

VINTAGE MESSENGER

Silver Anniversary Season

VOL. 17 NO. 8

Editor: John Mihalich, Jr.
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July, 2008

Extras for Hastings

● If you have any questions about the race please don't bother George. Call the Race Chair Roger Hively 303-233-7462 or Diane Hively at 303-319-3062 for any and all updates.

● If you are attending the NASA race in Hastings and plan to attend the Showboat Grand Prix you will be able to store your trailers at the track between the races. Your trailer can be parked at the far east end of the paddock. There will be no charge. The track will NOT be liable for any problems that arise. You will also be liable if your rig damages the track. Please be available to move your vehicle on Thursday so we can get everyone parked.

● Pat Hogan has space available in his rig to take a car to Hastings. If you pay for half of the fuel to the track and back you will have the luxury accommodations for your car, a place to work on your car, and shade to keep you from baking in the hot Nebraska sun! Call Pat at 303-972-8505.

Minutes

Rocky Mountain Vintage Racing,
Ltd.
Regular Board Meeting 6/18/08
Thornton City Hall
9500 Civic Center Drive
Thornton, CO

Board Members Present:
Bob Mitchiner – President
Mark Robinson – President Elect
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: 6:58 p.m.

President's Comments

Bob Mitchiner said that this was a sad time for the club, with Ellis Cahn's death. He asked that anyone with photos of Ellis with his car send them to Diane Hively. Dennis McIlree said that Ellis *had* posted Friday Test & Tune times, so he did get in some final laps. Mitchiner added that he'd posted corrected times for Helga Hall's funeral.

Past Minutes

Mark Robinson had one correction: He pointed out that, in the May board meeting minutes, the East High School parking was for the Colfax Cruise in September, not OCC's Cruizin' Havana event. Bob Mitchiner also said that the bit about the discounted \$50 membership package for the British Conclave was unclear, but he let it go. Jamie Stiehr made a motion to accept the May minutes with Mark Robinson's correction. Bob Darcey seconded the motion, and it passed unanimously.

Bob Mitchiner noted that someone needed to take over Ellis Cahn's duties for the British Conclave.

Treasurer's Report

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

said there were no significant changes to the balance sheet except that the current net income for the club—about -\$9700—was greatly exaggerated, because there were about 50 more entries for the Pueblo Trans-Am race than budgeted for. Once all the Trans-Am income is collected and deposited, that figure should be about +\$7000.

The expenses for the Trans-Am race included \$9600 to rent the track and \$4600 for the dinner. The -\$9700 net income included all the prepaid Pueblo expenses.

Bob Mitchiner said that the club sold about \$1700 worth of RMVR merchandise. Alder said that \$5000 had been invested in merchandise, and that there was only about a 20% markup on the merchandise. Altogether, the club is within \$1000 of covering our costs.

A number of factors were cited as reasons for the exceptional turnout at the Trans-Am race: no more Nostalgia Racing, fewer RMVR races than usual this year, no more vintage races until Hastings, and the fact that Keith Davidson invited everyone he could think of to come race. It was pointed out that NASA had had a race at Miller Motorsports that same weekend, but they'd had no vintage entries.

As a footnote, Alder mentioned that the club has three CDs for \$10,000 each, which are reinvested as each one comes due.

Alder discussed the efforts to provide online event registration and use PayPal. He has set up the

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

PayPal account and is working on perfecting the online payment process, though he still has to apply for the Virtual Terminal. PayPal won't approve the Virtual Terminal until they have a letter from the IRS affirming our status as a 501c(7), granted to us in 1983. Alder requested the letter from the IRS and received it today, so he should have Virtual Terminal up and operating soon, giving us the capability of accepting credit card payments at the track. We have both the hardcopy imprinting machine and, donated by Ellis Cahn, a stack of hardcopy receipts to use.

Mark McIlree, Katja Stokley, and Alder have met a couple times and realize that there's no easy upgrade to our system to facilitate online registration and that there's still a lot of work to be done. In the long run, however, the necessary changes will improve people's access to their RMVR-related information. Mark Robinson expressed some concerns about the security of that information, asking if it would be password protected. Alder said that there were still a lot of details to be worked out but that they'd make sure the information was secure.

Administrator's Report

Bob Mitchiner passed along Diane Hively's report. He said that RMVR has 402 members as of today.

Bob Alder said that there'd been a lot of question from Keith Davidson, Kevin Lynch, and Diane Hively about the "guest" status for some racers at the Trans-Am race. The rules state that the club president or the president's designee can grant an honorary membership to a guest racer so that they can race with us, but doesn't clarify the "guest" status much beyond that. The intent, he said, was to allow a racer such as Dan Gurney to race with us, if he wanted to attend one of our events, but the rule was not intended to apply to every non-RMVR racer invited to an event.

