Volunteer Appreciation
Spaghetti Dinner
@ the Enduro

The Formula Ford run group will be sponsoring the 6th Annual Spaghetti Dinner for the RMVR Volunteers, Saturday evening, at the Enduro event. Volunteer dinners will be covered by the Formula Ford Group. Ticket prices for non-volunteers are $12.50. Watch the RMVR Bulletin Board for details or contact Scott Sanders (303-931-8301) or John Mihalich (970-326-5631 cell).

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

Bill Fleming Assistance Fund

Disaster struck Bill Fleming and his family. There was a house fire Friday the 22nd which completely destroyed their home and contents, including the garage which held two race cars and two collector cars. They were very fortunate to have escaped. The fire happened early in the morning and a neighbor going to work saw the smoke and awakened them by pounding on the door and screaming for them to get out. The great news is that Bill and his family escaped unharmed. And Bill's "bumble bee" FV was in the trailer and it too survived.

Currently they are living in a borrowed RV on the property awaiting the insurance company to get back with more information. Luckily the insurance company is saying all the right things but they will be out of a home for 4-6 months. They need to be living on the property to care for the 20+ horses they feed and board. The horses weren't hurt or lost in the fire.

Neighbors have helped out so they have clothes, food and the RV to stay in.

RMVR has established a Bill Fleming Assistance Fund to help Bill and his family. Anyone wishing to make a contribution can make a check payable to "RMVR" with the memo "Bill Fleming Fund" and the club will forward all funds to Bill along with a list of names (not amounts) of those who have helped. Checks should be mailed to the club address:

RMVR
6745 W. 3rd Place
Lakewood, CO 80226

Please keep Bill and his family in your thoughts. Undoubtedly this will be a very rough period for them.

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 8/20/08
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
John Stokley

Excused absences: Scott Sanders, Jamie Stiehr

Call to order: 7:01 p.m.

President’s Comments
Bob Mitchiner welcomed everyone and said that Scott Sanders would not be attending. He extended a special thanks to Mike Rogers, Chief of Marketing and Publicity, on behalf of his work on the Pikes Peak International Hill Climb (PPIHC) and his other continuing marketing efforts. Mitchiner pointed out that the September issue of Victory Lane features our Trans-Am race at PMP (Pueblo Motorsports Park) on the cover.

Past Minutes
Bob Alder made a motion to accept the June board meeting minutes. Bob Darcey 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.

The banquet and the 25th anniversary party losses, plus the pre-paid expenses for Hastings, added up to about an $8000 loss so far this year. All the transactions for the PPIHC and the Trans-Am races have been recorded. The profit on the hill climb was more than $1400; the profit on the Trans-Am race was more than $10,000.

The effort to implement online event registration has stalled due to unforeseen design snags, but Alder continues to pursue a solution. He has, however, succeeded in setting up the system necessary for the club to accept credit card payments at the track for items such as club merchandise.

Administrator’s Report
Bob Mitchiner passed along Diane Hively’s report. There are 120 entries for the Showboat Grand Prix at MPH (Motorsports Park Hastings), including 20 big bore cars. We also have entries from Texas, Nebraska, Kentucky, Pennsylvania, Utah, Oklahoma, Missouri, and Kansas, none of which are RMVR members (though one did send in a membership application).

RMVR membership is holding steady at about 405.

Chiefs of Specialties Reports
Flagging and Communication
Pauline Wilson said 13 corner workers were signed up for Hastings; Tech and Grid are in good shape. She was concerned about the possibility that there might not be many additional Hastings workers helping us on corners, but she was still trying to find out how many extras we’d have.

She also mentioned that she had a chance to pick up a used laptop that was lighter and newer than the one she’s been using for F&C, so she was considering buying it and replacing F&C’s current one.

Timing and Scoring
Dennis McIlree had two new 30-foot lengths of timing antenna for High Plains Raceway (HPR) and gave them to Bob Darcey. McIlree said that they had to be installed after the asphalt was laid down (as the hot asphalt would melt them); a groove will be cut in the track after it is finished, the antennas placed in the groove, and the groove sealed over them.

It was pointed out that HPR will need more antenna for the width of the track and hot pit lane. McIlree, Darcey, and Bob Alder will all work on this.

Eligibility
Bob Mitchiner said that four to six cars had been run through Eligibility this past month.

English Motoring Conclave
Bill Rosenbach said that only three RMVR members have registered for the Conclave, but that he expects more to register at the last minute. He hopes to have all the RMVR specialties well represented; right now a number of the corner workers have volunteered. Rosenbach is still trying to put together the shuttle service, and is looking for a British bus or taxi to use.

