

VINTAGE MESSENGER

Silver Anniversary Season

VOL. 17 NO. 8

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August, 2008



HIGH PLAINS RACEWAY

An Update
Bob Alder, Capital Campaign

Aug. 9th, 2008 -- The following reprint of the announcement about HPR breaking ground and it speaks to itself. Thanks to all the RMVR donors, lenders, and volunteers who made this happen. A special thanks to Mr. Darcey and Mr. Peterson whose last minute efforts and expertise regarding the nitty gritty of re-bidding the project proved so valuable to the process. RMVR members should all be so very proud. Please consult the track website for continuing up-to-date information. www.HighPlainsRaceway.com
Bob Alder

[Reprint of recent HPR Announcement follows]

August 7, 2008 – HPR What’s Happening!

It’s been a very, very busy and productive period. There is much to report, **but the good news is that construction of High Plains Raceway is now underway!**

We’ll summarize the events of the past six weeks:

*To investigate cost reduction possibilities, CAMA issued Requests For Proposals to selected contractors for firm bids. The RFP’s included a laundry list of alternates, including options to reduce the track width, track length, grading aspects, etc. This was necessary to offset the dramatic price increases for asphalt oil and diesel fuel over the past months.

*The proposal process generated two distinct options: a \$3.2 million project for a 2.0 mile track or a \$3.6 million project for the full length, 2.55 mile design. After a great deal of consideration, the CAMA reps voted unanimously to go for the full length option. The consensus is that building the “best” circuit will catalyze future improvements and amenities, and that having configuration options will cater to a wide spectrum of uses and revenue opportunities.

*To fund the \$3.6 million project required increasing the debt ceiling from \$1.6 million to \$2.0 million. This change to the release conditions was approved, and the additional funds have been committed. Available funding now exceeds the expected cost to complete the project (based on firm bids), thus satisfying the construction release conditions.

*Construction contracts have been signed. **The project has begun!!**

(Continued on Page #2)

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

All the exciting features of the road course remain intact. In the configuration under contract, we will have a full 2.55 mile, 36 ft. wide road course, a paddock with 40 ft. wide paved asphalt lanes and crushed recycled asphalt in the interior islands where the tow vehicles park. As we have known all along, it has the potential to be one of the most interesting and challenging circuits in the country! At the present level of funding, there is very little in the way of "creature comfort" amenities, but CAMA is keenly aware that everyone wants amenities, not just a bare track and paddock. The question is how to get there? It is clear that the Capital Campaign will have to continue. A continued Capital Campaign has the potential to attract additional funds to provide very adequate amenities. Future donations (personal and corporate) plus some possibly "self-funding" amenities (e.g., garages, RV hookups, and a fuel station) are, we believe, quite achievable over the next year.

On this note, there are still a lot of potential users of HPR who have yet to contribute. Perhaps some have taken a "show me first" attitude, wanting to be sure there will be a facility before donating. CAMA is planning a ground breaking ceremony in the next week or so, and we hope those potential donors will finally be convinced to join their peers who have already contributed.

Yes, HPR will be a reality!! Yes, we need more dollars to make High Plains Raceway the great facility we all want.

Your CAMA Board,

Glenn Conser
 Bob Darcey
 Walt Fricke
 Bill Kephart
 Kyle Popejoy

Extras for Hastings

... 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.

•Need Tires???

younexttire.com will be at Motorsports Park Hastings for all four days of the Showboat Grand Prix, with Yokohama Advan A048's, in two size choices; 185/60/R13 and 205/60/R13. We are selling these tires on E-bay for \$60 each. Here's your chance to save the shipping charges. Call or FAX to reserve your next tire or to make special arrangements.

Phone 888-513-TIRE (8473)
 FAX 402-791-2004

General tire services will be available!!!

Correction:

In the Treasure's report last month, while explaining the better than budgeted TransAm participation, it was mistakenly stated that "no more Nostalgia Racing" may have been one factor. Obviously that was misstatement. As everyone knows, Nostalgia has been sold to NASA and is still holding events within that club's venue, but not free-standing events of their own."

FLASH!! RMVR at Pikes Peak International Raceway Oct. 18/19

As readers may know, PPIR has been purchased by some private investors. They are once again making the facility available to clubs. The RMVR Board did an email survey to members asking if they'd participate in an event at PPIR on Oct. 18/19. There was sufficient interest for the Board to go ahead and book the track for that weekend. So, watch for details, but pencil in returning to PPIR on Oct. 18/19.

