge

The Ladies Race Group is challenging the ladies (past, present and future lady racers) to contribute to the High Plains Raceway a total of \$1,000 to be able to have a "RMVR Ladies Race Group" brick at the new track. We are well on our way with at least \$825 contributed so far. We had \$500 in unused funds from previous year's dues and fund raisers that we voted to put toward the track. Any amount of \$25, \$50, \$75, \$100 to get us to the \$1,000 total would be appreciated.

Send your check payable to "RMVR-Track Project" and send to:

Diane Alder
 3330 S. Albion
 Denver, CO 80222

She'll see to getting the HPR brick when we reach the \$1,000.

Thank you, Renee Von Roenn

A Very Special Thank You!!!

To Pat Weber at Auto Sport Collision for painting the back door of the RMVR van. Pat donated all of the labor and all of the materials for the job.

Minutes

Rocky Mountain Vintage Racing
 Regular Board Meeting 4/16/08
 Thornton City Hall, 9500 Civic
 Center Drive, Thornton, CO

Board Members Present:
 Bob Mitchiner – President
 Mark Robinson – President Elect

VERY Special Opportunity 1994 F-250 Diesel crewcab dually 4x4 and S&S 2car trailer.

Tom Benjamin has decided to donate 100% of the proceeds to the HPR fund, so if you need a rig this is the one!!

1994 Ford F250, low mileage (85k), one owner, 4x4, dually, Powerstroke diesel, new flat bed and storage boxes, air ride rear suspension, ps, pw, ac, white with blue cloth interior, zero miles on new 5sp transmission and clutch. White 1993 fifthwheel, S&S trailer has oversized side door, generator door, roof vent & full length awning. Zero miles on all wheel bearings and brakes. Measures 4 inches short of 30 ft on the floor. Both units are extremely clean and have been lightly used in the last 5 years. Asking \$19,000, but bring all offers after inspection; might separate. Call Carl (303) 530-3430 or Tom (303) 444-2781.

Bill Fleming – Past President
 Bob Alder – Treasurer
 Traci Pearson – Secretary
 Dan Berry
 Bob Darcey
 Tom Deats
 Dennis McIlree
 Scott Sanders
 Jamie Stiehr
 John Stokley

Call to order: 7:01 p.m.

President's Comments

Bob Mitchiner started by presenting the Ernie Weil award, along with a bottle of champagne, to Bob Darcey.

Pikes Peak Hill Climb Talk

Calling all racers interested in spending an evening with Pikes Peak Hill Climb "Legend" Leonard Vashholtz. Leonard, along with his son, hold many Hill Climb records. Leonard has graciously offered to open his shop to view some of his Hill Climb cars. He will be discussing, Hill Climb strategies, answering questions, and showing in car video of one of his record holding run. Tapes will be available. If your doing The Hill Climb, or just going up to spectator this is a must do event. Don't miss this opportunity. Anyone interested contact, Tony Martins by 6/23. We will need a head count. 720-232-0998
cycleworksusa@msn.com .

Date / Time: **6/25/2008 at 7:30 PM.**

Location; Leonard's Shop.
 1000 Loop Drive
 Woodland Park 80863.

Leonard's shop is behind the Safeway.

Snacks and beverages will be provided.

Thank you, Tony Martins.

Past Minutes

No corrections to the April minutes were proposed. Bob Alder made a motion to accept the minutes, Mark Robinson seconded the motion, and the minutes were unanimously approved.

Treasurer's Report

Bob Alder e-mailed his treasurer's report to the board members before the meeting.

All expenses for the La Junta Driver's School and Race have been paid except for the \$1400 ambulance fee. The club incurred

Board Meetings will be typically held the 3rd Wednesday of the month, at 7:00PM, at the Thornton City Hall, 9500 Civic Center Drive, Thornton, CO 80229 A link to a map follows: [MAP](#)

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

about a \$1600 loss for the weekend, partially because we had 23 fewer entries than estimated. On the other hand, he noted, we put on a pretty nice party for not much money.