Special Reports
CAMA (Colorado Amateur Motorsports Association)
Bob Darcey’s written report to the board:
Construction:
Construction of HPR has begun. Construction contracts were completed and signed on August 6th and a groundbreaking ceremony was held on August 15th, which proved to be the rainiest day in recent memory. The groundbreaking was attended by some 40 or 50 hardy and thoroughly soaked souls. Media coverage included Channel 9 News and Race Central/Altitude TV, and the story aired on 9 News that evening.

At the time of construction release, available funding was $2,831,000, including $1,945,000 from the loan program, with a cost to complete of $2,779,381 for the minimum usable facility. In total, the project budget is approximately $3.4 million, which will provide the full 2.55 mile, 36 ft. wide track, with a ~10 acre paddock area. The paddock uses a lattice of 40 ft. wide paved asphalt roads with “islands” of crushed recycled asphalt where the tow vehicles will park. In the current configuration, there are over 200 spaces with additional 70 overflow spaces available adjacent to paved asphalt. The current funding allows for a very modest Control/Timing & Scoring building.
CAMA has contracted with Steve Petersen of RMVR to act as on-site Construction Manager. Steve has donated many hours of pro-bono service to help get the project into the construction phase, and now will be CAMA’s construction representative on the site throughout the construction effort. Barring significant weather delays, the facility should be operational in Spring of 2009.

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Tony Peak will be at the track over the Labor Day weekend and will check out the condition of the track and facilities and give Pauline an idea how many workers we will need. Bob Mitchiner has heard that the track is in good shape.

Mitchiner said that the oil disposal site will be open and that people can rent a garage space (“half a door”) for $50 a day.

La Junta Chairman’s Report

Andy Keller thanked Pete Mathewson for all his help at the La Junta Driver’s School and Race. He also thanked Deb Gray for her support and suggested that some gesture of gratitude from RMVR would be appropriate for all she’s done for us over the years.

In his report, Keller detailed what he did to prepare for the weekend, how things worked out, and what he learned, for the benefit of future race chairs. He noted that La Junta raceway needs both maintenance and improvements, and suggested that, in the future, a club representative should actually check out the track facilities before the race weekend.

Summer 25th Anniversary Party

Tom Deats said about 240 people attended the party. The party cost more than the $8000 originally budgeted (for 150 to 200 people), but it was a good learning experience. The leftover food went to a homeless shelter. Unfortunately, the facility didn’t conform to ADA (Americans with Disabilities Act) standards, but the facility management said that it would in the future.

Portable Defibrillator

Dan Berry brought the new defibrillator to the board meeting and extolled its virtues and ease of use. It wasn’t completely assembled, but it will be ready and available in Hastings; Dennis and Eloise McIlree will be taking it with them. Tony Peak will be providing training for its use.

Pikes Peak International Hill Climb (PPIHC)

Tony Martins, Mike Rogers, and Keith Davidson were at the meeting and provided a wonderful rundown of their experiences at and impressions of the event. The best part is that the PPIHC wants us back next year! Its both a great honor and a great opportunity to continue to participate in the second oldest auto race in the United States.

One of the problems with this year’s event was that there wasn’t much for the drivers to do during the week after the 2 a.m. to 8 a.m. practice. Most of the events activities were geared for spectators. Martins suggested adding a cocktail party for the VMC (Vintage Motorsports Council) member drivers after the driver’s meeting on Tuesday. On the Saturday before the event, Manitou Springs would like to host a street party and car show that would include vintage cars and motorcycles. Martins thought that this would be a great opportunity for RMVR to attract interest.

A number of the drivers said they wanted to race again next year; the La Carrera Panamericana group said they could probably double their participation.

One possible problem, though, was that a lot of people got the impression that the vintage cars were La Carrera Panamericana cars, not RMVR cars; it would be good to have more regular vintage cars participating, not just from RMVR but from around the country. In two years, when the entire road is paved, more vintage cars—such as Formula cars—will be able to participate.

All three guests said that the pre-race activities, such as the driver’s meeting, and the race itself were very professionally run. PPHC is trying to rebuild participation, sponsorship, and coverage, and RMVR could help. Martins and Rogers both emphasized that promoting RMVR’s participation in the race was key and mentioned a number of ways to do so. Both Martins and Rogers handed out proposals for next year’s PPIHC; Rogers’ included a marketing plan for the Trans-Am Invitational and the Showboat Grand Prix.