At Steamboat, we made guests join RMVR, unless they had a

license from another Vintage Motorsport Council (VMC) member club. Unfortunately, our rules do not address licensed members of clubs such as SCCA or the Porsche Club of America, although we do accept valid medical forms from other organizations. Alder and Hively will work on clarifying the rules and present to the board recommendations for clarifications as to the requirements for and status of "guest" entrants.

Dennis McIlree pointed out that some other VMC clubs require RMVR members to join their clubs before racing with them and that we should have some sort of reciprocal rule; John Stokley agreed with him. Mark Robinson questioned fully licensed SCCA or PCA drivers racing with us with the same status as fully licensed RMVR drivers. Alder stressed that we didn't want to make any rules that would single out members of any particular club, simply clarify the rules so that we had a better way of classifying and tracking guest drivers. Our rules, he said, require guest drivers to apply for membership. It was pointed out that all the guest drivers for the Pikes Peak Hill Climb had been required to join, and that we also gained eight new members from the Trans-Am race.

Chiefs of Specialties Reports Flagging and Communication

Pauline Wilson said there were plenty of workers for Pueblo, and that it was the first time she had the past, present, and future presidents of the club at a worker meeting, one of which was working a corner! She thanked BJ Kellogg for his efforts in recruiting so many people to work, but stressed that we needed a race each month.

Timing and Scoring

Eloise McIlree said we had so many guest drivers at the Trans-Am race that all the transponders had been rented. Many people also wanted to change run groups, and Timing and Scoring ended up short of run group sheets. In the end, however, everyone seemed to go home happy.

Dennis McIlree said they'd bought a new printer for less than they'd budgeted. After renting out all five transponders at \$50 each, they more than paid for the new printer.

Tech

Andy Kitchens thanked Traci Pearson and Katja Stokley for adding to the RMVR website the new Tech page, the new Tech instructions, and the new Tech Inspection forms. He's writing an article for the Messenger to explain the new forms and instructions. Bob Alder suggested he have a blank form included in the Messenger.

Other News

Dennis McIlree wanted to include a reminder in the minutes that all the race results are posted on MyLaps.com, which is available through the RMVR website. Bob Alder said he'd put a reminder about MyLaps.com in his next e-mail to the club, and Bob Darcey suggested that, as soon as the race results are posted, a reminder be put on the RMVR Bulletin Board in the Events category.

Tom Deats mentioned that he knew of one person that showed up at the Trans-Am race with one of our Fast Passes, and Bob Alder thought there was more than one. He also wondered if any of the new workers that weekend had been attracted while attending one of our non-race events, but Pauline Wilson said that wasn't the case.

We'd like to have five to seven cars at the Colfax Cruise on September 20th, along with some of Ellis's stuff he put together for the British Conclave.

Guest Bill Rosenbach said that the Cruizin' Havana cruise will be between 6th Ave. and Parker Rd. Tech opens at 3:00 p.m., but 5:00 to 9:00 is the big window. There will be plenty of parking along Havana.

Guest Bill Miller said that the legislature was not in session right now, but that some more legislation involving emissions was coming up.

Special Reports
CAMA (Colorado Amateur Motorsports Association)

Bob Darcey's written report to the board:

Capital Campaign:

As of June 17th, contributions for High Plains Raceway totaled approximately \$645,738, an increase of ~ \$14,000 over the total reported on May 21st. Confirmed loan program commitments are still at 30 signed subscriptions, totaling \$1,500,000. We have a verbal report that two new subscribers have signed on for an additional \$100,000, but their documents had not been received at the time of this writing. Assuming receipt of these latest subscriptions, total funding for the project would be approximately \$3,138,000.

Charlie Thompson:

Citing career opportunities that will require his undivided attention, Charlie Thompson resigned as CAMA Manager on May 29th. Charlie has been a key contributor to the formation of CAMA and the CAMLC loan program, as well as in the development of the HPR project. He has been a great asset in the CAMA/HPR effort, and his participation will be missed. Charlie has agreed to continue administration of the loan program, while his other functions have been assigned to the five CAMA representatives. We wish Charlie the best in his new venture.

Construction Bids:

Matt Proehl, CAMA's project manager for HPR, presented his analysis of the construction bids on May 27th. While the paving bids were in a reasonable range, the earthwork and grading bids were substantially higher than anticipated. Upon completion of his presentation, Matt identified some of the problems in the first bid package, and announced that other business commitments would preclude him from continuing with the HPR project. I was selected to succeed Matt as project manager, and Steve Petersen has volunteered his expertise in helping assemble a revised bid package. We are

working to identify areas of possible cost reduction and to develop specifications and alternates for the re-bid package. Pending the results of a new soils study, the revised bid package should be ready for release by June 26th, with revised bids due in the first week in July.