Minutes

Rocky Mountain Vintage Racing, Ltd.
 Regular Board Meeting 7/16/08
 Thornton City Hall, 9500 Civic
 Center Drive, Thornton, CO

Board Members Present:
 Bob Mitchiner – President
 Mark Robinson – President Elect
 Bob Alder – Treasurer
 Traci Pearson – Secretary
 Dan Berry
 Bob Darcey
 Dennis McIlree
 Scott Sanders
 John Stokley

Colorado Racers Reunion 2008

September 21, 2008
 11 AM - 5 PM
 Adams County Fairgrounds,
 Brighton, Colorado

- Food and refreshments will be provided (no alcoholic).
- Vintage and contemporary race cars will be on display [In recent past, mostly CARC cars].
- Everyone is welcome.
- Sponsored by Colorado Vintage Oval Racers (CVOR)

No website.
 Contact: Andy Monogram Keller
 (303) 772-4801, 9 am - 9 pm;
andy@humanfactorsdesign.biz

Excused absences: Bill Fleming (Past President), Tom Deats, Jamie Stiehr

Call to order: 7:04 p.m.

President's Comments

Bob Mitchiner welcomed everyone and announced that Bill Fleming, Tom Deats, and Jamie Stiehr would not be attending. He reported that all of the vintage cars running in the Pikes Peak Hill Climb had been tech'ed yesterday. We had 18 cars in our run group out of 61 total cars (not

including trucks, motorcycles, etc.) running in the event.

Past Minutes

Dennis McIlree made a motion to accept the June board meeting minutes. Mark Robinson seconded the motion, and it passed unanimously (among the board members present).

Treasurer's Report

Bob Alder e-mailed his treasurer's report to the board members before the meeting. He said that not much had changed on the balance sheet since the last meeting. The net income, which shows nearly \$5000, includes a "write-down" of \$2000 on equipment, so it's actually closer to \$7000.

All income and expenses from the Pueblo Trans-Am race have been accounted for, resulting in about \$10,000 net income. The ambulance bill from the La Junta driver's school and race has also been paid.

The RMVR van insurance is now about \$1000 a year, but Alder is still checking whether that covers all the van's contents. Alder will also talk to Bonnie Madden at Heacock Classic insurance about getting a better rate.

The Pikes Peak Hill Climb will be great if it just breaks even, because of the additional new members and the exposure for the club.

Overall, we should be a bit on the plus side by the end of the year.

Alder said that he's getting closer to implementing our online registration but that's it has been harder than expected. He'd gone with GoDaddy.com for hosting services, but when it was discovered they couldn't provide all the services we needed, he got a full refund from them, except for the new domain name (RMVROnline.com) he'd had to register. Alder said that everything should be up and running in 2009.

Administrator's Report

Bob Mitchiner passed along Diane Hively's report. He said that RMVR has 405 members as of today.

All of the RV parking spots at Hastings are already taken. The tentative schedule for Hastings is:

Thursday: tech inspection from 11:00 a.m. to 4:00 p.m., parade from

the track to downtown Hastings at 5:00 p.m.

Friday: practice and qualifying

Saturday: warm up and two sets of races.

Sunday: warm up and two sets of races.

Bob Alder mentioned that some confusion has arisen among students about the difference between their student log books and their vehicle log books. Apparently, some have thought that only one was needed to race. There was some discussion about what each was actually called, in case that would help clarify the difference. Alder said he would look into it.

Chiefs of Specialties Reports

Flagging and Communication

Pauline Wilson said 12 corner workers were signed up for Hastings. Two of them have worked only one event before, which F&C tries to avoid at Hastings, but those two were so enthusiastic Pauline thought they'd do fine. Three of the corner workers can be there only Saturday and Sunday. There are also six people for the grid. Our corner workers will be supplemented with ten more from the Hastings group.

Unfortunately, the fire safety crew we're used to having at Hastings will not be there. George Anderson was no longer using Speedway Specialists or Carroll Hill, even though our contract with Motorsports Park Hastings (MPH) says they will be provided.

BJ Kellogg invited everyone to see him perform in the play "Bleacher Bums" at 6:00 p.m. on August 2nd at O'Brien Park (located at South Parker Road and Main Street) in Parker. The play is free and open to the public. For more information, visit parkerartscouncil.org.