CMC (Colorado Motorsports Council)

Bill Fleming said that CMC current has 13 paid members, making it easier to achieve a quorum. At the last CMC meeting, they discussed both Pueblo Motorsports Park (PMP) and La Junta Raceway.

The board discussed CAMA’s priorities for future amenities at the track and how CAMA plans to schedule events for 2009.

Bill Howard brought an official copy of the signature mylars—a huge milestone toward the realization of HPR—for RMVR and showed them to the board.

PPIR (Pikes Peak International Raceway)

Bob Mitchiner said that he was working with Arden Weatherford to come up with a contract for an RMVR race on October 18th and 19th; part of what they were working on was pricing for garages and electrical hookups.

We can get in to the track at 5 p.m. on Friday, October 17th. Mitchiner asked if anyone remembered what we’d done about a gate monitor in the past. Apparently, RMVR provided someone to man the gate during the day, and the track provided a security guard at night (for which PPIR wants $18/hour). In the past, people could leave the track at night but not get back in. It was suggested that, alternatively, we could close the gate from 10 p.m. until 6 a.m. and have a volunteer inside take calls and let people in if necessary.

There will be food service at the track, and the press box will be available for Timing and Scoring and for Flagging and Communication.

Capital Campaign:

There are a number of “future amenities” which are not funded at this time, including electrical, permanent Control/T&S building, restrooms, RV hook-ups and garages. CAMA intends to continue the Capital Campaign as required to fund as many of these amenities as possible. A renewed fund raising campaign is being configured and will be launched shortly.

The asphalt paving contractor, Premier Paving, Inc. has made a $20,000.00 advertising campaign commitment to HPR. Winslow Construction Company, the earthwork contractor has made a $2,500.00 advertising commitment. CAMA thanks both companies for their generous support of High Plains Raceway.

The leftover food went to a homeless shelter. Unfortunately, the facility management said that it didn’t conform to ADA (Americans with Disabilities Act) standards, but the facility management said that it would in the future.

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On the subject of Pueblo, CMC has pretty much decided there’s not much they can do now except wait and see how things turn out. CMC is trying to find out if the City of Pueblo has to send out an RFP; Bob Alder said that they did not. Fleming pointed out that since Pueblo Motorsports International (PMI) signed their current renewable contract over to Front Range Motorsports, Inc. (the NEK subsidiary now managing the track), FRM, Inc., would have the same continuity that PMI had.

Bob Mitchiner said he was trying to contact FRM, Inc’ s John Wood to make sure nothing significant will change for us when we run our Enduro there this autumn.

The City of La Junta wants CMC to take over managing La Junta Raceway. CMC is willing to consider it, if the city will make some commitments to provide support for the track. If CMC managed the track, they’d actually form a separate LLC (made up of the four or five clubs that regularly use the track) as soon as possible to do so.

Bob Mitchiner asked about the condition of the track after the recent repaving. Fleming said that SCCA has had a race there since the repaving, and the new paving did not hold up. CMC has discussed patching the track, as they did at Second Creek, for now. The City of La Junta said they’d fix the repaving job, but CMC wants to have control over the next repaving, as they did for PMP’s turn 10.

Fleming said that CMC was considering continuing surcharges to the clubs that use PMP to fund management of and improvements to the La Junta track, and wanted to know how the RMVR board felt about that. PMP surcharges would come to about $40,000 in 2009. CMC assumes that, otherwise, the surcharges will not be collected because of the new management at PMP. If CMC takes over managing La Junta raceway, they will need some operating capital.

CMC has about another $40,000 now. If the City of La Junta were to match that, CMC could make some nice improvements to the track.

CMC estimates there will be as many as eight to ten events a year held at La Junta Raceway, plus Mike Pettiford’s training days at the track, but realizes that the uncertainty about the future of PMP, the re-opening of PPIR, and the opening of HPR may affect that number a great deal. They would be cautious about the improvements they make to La Junta Raceway until they get a better idea how many races will be run there annually.

The discussion about how to fund the management of La Junta Raceway included the number of events likely to be held at the track each year, how soon improvements were needed, and what kind of charges would be necessary to simply cover overhead and whether the quality of the track could be maintained at a level necessary to justify those charges. In general, the board felt that PMP surcharges should not be collected for La Junta Raceway, and that the La Junta track should become self-supporting.

**Discussion**

Bob Mitchiner asked if the “guest driver” issue had been worked out sufficiently for the Showboat Grand Prix at MPH. Bob Alder said that he and Diane Hively have pretty much worked this out, though the status and handling of “celebrity” drivers still needed to be addressed.

