

# VINTAGE MESSENGER

*Silver Anniversary Season*

VOL. 17 NO. 10

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October, 2008

## Feedback Session

The Feedback Session will be held on Saturday November 15, 2008 at the American Motel, I-70 and Kipling.

Doors open at 08:00.  
 Meeting starts 08:30.

Donuts, pastries, juice & coffee will be served.

## Minutes

Rocky Mountain Vintage Racing, Ltd.  
 Regular Board Meeting 9/17/08  
 Thornton City Hall,  
 9500 Civic Center Drive,  
 Thornton, CO

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

Excused absence: Mark Robinson

Call to order: 7:03 p.m.

### President's Comments

Bob Mitchiner welcomed everyone and expressed a big thanks to Daryl Welch for his recruiting efforts at the English Motoring Conclave. Daryl collected the e-mail addresses of 40 people interested in RMVR.

Mitchiner reminded the board of the upcoming feedback session in November and asked for board members to pass along to him suggestions for the agenda.

Mark Robinson, Mitchiner said, was celebrating his 10th Anniversary and would be absent, and Bob Alder was meeting with someone interested in building a new motel in Strasberg and would be late (to the board meeting). Bob Darcey added that there was also a group interested in putting up a new motel in Byers.

### Past Minutes

John Stokley made a motion to accept the August board meeting minutes as published. Jamie Stiehr seconded the motion, and it passed unanimously (among the board members present).

### Administrator's Report

Bob Mitchiner passed along Diane Hively's report. We have 70 entries for the Pueblo Enduro so far; last year we had a total of 120 entries for the Enduro. Club membership hasn't changed much. Diane has been busy contacting people who expressed interest in RMVR at the Conclave.

### Treasurer's Report

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

The prepaid expenses for the Enduro, including insurance and the deposit on the track, come to about \$4000. To date, we're over \$12,000 in the hole for the year, largely because of the

## Annual Banquet

Mark your calendars for the Annual Banquet, to be held on Saturday January 10, 2009, at the Arvada Center.

25th Anniversary party and because we had fewer than hoped-for entries, paid for more local corner workers, and had a higher ambulance fee at the Hastings race. We were, however, reimbursed \$1000 by George Anderson for advertising expenses.

By the end of the year, it is estimated that Overhead will reflect a negative from the budget of about \$10,000, mostly because of the unbudgeted 25th Anniversary Party.

Another reason we didn't make more money at Hastings was because a number of race stewards "cashed in" their free race entry to run that race.

Alder doesn't think that advertising brought in that many extra entries at Hastings. He suggested next year we make the entry fee for two days only (Saturday and Sunday; same \$275 fee) but charge extra for Friday. Scott Sanders suggested that we let MPH charge drivers for the Friday test and tune. Bob Darcey said that we'd have had to charge each of our 130 entries an extra \$77 to have broken even this year. Tom Deats was concerned that higher entry fees could actually cause fewer people to attend the Hastings race.

Bill Fleming said that we used to charge \$100 for the Friday test and tune at Steamboat.

Dennis McIlree pointed out that some drivers paid the full price for all three days at Hastings but could not get to

Board Meetings will be typically held the 3<sup>rd</sup> 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

the track until Saturday.

Alder suggested we start charging something for the dinners at Hastings. Among the many possible reasons we had fewer entries this year was the fact that the race was held over Labor Day weekend meant that motel/hotel prices were higher. Plus the race likely conflicted with many family holiday plans.

Although there was concern that the Hastings race lost us money, the board generally felt the event was good for us and we should continue racing at Hastings.

Scott Sanders felt, however, that the club should do more to support and attract entries to our local (i.e., Colorado) tracks. He suggested we poll the membership about how they felt about going to Hastings. John Stokley suggested that would be a good topic for discussion for the feedback session.

Bill Fleming wondered if we'd even worry about losing money at Hastings if we hadn't spent \$10,000 on the 25th Anniversary Party. Bob Alder stressed that we should try to make each event stand on its own financially, shooting for at least a break-even budget.

Jamie Stiehr thought it was optimistic to think we'd have even 130 cars at next year's Hastings race, because we'll have more local races for drivers to attend. Scott Sanders agreed that more local events could result in less interest in Hastings.

Bob Darcey said that, back when we were racing at five tracks, our active, licensed members raced an average of 2.2 races each year. Dennis McIlree pointed out that that means that the more races we have, the fewer participants we'll have at each race.

Traci Pearson wondered if we could run our race in conjunction with another vintage club fairly close to Hastings. Other board members pointed out that, unfortunately, there really aren't any other vintage clubs close to Hastings.

Bob Alder said that it was important to support the Hastings race in case the time comes when we can no longer race at Pueblo.

Dennis McIlree said that the Hastings race is our only race, now, that draws new racers, plus it's a nice change of pace compared to the tracks we're used to. We had 14 non-RMVR members at this year's Hastings race; McIlree wondered how they'd found out about the race and where they came from.