The online registration efforts have gone in a different direction. Alder said that DLB Racing's system was not as flexible as he'd hoped, and he has talked to Mark McIlree about designing a customized system for us. There are some IT issues that will need to be solved before the system can be implemented, but he and Mark McIlree and Katja Stokley will work together to solve any problems.

He has also set up a PayPal business account so that the club can receive online payments for registration, merchandise, and other payments from members. By using the club's PayPal account, our members don't have to have PayPal accounts of their own or give their financial information to the club. The service has no monthly fee, though PayPal takes a small transaction fee out of each transaction. Members do not pay this fee; the club simply receives that much less of the transaction.

Alder is also looking into PayPal's Virtual Terminal, which allows the club to collect credit card payments at the track and then enter them later. This service costs \$30 per month, and there is a small fee PayPal takes out of each transaction, but Alder feels that the increased convenience and merchandise sales will be worth it. He will get RMVR started on Virtual Terminal and, at Bob Mitchiner's suggestion, the club will use it for at least merchandise sales at the Pueblo Trans-Am race.

Administrator's Report

Bob Mitchiner passed along Diane Hively's report. He said that RMVR has 364 paid members and 29 worker members as of today for a total of 391. This number is down 65 members from 2006 and 59 members from 2007.

Entries for the Trans-Am race continue to come in.

Chiefs of Specialties Reports Flagging and Communication

BJ Kellogg said F&C is looking for more workers for the Trans-Am race. It was suggested that Bob Alder add a request for more volunteers to his next online update. Bob Mitchiner said that he committed Mike Rogers to trying to get together an RMVR Corral at the Annual Cerebral Palsy Car Show on June 8th.

Timing and Scoring

Dennis McIlree said that Timing and Scoring's copier died and they need a new one before the Trans-Am race. They prefer one that doubles as a printer, in case their printer quits working at a race. They're hoping to find one for around \$250; the board agreed they could go ahead and get one.

Tech

Mark Robinson had some questions about and suggestions for the proposed Tech Inspection checklist and Tech Manual. Traci Pearson noted them to pass along to Andy Kitchens.

A total of 45 cars attended all three announced Annual Tech sites. The board discussed ways to encourage more drivers to bring their cars to Annual Tech or get their Annual Tech done before the first race. Punitive measures were discussed, but the board generally agreed that those — while possibly appropriate — were undesirable.

One suggestion supported by the board was to put together a list of qualified shops and members who are willing to perform Annual Tech inspections, including members who are willing to perform the inspections at the driver's home or shop. (Scott Sanders suggested that beer might be an appropriate compensation for the inspector's travel and time.) Both Scott Sanders and Bob Mitchiner agreed to start work on a list of qualified and willing inspectors.

Conclave Amenities

Bob Mitchiner passed along Ellis Cahn's ideas for the British Conclave, set for September 14th. Along with the discounted \$50 membership to RMVR offered at

the conclave, Cahn wants to put together a "new member package" that would include, perhaps, an RMVR pin and decals. There will also be a raffle for a free race entry. Bob Alder made a motion to let Cahn's proceed with the new member package. Mark Robinson seconded the motion, and it passed unanimously.

Guest Bill Rosenbach said that the conclave committee would like to have a copy of RMVR's membership list with addresses so that they can send a flyer about the conclave to every RMVR member. The board felt that providing them with printed mailing labels was preferable to releasing our membership list.

Bob Alder visited the SCCA booth at the conclave last year and picked up a great idea for promoting RMVR. SCCA was giving out cards with their schedule on one side and an invitation to a free lunch ride at a race on the other. Apparently, it worked quite well for SCCA, both to attract people to their races and get them involved, and Alder thinks it would work well for RMVR too, if we can get enough cars with second seats to provide the lunch rides.

Old Car Council

Dan Berry passed out flyers for the OCC's Cruzin' Havana event on Saturday, June 21st. He encouraged members to not only attend but to bring their cars, and said that there will be plenty of parking at East High School for trailers. He'd like to see five to ten cars from RMVR for three to four hours that afternoon.