Meeting adjourned: 9:12 p.m.

Traci Pearson, Secretary

**Classifieds**

**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 ½ 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 Race Bits.** Authorized dealer for Arai, Bell, and Zamp helmets (SA2005), Sabelt harness sets (FIA), Crow harness sets (SF1), 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.


**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.

**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
In this Issue:
• Volunteer News •
• Event- Pueblo Race • Event- PPIR Race •
• Event- Colorado English Motoring Conclave •

2008 Event Schedule

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<tr>
<td>September 14, 2008</td>
<td>Colorado English Motoring Conclave</td>
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<tr>
<td>Sept. 27 &amp; 28, 2008</td>
<td>Oak Park, Arvada, CO</td>
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<tr>
<td>October 18 &amp; 19, 2008</td>
<td>Enduro- Pueblo, CO</td>
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<td>Race- Pikes Peak International Raceway</td>
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RMVR Website- http://rmvr.com
By Pauline Wilson

Labor Day Weekend 2008, Hastings, Nebraska – A lot flatter than Steamboat Springs, but just as much fun! Thursday night was our race car parade into town. We had a police escort and 40+ race cars, followed by the van and the flat bed (good thing – Joe Pizzi didn’t make it 3 blocks before he broke down!) There were actually people lined up waving at us! We wound through town to Murphy’s bar where they had a reception set up for us - appetizers, drinks, and a live band, as well as a great bar and restaurant. What fun! Friday was practice and qualifying, followed by another reception at the all new Guard Rail Club. Two days and we had already spent all of our time eating and drinking!

Saturday brought a day of clean racing and our annual steak dinner, followed by my first ride on the “Bacardi Bus.” What a hoot! George Anderson said “This has never been done before” just as he drove off track, going cross-country from corner 9 to 13. Then, in case we hadn’t had enough, he did it again at corner 1. I never laughed so hard! We also had a “drive thru” wedding – Joe Pizzi and Gail Pressel slipped on rings (cylinder rings, that is) and said their vows with George Anderson presiding. George offered them a night in the “Honeymoon Suite” in the Bacardi Bus as a wedding present. Sunday brought another good day of racing and a pleasant evening at the Barrel Bar with the rest of the workers, followed by an evening of comparing notes and laughter in the parking lot of the motel. Everyone agreed – we have to go back next year.

Thanks to Dusty (the track manager) and his crew for all of their help. He has really gotten a good group of people together out there. BJ presented him with his own breeding pair of flamingos. The track should be well populated by the time we get back. Thanks to Jim Linton and Kevin Lynch for co-stewarding. Thanks to the Formula Vee drivers for the “special” beer they always provide and a special thanks to Bill Howard for his contribution to the workers’ parties.

Thanks to all of the drivers for providing so many great worker rides and drives. We had an unprecedented THREE DAYS of worker rides! A very special thanks to Roger & Diane Hively for putting this event together for the third time. A great time was had by all.

Our next event is the Pueblo Enduro, which is coming up September 27 & 28. To get to Pueblo Motorsports Park, take I-25 south to Pueblo. Take the Hwy. 50 exit and proceed west to Hwy. 45. Go south on Hwy. 45 1/4 mile to the track entrance on the right. We will be staying at the Ramada Inn, 4703 N. Freeway, exit 102 on I-25 north of town. Great continental breakfast – don’t know if the pool will still be open. We will be having the Annual Volunteer Appreciation Spaghetti Dinner, sponsored by the Formula Ford group – great food, don’t miss it! Then it’s back to PPIR October 18 & 19 – mark your calendars!

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.

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<thead>
<tr>
<th>FLAGGING &amp; COMMUNICATIONS</th>
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<tbody>
<tr>
<td>BJ Kellogg</td>
<td>Pauline Wilson</td>
<td>Chad McCabe</td>
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<tr>
<td>3452 Meadowlark Ct. Parker CO 80138</td>
<td>564 S. Joplin St. Aurora, CO 80017</td>
<td>9994 Pecos St. Thornton, CO 80260</td>
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<tr>
<td>303-646-3784 Home <a href="mailto:bigdog356c@aol.com">bigdog356c@aol.com</a></td>
<td>303-745-7860 <a href="mailto:pauline266@comcast.net">pauline266@comcast.net</a></td>
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RMVR 25th SEASON FINALE
PIKES PEAK INTERNATIONAL RACEWAY
October 18 & 19, 2008

CHAIR: Jerry Urban (719) 598-7212
STEWARD: Bill Fleming (303) 947-7165
RACE ENTRY FEE: $225.00
***Complimentary Brat Party Saturday evening sponsored by 3R Automotive***
LATE ENTRY FEE: $25.00 (at the track $50.00)
DEADLINE: October 10, 2008
Bring your own racing fuel.