Bill Fleming said we used to run Topeka every year and wondered if we could possibly trade off racing at Hastings one year and Topeka the next. Other alternate-year tracks suggested were Sandia, Miller, and Hallett.

Bob Mitchiner pointed out that it was Mark Robinson's responsibility to schedule events for next year, as he will be President, and that we should wait until Robinson gets back to discuss the schedule.

Alder's efforts to implement online registration are proceeding; he has chosen someone to implement the system and has sent him a retainer. He hopes to have a test site up and running this week, and wants board members to help test it for bugs.

#### **Chiefs of Specialties Reports Flagging and Communication**

Pauline Wilson mentioned that a number of names for the PPIR race had been suggested, among them "Season's End."

She has contacted by e-mail about 20 people who, at the Conclave, expressed interest in working Flagging & Communications plus about ten more people who expressed interest in the past. She included in the e-mail a way for people to have their names removed from her e-mail list.

BJ Kellogg reported that F&C needed more workers for the Pueblo Enduro and that plans for the worker golf game after the spaghetti dinner were up in the air.

Scott Sanders suggested that we try to get a permanent outdoor structure or cover under which we can hold events such as the spaghetti dinner. He wondered if this was something CMC could accomplish, but Bob Mitchiner suggested calling John Wood of Front Range Motorsports, Inc., the new Pueblo track manager.

Mitchiner said that 3R's bratwurst party at PPIR was up in the air. He went on to say that PPIR has come up with three possible food service vendors; they will let us know who they pick a couple weeks ahead of time so that we can tell the vendor how many workers we expect. Whether the concession stand will be open isn't certain. Dennis McIlree asked about getting a food service vendor for the attendees (as opposed to the workers) if the concession stand wasn't going to be open. Scott Sanders said that NASA had had catering at their recent event.

Bob Mitchiner also said he'd talked to Mike Hubbard about the situation with corner stations and portable toilets.

Scott Sanders said he'd heard that RV electrical hookups were \$50 for the weekend.

PPIR said they'd get more portable toilets. They will also make one full garage space available for tech. inspection and whatever else we need it for. No race fuel will be available at the track.

RMVR is working on getting the gate open before 5 p.m. on Friday, October 17th so Tech can get started at a reasonable time.

Eloise McIlree said she wants access to the timing and scoring tower at 5 p.m. that Friday so they can set up. Pauline Wilson said that they're going to need chairs up there.

Sanders asked whether there'd been any discussion about using the oval. Bill Fleming, as race steward, said he doesn't want to use the oval.

The rest of the discussion about PPIR was postponed until Tony Peak's report about the condition of the track was heard.

#### **Timing and Scoring**

Dennis McIlree said Timing & Scoring needed volunteers for the Enduro, for both the Production and Formula groups. Production cars will run first this year. Timing & Scoring has purchased spray chalk to mark the track for the Enduro, which Bob Alder will chalk up as an expense.



# ***RMVR VOLUNTEER NEWS***

***October, 2008***

**By Pauline Wilson**

I believe that this was the first time since we started running an Enduro that it was NOT the last race of the season. It sure did feel strange talking about racing again in just 3 weeks. But the weather certainly made it feel like it was still summertime! It was in the mid to upper 80s both days – sunny and bright. The good weather even held through most of our dinner on Saturday night. Thanks again to the Formula Ford drivers for a great dinner. It just gets better every year. Andy Antipas (the winner from last year) presented the Formula Ford trophy to this year’s recipient Frank Melsheimer. He had added a time capsule disguised as a fire bottle that contains written history of the award. Great idea!

We had a good weekend of racing. The production car Enduro got a little crazy – 2 metal to metals in the first 15 minutes – and it never really slowed down. But the open wheel Enduro in the afternoon was nice and quiet. We had several new workers with us this weekend once again. I think I’m going to make BJ do the recruitment more often!

Thank you to all of the drivers who have donated their “out-of-date” helmets for worker rides!

Our next event is PPIR on October 18 & 19 – our last race of our 25th season. We are thrilled to be returning to this track when we thought we would never see it again. We will be staying at the Ramada Inn, 4703 N. Freeway, exit 102 on I-25 on the north side of Pueblo. Great continental breakfast – don’t know if the pool will still be open. The track is north on I-25 from the motel at exit 121.

This weekend I get to spend a day at the new High Plains Raceway with Bob Darcey, Bill Howard, SCCA, and a few others as we decide the placement of the corner stations. The asphalt is finished. I can’t wait to see it! We will be racing there in the springtime! Soon I will be able to answer that burning question – how many workers does it take to run a race at the new track?

See you at the races.

**PLEASE 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.

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

## We lose a dear friend: Ellis Cahn, DDS

March 6, 1947-June 13 2008



Ellis was born and raised in Southern California where he was an avid fan of the local environment. Ellis loved the desert, mountains, and the beaches. As a teenager he built his own surfboard and had a passion for the local wildlife. He graduated Westchester High School in 1964 as an honor student and athlete having received state recognition as a varsity gymnast. His other accomplishments as a youth included one of the country's youngest to have received the highest level, General Class License, back when proficiency with a code key was required as an amateur Ham Radio operator, and was an Eagle Scout at thirteen.