Guest Andy Keller said he really enjoyed the event last year and strongly encouraged people to attend. He also got a big round of applause from the board and guests for his work at the La Junta driver's school and race.

Chief Steward

Jim Linton announced that he has steward-related archives, all on paper, going back to 2002; he would



RMVR VOLUNTEER NEWS

June, 2008

by Pauline Wilson

Not much going on this month. No races in May and it's still a week until the Trans Am in Pueblo. So this is going to be short. I'll be glad when we finally get the new track so we can have something to do!!

No races in July, either, but we do have two activities for the club. July 15th – 20th is the annual Pikes Peak International Hill Climb and for the first time ever, RMVR is hosting a vintage grid of 18 cars. If you've always wanted to go to this event, this is the year to do it. On July 27th we will be celebrating our 25th anniversary with a party at the Lemay Museum from 1-3 PM. Food, drinks, and beautiful cars – who can ask for anything more? For more information on either of these events, please check our website www.rmvr.com

In August, we get to go racing again! On August 28th we head back to Hastings, Nebraska to MPH for the Showboat Grand Prix. We will start the festivities with a race car parade from the track to beautiful downtown Hastings. Then we will have 3 full days of racing – Friday, Saturday, and Sunday. This should be a Labor Day Weekend to remember. Lunch will be provided each day and we will have our annual steak dinner on Saturday night! I can only assume that the Bacardi Bus will be back in business. This year we will all be staying at the Quality Hotel & Convention Center 2205 Osborne Drive East 402-463-6721. There is a heated indoor pool & hot tub, but there is NO CONTINENTAL BREAKFAST. Please plan accordingly. There is a café & bakery on site, as well as a sports bar. Coffee and tea are available in the lobby. From what I hear, BJ is planning another golf outing. Leave it to him to find a golf course anywhere! I hope you can join us for a great time.

PEASE SEND IN 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.

FLAGGING & COMMUNICATIONS		GRID	TECH	
BJ Kellogg 3452 Meadowlark Ct. Parker CO 80138 303-646-3784 Home bigdog356c@aol.com	Pauline Wilson 564 S. Joplin St. Aurora, CO 80017 303-745-7860 pauline266@comcast.net	Chad McCabe 9994 Pecos St. Thornton, CO 80260 303-667-0044 w0uvu@comcast.net	Jason Franikowski 3212 Killdeer Dr. Ft Collins, CO 80526 970-227-9750 Jason.Franikowski@enrolserv.colostate.edu	Andy Kitchens 3307 Birch Drive Loveland, CO 80538 970-227-7566 andyks60@msn.com

EVENT • 25th Birthday Party



DATE: Sunday, July 27, 2008
LOCATION: Lemay Auto Museum,
11000 West 8th Avenue (8th and Quail)
Lakewood, CO 80215
CHAIR: Tom Deats (303) 347-6345