Unfortunately, this value engineering and re-bid process essentially eliminates any opportunity for race dates in 2008. We hope to have pavement in place by the end of October, which will allow the asphalt to cure over the winter and be ready for the 2009 race season.

Construction Release Parameters:

The re-bid package will include a number of alternates that are intended to reduce construction cost to the current level of project funding. Many of the alternates have minor or insignificant impacts to the overall facility, and we hope that the construction release conditions can be met through implementing those alternatives. If required, CAMA will consider reducing the overall track length to further reduce construction costs. This is clearly the least desirable alternative, and we are making a concerted effort to avoid that option.

Bob Darcey will be taking over as CAMA's project manager, and Steve Petersen has volunteered to help him.

Summer 25th Anniversary Party

Tom Deats said that, after he send an e-mail to the club three weeks ago asking for help, he was inundated with offers. In the Messenger, he asked for people to RSVP for the party, but has only 12 people RSVP's now.

CMC (Colorado Motorsports Council)

The board gave a big round of applause for the bump repair on Pueblo's turn 10 and for everyone who helped arrange and complete the repair. Bill Fleming said that everyone at the Trans-Am race really appreciated the repair and that it helped immensely. Unfortunately,

the Friday night drag racers were upset because the repair had removed their built-up rubber from the burnout pads, but officially the track is happy with the repair.

Fleming said that the invoice will probably come to between \$8K and \$10K because the repair crew didn't have time to work on more than turn 10. He suggested we could spend the difference between that amount and the \$15K budgeted to fix the right-side drop-off between turns 9 and 10. He said, though, that that drop-off as it is now would be OK for the Enduro. The board discussed options for repairing that stretch of the track.

Fleming said that the check for the discretionary \$15K that CMC had also approved for Pueblo Motorsports, Inc. (PMI), had been written.

The lawsuit involving Pikes Peak International Raceway (PPIR) has supposedly been settled, Fleming said, and the sale of the facility can now proceed, which presents the possibility that the track could be soon reopened as a private track!

Guest BJ Kellogg asked about the lack of portable toilets on the corners at Pueblo, and Bill Fleming said that issue would be brought up at the next CMC meeting. There was some discussion whether it's RMVR's or CMC's responsibility to address that issue with PMI. Bill Fleming argued that CMC had the stronger voice to deal with the problem, but Guest Bill Miller pointed out that it was RMVR's contract with the track that was being violated, not CMC's. Guest Pauline Wilson said that three portable toilets were missing for the Trans-Am race. Bob Alder suggested contacting Earlene Theis about the problem.

Bill Fleming said that CMC still needs a secretary and is looking for a volunteer.

The discussion shifted to the future of Pueblo Motorsports Park (PMP). Scott Sanders reported on a

productive, informative conversation he'd had with Scott Hobson of the City of Pueblo's planning and land use department, who was also involved in the original Honor Farm study. He also summarized the history of the land on which PMP is built and the terms of the conservation easement under which the City of Pueblo purchased the land.

Originally, the city leased the land from the state. When they wanted to purchase it, they used funds largely from the state's lottery proceeds and agreed to the conservation easement, which stipulated that most of the land be left as open space and that, while recreational use of the land was OK, commercial use was not. Portions of the north-east corner of the land, near US Hwy 50 and North Pueblo Blvd., could be sold or traded so that the city could buy private land still held within the boundaries of the Honor Farm.

PMP, which already existed on the land, was grandfathered in, but there was no specific provision that guaranteed its future. On the other hand, Sanders said, there seemed to be no reason the city would want to get rid of it.

Darrell Contreras, the new president of PMI, has assured us that all contractual obligations with the racing community will be honored through the end of PMI's contract with the City of Pueblo, which runs out at the end of this year. The City of Pueblo soon will accept proposals for management of the track beginning next year. PMI is interested in continuing to manage the track, as is a private military company and one other unnamed entity. The city intends to insist on very specific requirements for the management of the track and associated facilities, and may well require that money be spent by the new management to upgrade some of the facilities. The board felt it was important for us to keep tabs on this entire process.

At its last meeting, CMC also unanimously voted to ask John

Arnold to put together a proposal to take over management of the track.