Tech

Andy Kitchens wants one more worker for the hot pit in Hastings. Right now it's just him and Gene Bashor.

Eligibility

Bob Mitchiner said that not much was going on with eligibility.

Bob Darcey asked whether there had been any new discussion about the eligibility of Mustang Fastbacks.

Mitchiner pointed out that there was only one left in the club, but Darcey said that the general question should be addressed: do we want these cars to be eligible?

Mark Robinson asked for clarification of the issue. Mitchiner said that the fastbacks had never been homologated or raced with SCCA, only the regular Mustangs and notchbacks. Therefore, there were no SCCA rules regarding the fastbacks.

McIlree pointed out that Walt Hane had mounted a strong defense against allowing the fastbacks to run. Scott Sanders pointed out that there was a larger issue here: what if someone showed up with any car that was not covered by SCCA rules but was fully race-ready? Bob Darcey wondered if we should consider FIA eligibility if a car was not covered by SCCA rules.

Old Car Council (OCC)

Dan Berry passed out flyers for the Colfax Avenue Cruise on September 20th. He wants five to seven RMVR cars and a table for the event. The event organizers, he said, want RMVR to set up at Invesco Field, and Berry wants to do some of the same things Ellis Cahn had lined up for the British Conclave.

Guest Bill Rosenbach reported that the Cruzin' Havana event went well and was well received. The sponsors and police were pleased, and the event will probably be repeated next year.

Special Reports

Summer 25th Anniversary Party
Bob Mitchiner passed along Tom Deats's report. Right now, 140 people have RSVP'd for the part, and Deats has 15 cars for display.

CAMA (Colorado Amateur Motorsports Association)

Bob Darcey's written report to the board:

Capital Campaign:

The current contributions total for High Plains Raceway (HPR) is approximately \$650,000, a slight increase over the total reported on June 16th. Confirmed loan program commitments are now at 32 signed subscriptions, totaling \$1,600,000. Total available funding for the project is approximately \$3,134,000.

Construction Costs:

With a lot of help from Steve Petersen, CAMA now has firm proposals for construction of HPR. The proposals have been reviewed, revised, and reviewed again, and the short version is that current oil pricing has driven construction costs substantially higher. For example, the cost of oil for asphalt manufacture increased over 60% at the beginning of June, which translated to a \$300,000 increase in the paving for HPR. To a lesser degree, earthwork costs have also increased via the rise in the cost of diesel fuel.

Nonetheless, through applying various alternates and negotiating with the contractors, CAMA has two possible scenarios for building HPR this year:

- a.) A 2.0 mile, 12-turn track for ~\$3.25 million (the “north loop” deleted), or
- b.) The full 2.55 mile, 16-turn track for ~\$3.6 million.

In either scenario, the result would be a functional facility, with paved roads in the paddock, electricity to the paddock, but no “creature comfort” amenities. Either design would provide an exciting track with great elevation changes. My sense is that the majority of members would prefer the full circuit, but also that the future potential for HPR would be enhanced by building the full design.

Construction Release Parameters:

CAMA cannot proceed with construction until the “construction release parameters” are met, including a limit on debt:

Debt component for the full construction budget at the time of release will not exceed \$1,600,000.

Building the full 2.55 mile facility requires ~\$400,000 more than the current available funding. To raise this additional funding through the CAMLC loan program requires modification of the debt limit parameter to increase the debt limit to \$2.0 million. CAMA has drafted a pro forma revenue plan which indicates that the facility can support the increased debt level and maintain a 1.3 debt coverage ratio.

This change requires approval by a majority of the CAMA-member boards. As per my earlier email, I ask that the RMVR Board discuss this question and provide some direction.

One of the current construction problems CAMA faces is a severe shortage of polymerized asphalt, so the quotes CAMA has for paving do not include polymerized asphalt. Non-polymerized asphalt generally doesn't last as long as polymerized asphalt. CAMA expects that the track will require resurfacing in perhaps five years or so, and will establish a resurfacing reserve to accomplish that. Other new tracks have experienced settling problems that require repair in their first few years, and resurfacing after a few years of use should result in an excellent surface on a stable base. One good thing, Darcey said, was that our track is not being built on significantly expansive soils.

Darcey said that Steve Petersen has been mightily helpful during this whole process.

Track construction needs to begin about August 2nd, and the plan is to put down 4" of asphalt now and let it cure over the winter. CAMA is ready to sign contracts with two contractors and get started.