EVENT SCHEDULE

PARTY: Sunday 1:00 PM to 4:00 PM

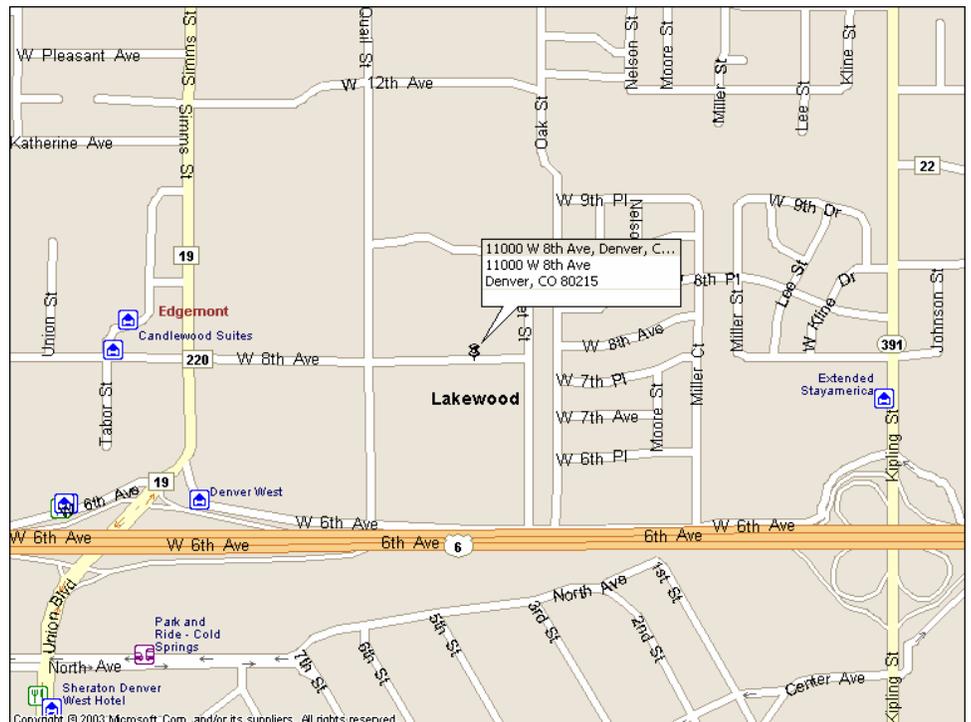
This event is free to all members and their families. We need a good count of those who will be attending in order to make sure we have enough food, drinks, etc.

Please RSVP no later than July 20th, earlier if at all possible.

Let us know how many will be attending, and number and ages of any children you will be bringing.

Like many other members, you might have a special interest or collectible car or

motorcycle that you drive but don't race. We're going to have an informal "car show" giving you a chance to show these off. This will be held indoors in a large garage area just off the party room. When you RSVP please let us know if you think you will be bringing a vehicle for the show, so that we can be sure we reserve enough space in the garage. We don't need any details, just that you'll be bringing something for the display.



Please RSVP to: RMVR25RSVP@aol.com

like to scan and archive these electronically.

Linton also said he'd like to offer drivers who are given probation or suspension for an incident the option of working off the penalty by volunteering to work race days. Bob Mitchiner said that he should put his detailed suggestions in an e-mail and send it to the board to review.

Special Reports

CAMA (Colorado Amateur Motorsports Association)

Bob Darcey's written report to the board:

Capital Campaign:

As of May 9th, contributions for High Plains Raceway totaled approximately \$631,400, an increase of ~ \$59,000 over the total reported on April 16th. Charlie Thompson was out of the country since May 10th, so I do not have an updated total to report. Loan program commitments are at 30 signed subscriptions, totaling \$1,500,000. Total available funding for the project is now just over \$3 million, and represents a milestone achievement.

Construction Bids:

CAMA has been receiving bids for the grading and paving contracts, and we are still awaiting responses from the final few bidders. By the end of this week, the bids will be analyzed and CAMA's project manager will present the results (costs and schedule) to the reps next Tuesday, May 27th.

Construction Release Parameters:

CAMA cannot spend Class "B" funds until sufficient funding is in place to complete a "usable facility", based on firm construction bids. After May 27th, CAMA should have a clear picture of actual costs for the project, including cost for a usable facility. In the event that current funding does not satisfy construction release requirements, CAMA's options include modifying the design and revisiting the bid process, additional fundraising, and /or changing the debt structure for the project. Each of these scenarios would create a considerable delay to the start of construction. We are

cautiously optimistic that the construction costs will be within budget and that construction can start soon. Following the CAMA bid review meeting on the 27th, I will report the outcome to the Board.

Safety Barriers:

We have reached an agreement with Champ Car that gives CAMA approximately 1000 pieces of FIA-approved concrete barrier from the Grand Prix of Denver. CAMA is responsible for loading and transportation costs only. These are FIA-approved, interlocking concrete sections, and are currently being moved to the site. Transportation costs are just slightly over the original budget for safety barriers.

The board gave Bob Darcey a big round of applause for his work with CAMA and for reaching the \$3 million mark.

Pikes Peak International Hill Climb (PPIHC)

Bob Mitchiner, speaking for Tony Martins, said that the number of entries for the Vintage run group at the PPIHC remains the same.