Scott Sanders said that his conversations with people seemed to invalidate a lot of the rumors that have been flying around and indicate that, at least through the end of this year, racing at the track would continue as usual.
New Business

Dan Berry suggested we buy a portable defibrillator (Automatic External Defibrillator, or AED) for the RMVR van. He would like to see if we can get one for free; sometimes hospitals will donate them. Ellie Campbell, and EMT who has worked with us at Pueblo for a few years, said she would look into that for us. Berry will also look into the cost of buying one. It was also suggested that, in addition to having one on the van, it would also be a good idea if each track we raced at had one on hand, or at least one available at the track before the van arrives.

Meeting adjourned: 8:45 p.m.
Traci Pearson, Secretary

Classifieds

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. Andy Keller, Longmont 303 772-4801 9 am - 9 pm MT andy@humanfactorsdesign.biz

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.

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

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.

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

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2008 Event Schedule

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

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

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>

Lakewood, CO 80226
6745 West Third Place

NEWSLETTER
VINTAGE RACING
ROCKY MOUNTAIN



RMVR VOLUNTEER NEWS

July, 2008

by BJ Kellogg

The Pueblo Trans Am event was a great time. We had big cars, little cars, old friends, new friends and a circus tent. At the barbeque dinner Saturday night I was presented with a Kenny award for getting the most volunteer/workers to an event in years. Thank you to Kenny and all the workers. I received a pair of flamingos for my yard. However these flamingos were acquired from the back of my truck since I was going to use them as a prize to a worker. Since someone swiped them from me to re-gift, I re-gifted the gift and presented them to Heike and Bill as a one-year wedding anniversary present.

We did have some overheated people that weekend. A hint that I learned is that you start preparing for the weekend by drinking water on Thursday and Friday so the tank is full Saturday and Sunday. We would rather have you in the green plastic boxes than in the back of the ambulance.

A C.P.R. class is in the works for the late fall or winter. We are going to make it quick, painless and fun. It has been about three or four years since most of us have had a C.P.R. class so now I think it would be a good time.

The next event that we have coming up is the Showboat Grand Prix at MPH in Hastings Nebraska Aug 28-31. On Aug. 28th there will be a police escorted parade at 5:00pm from the track to downtown and back. Then it is three days of fun at the track with a steak dinner on Saturday night. This year we will be staying at the Quality Hotel and Convention center (2205 Osborne Dr. East, Hastings, NE, 68901). They do not have a breakfast but offer granola bars and fruit and coffee. There is a café and a sports bar in the hotel for before and after. We are looking into a golf outing on Friday evening at the Southern Hills Golf Course which is located southwest of town or the Elks Club has a course in town. Email me if you have suggestions or want to attend. Pauline is getting the workers together for this event so email her at the address on the bottom of this page.

Next up is the Enduro at Pueblo Sept 27th & 28th. We just had a blast in Pueblo last month so I am hoping that the fun continues at the Enduro.

If you are heading out to the High Planes track soon it looks like a pair of our flamingo friends has taking up home at the bottom of the bobsled run.

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 • Race

SHOWBOAT GRAND PRIX

MOTORSPORT PARK HASTINGS

August 29, 30 & 31, 2008

CHAIR: Roger Hively (303) 233-7462
 CO-STEWARD: Jim Linton (303) 805-7325
 CO-STEWARD: Kevin Lynch (303) 237-4248
 RACE ENTRY FEE: **\$275.00** Complimentary steak dinner is included.
 Additional dinners will be \$15.
 LATE ENTRY FEE: \$25.00 after August 19, 2008 (at the track \$50.00)
 DEADLINE: **August 19, 2008**
Fuel WILL be available.

***** All RV sites with power are currently reserved.***
 If you need a larger than normal space call Diane.**

EVENT SCHEDULE

PADDOCK OPENS AT 10:00 AM ON THURSDAY

TECH(at the grid): Thursday 11:00-4:00 PM
 Friday 7:00 AM

REGISTRATION(at the Hively Motorhome):
 Thursday 1:00-4:00
 Friday 7:00 AM

PARADE TO TOWN Thursday 5:00-8:15 PM

WELCOMING PARTY @ The Garages
 Friday 6:00 PM

STEAK DINNER Saturday 5:00 PM

RACE SCHEDULE

Thursday – arrive and park. No track time.

Friday - 8:30 Driver's Meeting
 Practice Session
 Practice Session
QUALIFYING SESSION

Saturday - 8:00 Driver's Meeting
 Warm-up
RACE ONE
RACE TWO

Sunday - 8:00 Driver's Meeting
 Warm-up
RACE THREE
FEATURE RACE

The complete schedule will be handed out at registration.
 All drivers and crew must sign a waiver at registration.
 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 or no shows will be assessed a \$25 cancellation fee.