Darcey pointed out that the original budget for HPR took into account the likelihood of at least one additional track being built around the same time and reflected a very conservative and minimalist HPR, not unlike Second Creek Raceway. Now that it looks as if HPR is going to be the only new track, the budget has been changed to reflect that. Additionally, CAMA has researched other, similar tracks and is convinced that, with the right management, HPR has far more potential than originally conceived. To make the most of that potential, CAMA has added a full-time Business Development manager and one or two assistants to HPR's budget.

Discussing the two options proposed by CAMA, the board generally felt that having the full track, as originally conceived, was better than scaling back now and adding on later. In essence, a great track is more important to attracting participants than are fancy amenities.

Darcey and Bob Alder also pointed out that efforts to raise money have not stopped.

Bob Darcey made a motion that the RMVR board approve increasing CAMA's construction release parameter debt limit from \$1.6 to \$2.0 million for the construction of HPR. Dan Berry or John Stokley or Scott Sanders seconded the motion (it was too close to call), and the board voted unanimously (among those present) to approve the motion. Tom Deats and Bill Fleming also voted YES by proxy.

Portable Defibrillator

Dan Berry handed out copies of information on the Zoll AED Plus Automated External Defibrillator that he wanted the club to buy. He said that the Zoll was probably the best and most user-friendly of the available AEDs. Unfortunately, he couldn't find someone to donate one to the club, and the initial estimate of \$500 to buy one was a bit low; the actual cost is going to be \$1895.

He pointed out the features of the Zoll AED, including the fact that it actually helped the user perform CPR correctly and that it comes with a training DVD. Berry also looked into liability laws that covered the use of an AED, and it seems most likely that its use is covered by Colorado's Good Samaritan Law.

The board discussed where the AED should be kept at the track to make sure it's available if needed. The van is not a good option, because it's rarely at the track 24/7 from the beginning to the end of the race weekend. McIlree's RV seemed the best option right now, because it's almost always at the track from the very beginning to the end of the event. The key is to let people know where it's at—at least by mentioning it at the driver's meeting—and to train enough people to use it.

Guest Pauline Wilson added that she was working on getting cheaper CPR training for the workers.

Two questions asked were: What is the life of the AED unit, and if there was anyone local who could check it out on a regular basis to ensure it was functioning correctly.

Dan Berry made a motion that RMVR buy a Zoll AED. Dennis McIlree seconded the motion, and it passed unanimously (among the board members present).

CMC (Colorado Motorsports Council)

Mark Robinson passed along a quick report from Bill Fleming. CMC's John Arnold received an e-mail from La Junta saying that they want to stop managing the La Junta track themselves. Fleming also reported that the new paving at La Junta is coming apart. Right now, CMC wants to make sure La Junta will make good on their track repairs before continuing to pursue taking over management of the track.

Fleming also said that NEK, the private military group that appeared to be interested in taking over management of Pueblo Motorsports Park (PMP), is no longer interested in getting involved. Pueblo Motorsports, Inc. (PMI) and CMC are both still submitting track management proposals to the City of Pueblo.

CMC has decided that if they end up managing both La Junta and PMP, they would manage the La Junta track from Pueblo. CMC is still interested in managing both.

There's nothing new on the sale of the PPIR track.

English Motoring Conclave

Bill Rosenbach, who has taken over Ellis Cahn's spot as our representative to the conclave council, said that conclave flyers were going out to RMVR members this weekend. He's trying to put together an express check-in for RMVR cars, to make the process go quickly and smoothly. He reminded the board that RMVR had 62 cars at the event last year, and he's trying to get all of RMVR there this year, since this is not only the 25th Anniversary of the event but it's also a tribute to Ellis Cahn.

Rosenbach also said he wanted to work on a national event for RMVR at HPR, an Ellis Cahn Memorial Sports Racer and Formula Ford event. He said that Dan Cahn, Ellis Cahn's brother, supports this as a way to remember Ellis.

Rosenbach said Ellis Cahn's Lotus 23 will be at the Rocky Mountain Concours d'Elegance at the Broadmoor and that Dan Cahn will be presenting a trophy at the event. Rosenbach is also trying to get Ellis's Lotus 23, along with Don Johnson's

Bocar, shown at the Forney Museum sometime in October.