Summer 25th Anniversary Party

Tom Deats said that the date for the summer party has been set: Sunday, July 27th. He said he'd given the contract from the LeMay Auto Museum to Bob Alder to sign and return with our deposit.

CMC (Colorado Motorsports Council)

Bill Fleming said that there had been no CMC meeting last week but that an emergency meeting mandatory for all members was scheduled the night of Wednesday, May 28th.

Steve Petersen has gotten from Jay Gilman at PMI the necessary survey information and estimates it will take \$10,000 to diamond grind and "polish" turn 10. Both sides of the drag strip launch pad, he pointed out, have to be done exactly the same. He thought the job would take seven hours to complete. He also noted, however, that there are two or three other places on the

track that could use some smoothing, and said that the contractor could do those while he's at the track, which Petersen estimated would cost about \$2000 extra. He strongly suggested budgeting \$15,000 for the entire job.

Bob Mitchiner has discussed RMVR's proposed repair with Jay Gilman, who has agreed to facilitate the repair.

The diamond grinding is scheduled to start on June 11th; the polishing will be done on the 12th. Both procedures can be performed rain or shine. The target is to finish the track for the Friday night drag races, at the latest. June 11th and 12th were the earliest dates that the repair could be coordinated with PMI's schedule.

Dan Berry made a motion to authorize Bill Fleming to present to CMC the motion to authorize CMC to spend up to \$15,000 on the diamond grinding and polishing operation—primarily on turn 10 and on other areas as necessary—at PMI. Tom Deats seconded the motion, and it passed unanimously. Bill Fleming didn't think there would be any problem with CMC passing this motion, but thought it would be a good idea if Steve Petersen were there to answer questions.

The board discussed the background of the problems at turn 10 that have led up to the need for the repair, such as:

- Steve Petersen's opinion that the two concrete pads on the drag strip were laid down incorrectly in the first place, and
- the fact that a private military group ran exercises at PMI, tearing up the asphalt between turns 9 and 10 and necessitating repaving of that stretch.

Bill Fleming pointed out that our repair to turn 10 will actually improve the drag strip launch pad.

Fleming also announced that there will almost certainly be another motion for him to vote on at the

CMC meeting, a motion to give an additional \$15,000 to \$30,000 to PMI to fulfill Jay Gilman's previous request for funds. He said he thought this motion would prevail, given that many other CMC members support it.

It was pointed out that CMC's original mandate was to collect surcharges from its member clubs when they used race tracks here in Colorado and then use those funds to pay for specific improvements to the tracks that CMC deemed necessary. Unfortunately, there are race clubs that use the tracks that do not belong to CMC and do not pay any surcharges, but they still benefit from the improvements CMC pays for.

It was asked how much money CMC had available to disburse, in total. Apparently, CMC has about \$80,000. \$25,000 of this came from the closing of Second Creek and is held in reserve; it cannot be touched without a vote of the CMC membership. \$15,000 has already been promised to La Junta, leaving CMC about \$40,000. Right now, CMC receives \$15,000 to \$20,000 a year to replace disbursed funds.

Many of the board members wished to see conditions tied to any funds CMC gives to PMI. There was some concern that PMI has been making their own improvements, unapproved by CMC, and then simply expecting CMC to reimburse them. Bob Mitchiner said that Jay Gilman had offered to open PMI's books to scrutiny, an opportunity many of the board members greeted quite enthusiastically.

Bill Fleming reminded the board that this second motion CMC would be considering placed no conditions on the disbursed funds. A "wait-and-see" attitude prevailed. Bob Mitchiner feels that the communication with Jay Gilman is improving, plus PMI has a new board of directors that may have a positive effect on operations at PMI. It was stressed that we want to recreate a good relationship with Jay Gilman and PMI. Even so, there was a general sense that CMC

should return to its original mandate of choosing the projects for which it would pay, and that the board should continue to consider long-range plans among the city of Pueblo, PMI, and the clubs that use the track.