Garage Rental: Call Arden (719) 382-7223
Paddock electric for RVs will be available.

EVENT SCHEDULE

GATE OPENS Friday 5:00pm

TECH: Saturday 7:15 AM
REGISTRATION(at the Hively Motorhome):
Saturday 7:00 AM
Driver’s Meeting: Saturday 8:30 AM
Sunday 8:00 AM

All drivers and crew must sign in at registration. Registration will be open Friday 5:30 pm till 6:30 pm at the Hively motorhome. Registration will be closed to drivers during the driver’s meeting. Any driver that has not signed in, by the above specified time will not be allowed on the track. All drivers must attend the Driver's Meeting.
September 27 / 28, 2008           PUEBLO MOTORSPORTS PARK

RACE CHAIR:     Richard Bowler (303) 694-4144
CO-STEWARD:      John Brosseau (303) 798-4344
Tim Oakley (970) 842-2645

RACE ENTRY FEE:  $225.00
If a car is entered for the weekend, and is co-driven on Sunday, the second driver can pay $100 and drive in a separate group on Saturday. Just add $100 on the additional fees line on the entry form. For questions call Diane.

ENTRY DEADLINE: September 19, 2008
LATE FEE $25.00 (at the track $50.00)

FUEL:       Only 110 and 112 leaded fuel will be available at this Event!
If you require a different type of fuel, bring it!

PADDOCK ELECTRICAL for RVs: NOT AVAILABLE AT THIS EVENT

EVENT SCHEDULE
GATE OPENS:       7:00 am Friday
TEST & TUNE ON FRIDAY  8:00 am until 4:00 pm
( PMP Fee at Gate - $100 Full Day, $60 Half Day )
TECH:             Late on Friday afternoon and Saturday beginning at 7:15 am
REGISTRATION:     Friday 1:00 – 5:00
Saturday 7:00 – 8:30
DRIVER’S MEETINGS: Saturday  8:30 am
Sunday   8:00 am
SUNDAY ENDURO RACES: Production Cars in Morning, Open Wheel in Afternoon

IMPORTANT NOTICES
Registration will be closed to drivers during the Driver's Meeting.
Drivers not signed in by the above specified time will not be allowed on the track.
All drivers must attend the Driver's Meeting.
Race engines are NOT ALLOWED to run during the Driver's Meetings.
The roar of big bore V8’s once again thundered across Pueblo Motorsports Park as Rocky Mountain Vintage racing held their annual Trans Am Invitational race in mid June. High fuel prices didn’t deter the racers, fans or course volunteers at all; as this event saw over 180 entries, fans in the stands and fully staffed worker positions throughout. Everyone came ready for a full weekend of racing, invited guest speakers and special cars on display.

The weather was spectacular, with just enough sun and extremely mild conditions. The track operators completed improvements on turn 10 prior to event, which allowed for smoother transitions to the main straight. This was going to be one quick weekend! Saturday’s activities began with the typical warm up sessions for each of seven race groups, followed by a qualifying session. A special treat this year was a full race session held on Saturday afternoon. Shortly after the afternoon race sessions were done everyone was treated to a western barbecue feast.

This year the Historic Group had a truly Historic feel to it. Ed Roelofs, his son Jim, and grandson Jon were able to race together for the first time. Jon took Driver’s School this year and earned his competition license after completing the race! It was great to see a family that has a true Vintage Racing spirit.
Are you looking for a little additional adventure to pump up the excitement level of your typical vintage racing weekend? Have you mastered all 12 turns at your favorite track? Well maybe its time you head for the hills for a one of a kind experience high in the Colorado Rocky Mountains. For one full week in July a group of racers associated with La Carrera Panamericana and Rocky Mountain Vintage Racing took on the daunting task of racing to the clouds for the 86th running of the Pikes Peak International Hill Climb.

With a starting line at 9,390 feet and finish line at the 14,110 foot summit, this is an event that is guaranteed to take your breath away. The road combines paved and unpaved sections and 156 turns over a 12.42 mile course. This event is rich in history, and is second only to the Indianapolis 500 as one of America’s oldest racing events. It had been 11 long years since the last Vintage Racing Group took to the mountain. This year twelve cars with La Carrera Panamericana and six with Rocky Mountain Vintage Racing accepted the challenge of racing on one of the most challenging historic courses left on earth.