Discussion

The board discussed whether the Chief Driving Instructor (CDI) should be considered the "steward" of the driving school and therefore receive a free race entry such as race stewards receive. The original idea for offering race stewards a free race entry was to compensate them for giving up a race weekend. A few points were made:

- 1) The board fully appreciates how much work the CDI does;
- 2) In the past (with one exception, and that was a miscommunication), CDI's have not received free race entries; and
- 3) RMVR is dependent on volunteers donating their time and effort without compensation.

The consensus was that, according to our Operations Manual, only the race steward gets a free race entry, and we would abide by that.

Old Business

Bob Alder reminded the board that we still need to discuss the issue of "honorary members" vs. "honorary entrants," and pointed out that this distinction needs to be clarified in the rules.

Meeting adjourned: 9:03 p.m.
Traci Pearson, Secretary

Classifieds

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

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

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

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- Event- Colorado English Motoring Conclave •

2008 Event Schedule

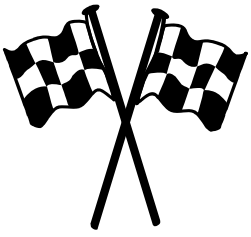
July 27, 2008
August 29, 30 & 31, 2008
September 14, 2008

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- Pikes Peak International Raceway

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

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



RMVR VOLUNTEER NEWS

August, 2008

By Bill Rosenbach

Sunday September 14th, 2008 the Colorado English Motoring Conclave will be taking place at Oak Park in Arvada. This year's Conclave is being dedicated to Ellis Cahn and we are working for an unprecedented level of participation from RMVR.

Conclave registration opens at 8:00 AM. There will be a need for people throughout the day, but mostly in the morning. If you can make a day of it, GREAT, if not a few hours here & there will be a great help.

This is a scheduled RMVR event and workers qualify for hours toward your 100 Hour Award. This event will be the Silver Anniversary event for both the Conclave & RMVR.

Last year RMVR did an excellent job in promoting and presenting vintage racing, and had a very impressive automotive display, as well. This year we are going to need all the folks that helped last year, plus many more. We counting on you and your support to make this happen in the fashion that RMVR is known for.

We are streamlining the process to accommodate vehicles arriving by trailer. The plan is to have people unload their car, our people will get it moved to the display field, and the tow rig be moved to an off site parking area. We are going to need:

- People to assist with registration.
- ATV's with drivers to get cars to the display field, and people to move light cars by hand.
- People to direct the display layout.
- People to staff the booths to promote RMVR and sell Memberships and/or Merchandise.
- Depending on how we accomplish the shuttle, there may be a need for shuttle drivers.
- F&C people to set up and staff a Mock Corner Station.
- People to be RMVR Ambassadors!

Please contact me at wgrosenbach@juno.com or 303-233-8374

We are at Hastings, NE Aug 29-31 for the Showboat Grand Prix. We are staying at the Quality Hotel (2205 Osborne Dr. East, Hastings, NE 68901). Worker's meetings are at 8am Friday, 7:30 Saturday and Sunday. There will be a golfing event Friday afternoon.

Pueblo Enduro is Sept 27-28. Three workers have already signed up!! We will be staying at the Ramada 4703 N. Freeway Pueblo, CO 81008 (off exit 102 and I-25).

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 22, 2008 (at the track \$50.00)
 DEADLINE: **August 22, 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
PROCESSION TO TOWN	Thursday	5:30-8:15 PM
WELCOMING PARTY @ The Garages	Friday	6:00 PM
	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.



Vintage Racers! ALL Vintage Cars Invited for FUN & Frivolity! September 14, 2008 Oak Park in Arvada

You and your Vintage Racer are cordially invited to join us, along with several hundred owners of conveyances from the British Isles. Since its inception in 1983, *The Colorado English Motoring Conclave*, has grown to become the largest gathering of English cars & motorcycles in the Rocky Mountain West. English produced and/or powered cars make up a significant portion of the world's Vintage Racers, and they have congregated in the region in great numbers. ***Again in 2008, ALL Vintage Racers are welcome to join the FUN.*** Every time these cars take to the track, they are putting on a show. Since the loss of the spectator venues, such as Steamboat, the show goes unseen by anyone but ourselves. The Conclave gives us the opportunity to put on a static display with virtually no race prep needed, just be there. Absolute minimal consumption of race consumables, and a perfect social setting for others to see how much fun Vintage Racers have, even when they're not on track.



www.thecoloradoconclave.com/ Oak Park Located at West 64th Place and Oak Street, Arvada CO