Bob Alder made a motion to authorize Bill Fleming to vote in favor of CMC making a discretionary disbursement of up to \$15,000 to PMI. Bill Fleming seconded the motion. The motion passed 6 to 5. Voting FOR: Alder, Berry, Fleming, Robinson, Sanders, Stokley; Voting AGAINST: Darcey, Deats, McIlree, Pearson, Stiehr.

Bill Fleming then said that there was a third issue that might be raised at the CMC meeting: If only \$15,000 (with no strings attached) was given to PMI instead of the higher figure of \$30,000, certain CMC members were likely to begin discussing the dissolution of CMC altogether. Though the RMVR board has deliberately postponed discussing such an idea, choosing to concentrate on the immediate issue of fixing turn 10 at PMI, Fleming's announcement reignited that discussion.

The board strongly feels that Colorado's race clubs need a unified voice, backed by funds, to lobby with the tracks we run. One of the problems with CMC, though, is that there are a number of members who vote who don't use these tracks. The general consensus was that either CMC should be restructured to better represent the active clubs or replaced by a more representative group.

Guest Bill Miller pointed out that a motion to dissolve CMC couldn't be passed at the next meeting but could be set in motion. He also said that currently there are only eight CMC member clubs that have paid their dues and are "in good standing," which ought to affect who can vote. Scott Sanders reminded the board that Colorado state law affects the dissolution of non-profit organizations and how their assets

are handled; he said he would look into that.

The board didn't give Bill Fleming any direction on this issue but agreed that further discussion was necessary.

Though the board's lengthy discussion of the CMC and PMI issues and concerns displayed a wide variety of opinions and feelings, including one very close vote, the discussion was not at all acrimonious; on the contrary, it was quite respectful.

New Business

None.

Meeting adjourned: 9:30 p.m.
Traci Pearson, Secretary

Classifieds



For Sale: CALDWELL D-13 FORMULA VEE. Green and silver Caldwell D-13 Formula Vee as raced with RMVR for the last five years. This is a front running championship car that is ready to go with race prep just completed. All the go fast parts still on the car, nothing removed. Comes with four NEW slicks, mounted on a set of spare wheels, and a spare nose with new matching paint and clear bra. Call Mark @ (720) 272-2009

FOR SALE: The late Dave Boyer's **1967 Datsun 1600**, #875 RMVR certified & beautifully prepared as raced by Dave. Turn the key and race! Asking \$8500.
Call Bill Cross @720-261-3935

Drivers Gear For Sale: Coveralls, flyers, fire resistant (aramid), olive drab. Neat features too. Excellent condition, size 40L (fits civilians), \$40 Pants, *Nomex IIIA* (aramid), industrial style, navy blue, near new, size 34x28, \$20; 36x29.5, \$25 Drawers (underwear bottom), aramid, size M, \$20 Driver's gear bag, with two separate ventilated and boot compartments (Justin), \$22 **K-D click-type torque wrench**, model 2951. Compact, 3/8" drive, range 15 - 100 ft.-lb. Sears catalog price over \$150; like new, in plastic case, \$78. [Think Fathers Day.] Andy Keller, Longmont 303 772-4801 9 am - 9 pm MT
andy@humanfactorsdesign.biz

FOR SALE: 1961 DKW 750 Sedan. Excellent Historic Group Entry Opportunity! A pair of them, actually, Das Kleine Wunder, one of the four rings of AUTO UNION. Audi, Horch, and of course, AUTO UNION, being the other three. The DKW 750 features a venerable, time-tested, 3 cylinder, 2 stroke, longitudinal engine, fitted with a 4-speed fully synchromesh transaxle, with inboard front brakes, to form its front-wheel-drive drive train. Four wheel independent, torsion bar suspension. Steel frame and coach work, 1400 Lb. curb weight in street trim. Join the 3=6 revolution, get POWER EVERY TIME a piston moves down, and reduce the number of moving parts you need for FUN! Competition history includes RMVR Steamboat, & Second Creek, for the one that has been on track. Both in very complete condition, 'safety tubes' (roll bars), included. \$2000/pair. Delivery available. Contact: Clive Averill, (303) 420-3062 E-Mail :
eagle1933@hotmail.com

For Sale- 1994 Cargo-Mate enclosed trailer, 18ft, torsion suspension, new tires (x4), electric brakes. Call Pat Cavanaugh @ 303-776-3782. Offered @ \$3500. In Longmont, CO.