Standout performances were made early by Bob Hill in his 1966 Ford Mustang and Keith Davidson in his “Mighty” 1963 Ford Falcon Sprint, during the three days of practice and qualification runs. Bob Hill posted the quickest times on the top section of the mountain during the first day of qualifying, followed by Keith Davidson’s quick times for the lower and middle sections of the course. Keith wound up with the quickest qualifying session for the lower section, which was used for seeding the event. On race day Bob experienced an early mechanical problem which ended his run almost before it began. Keith attempted to back up his quick qualifying times, only to be outdone by a mere 7.736 seconds by Doug Mockett and his co-driver Angelica Garcia in their 1954 Oldsmobile Super 88.

The vintage group fielded an impressive variety of America racing iron, such as Chrysler, Ford, Oldsmobile, Cadillac, Plymouth, and Chevrolet; as well as a Mercedes coupe. With fans numbering in the thousands lining the course from top to bottom, nearly all of the talk was about this incredible group of cars and drivers. In addition to the racing the event included a jam packed Fan Fest in downtown Colorado Springs, with each class top qualifier invited to display their cars and motorcycles.

When the dust settled and the racers slowly paraded their way through the crowds that lined the course back to the bottom of the mountain there was only one thought on the minds of these daring drivers … I can’t wait to try this again next year!
Happy Anniversary RMVR!
We Celebrate 25 Years of Great Racing and Enduring Memories

July 25th, 2008

Rocky Mountain Vintage Racing gathered together to celebrate their Silver Anniversary in grand style. The event was held at the Club Auto Lemay Museum in Lakewood. Tom Deats did an amazing job of putting this event together. The museum was open for all to tour and was a fitting setting for this memorable event. Guests were seated amongst the museum’s fine collection of classic sports, racing and luxury cars. In addition to the museum’s collection many members brought their own special cars and motorcycles to display on the museum floor.

Throughout the space were displays from RMVR’s storied history. There were images and stories of the first track event in Longmont from 1983, an ABC Sports headline for the Can Am Challenge event at Steamboat Springs, a very nice tribute to our Helga Hall, and a display of RMVR workers through the years. There were many more photos, member rosters, event results and track announcements to look through, allowing guests to immerse themselves in the club’s past achievements and growth. A big screen television was showing non stop videos from the fantastic races held in Steamboat Springs. Everywhere you turned there was another piece of RMVR history to be found.

The highlight of the event was when we took a moment to thank and recognize nine of our founding members that were on hand. From left to right: Jerry Lynch, Darrel Welch, Decker “Weil” Swan, Ted Stratton, Ian Rainford, Dave Berman, Bill Rosenbach, Dan Berry and Marv Hall.

RMVR President Bob Mitchiner shared recollections on the club’s past and his thoughts on where the club was headed in the near future. Following him, Bob Darcy announced that the contracts for the new High Plains Raceway track had been signed and work was to proceed on the new facility immediately. It was a great day for cherished memories and new beginnings alike. Happy Anniversary RMVR!

RMVR LTD
Silver Anniversary
1983 - 2008
High Plains Raceway
Ground Breaking Ceremony
(Hey Noah, how’s that Ark coming along?)

August 15th, 2008

(Content and photos borrowed from High Plains Raceway website)

The realization of the dream begins to take shape. The contracts for construction have been awarded and construction has started. To celebrate, an official ground breaking ceremony was held Aug. 15th. For everyone who observed the weather and decided to not attend, GOOD DECISION! A big cold front rolled thru the Front Range and couldn't have been more ill-timed. The rain held off until about 12:30, a half hour before the ceremony, but cold and blowing rain ensued. It was cold and nasty, to say the least. But, it still could not dampen the sprits of those who attended. A red letter day in the history of HPR.

Glenn Conser (MRA) did a great job organizing the Ground Breaking ceremony providing the tent (Thank goodness!), a PA system, Champaign, and gold shovels for the dignitaries. Just a shame the day wasn't nicer. Everyone was huddled under the tent trying to stay dry and warm during the brief ceremony.

Manning the gold shovels in the photo to the right (from left to right) are Rod Bockenfeld (Arapahoe County Commissioner), Gary May (Owner of May Farms) help Bill Howard (RMVR) and Mark Zarlengo (SCCA) turning over the ceremonial first dirt. Karl McColl also get to turn dirt for SCCA.