Clean up of the garage. Call or email with questions. Andy Antipas 970-963-8297 or aantipas@sopris.net. Offers are welcome. Thanks for looking! Winkelmann WDB4 chassis (one of 5 made) = offers, pair bilstein shocks for FF/FB 12.5 in. long = \$100 each, pair Sachs gas shocks for FF/FB 13.75 in. long \$100 each, used K&N filter for weber DGV, compact but needs minor repair = \$10.

For Sale Race Bits. Authorized dealer for Arai, Bell, and Zamp helmets (SA2005), Sabelt harness sets (FIA), Crow harness sets (SFI), Sabelt nomex clothing, Sabelt racing seats, OMP safety equipment, Longacre products, Pipercross airfilters, Spax shocks, and Titan drysump and steering equipment. Contact Andy Antipas (formula ford L&P #77) with your needs at 970-963-8297 or aantipas@sopris.net.
www.titannorthamerica.com.

1962 Lotus Seven Series 2

One of the original Jay Chamberlain imports in 1961. Original fenders, nose cone and chassis. Upgraded (DSK) suspension, front disc brakes and roll bar. Converted to LHD. "Prisoner" look alike paint job. Has a Mazda RX-3 Wankle engine and transmission. Needs engine work, or conversion back to BMC engine/trans. Pictures can be seen at:
<http://www.sandsmuseum.com/cars/seven/pictures/mark.html>.
\$15,000 Contact: Mark Bowers
marksbowers@msn.com
719 633-4051
719 548-9252

FOR SALE- Miscellaneous from my garage: Sport seat – for small production-based sports race car – mounting frame included. Seat is fiberglass, frame is steel. Overall width is 17-1/2" – fits driver 170 lbs., 5' 9-1/2" tall. **MSD 6 A** – ignition control – Part Number 6200 for 4, 6, 8 cylinder engines. High energy multiple sparks. \$80. **Wheels** – four American/Ansen racing wheels – 15" diameter x 7" width; 4-3/4" bolt circle by 5 bolt – aluminum alloy. Includes 1/2 x 20 tube lug nuts and caps. Fits older Corvette and Chevy. \$50 each – will e-mail pictures. **Brake pads** – Ferodo DS 11 competition pads – pad measurements are 1-7/8" x 2-1/8" x 5/8" thick. \$40 per axle set. **Parts for Series I Jaguar XKE: Torsion bars** – diameter is .850" (stock diameter is .770"). These bars improve handling but are not as stiff as full race. Very low mileage. \$250.

Rear springs – 30% stiffer than stock; bought from GTJ. Very low mileage. Set of 4 – \$100. **Radiator** – \$300.

Contact Jim at 303-679-8124 or e-mail plgmiller@msn.com

Thomas Vintage Motors is pleased to announce the addition of Nathan Down to our company. As a result, we will be welcoming additional clients and will be increasing our services and capacity. With this expansion, TVM now offers suspension analysis and set up and driver development, in addition to our current services of restoration, race preparation, at track service, and maintenance. For further information or to make an appointment, to help you enjoy your car addiction, please call Tom at 303-449-9112 or e-mail at thomasvintage@cooperracecars.com

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2008 Event Schedule

June 14 & 15, 2008
July 27, 2008
August 29, 30 & 31, 2008
September 14, 2008

Sept. 27 & 28, 2008
October 18 & 19, 2008

Trans-Am Invitational- Pueblo, CO
RMVR 25th Anniversary Party
Showboat Grand Prix- Hastings, NE
Colorado English Motoring Conclave
Oak Park, Arvada, CO
Enduro- Pueblo, CO
Race- High Plains Raceway

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

ROCKY MOUNTAIN
VINTAGE RACING
NEWSLETTER
6745 West Third Place
Lakewood, CO 80226