Ellis left UCLA after 3 years and entered USC Dental School, upon his graduation; he was selected to be one of 30 dentists of multidisciplinary backgrounds who were to obtain a Masters of Public Health Administration, from the University of Colorado at Denver. He later went on to teach at the Dental School and always utilized his holistic approach to dentistry and public health.

Ellis characterized his Dental Practice of 36 years in Denver as "different" in that it was a friendly-relaxed atmosphere, professional yet not non-sterile. Most of the patients appreciated the time and energy Dr. Cahn invested in them, and he would remind them often, "No patient of mine is going to lose a tooth! It is not allowed!" No one will lose a tooth on Dr. Cahn's watch." Ellis was an avid vintage sports car enthusiast, owning a Lotus Élan Coupe, Triumph TR3, & vintage racing a Winkelmann Formula Ford, before locating & restoring his pride and joy, the Lotus 23. He held the track record set in 2006 in his class at Hallet, which was quite an accomplishment for a 40+ year old car driven by a 59 year old driver! Ellis drove his 23 with a stern hand, but still respected it. The respect was mutual. He had researched its history back 11 owners to the Arciero Brothers, who had several name drivers in it, with Parnelli Jones being the first. Parnelli campaigned the car in 1963 with some success and Bobby Unser set a record up Pikes Peak in that very car that still stands today. Ellis had restored it to its original red Arciero livery making it one of the few 23's that wasn't green or yellow. He took it when he went to his first ever Lotus Owners Gathering, in Aspen / Snowmass last August and couldn't stop telling everyone he met what a wonderful time he had and what a great group of people are associated with Lotus. One of the people he had met was a fellow 23 owner and automotive celebrity, Alain de Cadanet. Ellis collected First Place awards in the car show at the LOG, and had a grand day on track in Woody Creek, on Sunday.

Ellis succumbed from an apparent massive heart attack in the paddock of Pueblo Motorsports Park. He was surrounded by his extended family members, The Rocky Mountain Vintage Racing Club Members. Ellis was, at the time of his passing, the RMVR Event Co-Chair for the 2008 Colorado English Motoring Conclave. Because of his efforts in increasing vintage racing's participation in recent years, Conclave 2008 is dedicated in his memory.

Ellis is survived by his brother, sister-in-law, nieces, nephews and cousins throughout the country who all loved him, and like all of his patients, car racing family, will miss him dearly.





## HIGH PLAINS RACEWAY

An Update

Bob Alder, Capital Campaign

September 30, 2008



My previous update in the *Messenger* (dated Aug 8<sup>th</sup>) related that sufficient funding had been reached to build our "useable facility". Well, in the subsequent six weeks the miracle has actually happened! Contracts were signed, the weather cooperated and, believe it or not, the construction on the full **2.5 miles circuit, a good paddock area, and an access road are now complete. The black stuff is down. HPR is a reality! It just needs to cure over the winter.**

That's the good news. Nay, that's the great news. But, the blip in energy costs this past year could not have come at a worse time. Roughly all of the available funds were needed to provide the "useable facility." Yes, this cost more than could ever have been expected, due largely to the increase in oil prices. We wish that it weren't so. . . . but it is! **Consequently it is necessary to continue raising funds in order to have the amenities we all desire and deserve.**

Details of the new Capital Campaign are now on [www.HighPlainsRaceway.com](http://www.HighPlainsRaceway.com) and I would urge you to visit the HPR website and read all about it. It outlines the approximate costs of the amenities we all want and deserve. In summary, the objective of the Capital Campaign going forward is to ultimately raise \$600,000 during the next year, but at least \$200,000 very quickly to provide for the urgently needed amenities for a good opening season.

Yes, that's a lot of money and a very big target. But it can be done. I fully realize that RMVR has been the leader in making HPR happen. Thanks to you all. Let's continue that tradition and be a leader in getting us over this last hump. If you haven't contributed yet, but will be a user of HPR in 2009, now is the time to help. Don't be caught at your first event at HPR without a Founding Contributor sticker on your car. **Help to create not only a great circuit, but also a great facility!**

Cheers,  
Bob Alder

# Showboat Grand Prix Motorsport Park Hastings



**Report by Roger and Diane Hively  
Photos by Diane Hively and Pam Cox**

The Showboat Grand Prix weekend started on Thursday evening with the Hastings police escorting a parade of about 50 racecars in to town. All of the cars made it safely over the railroad tracks and parked behind Murphy's Wagon Wheel for an evening reception of socializing, live music, and good food.

On Friday almost 130 racers, some from as far away as Pennsylvania, Minnesota, Louisiana, and Arizona turned out to familiarize themselves with the track in two practice sessions before the afternoon qualifying session. The weather couldn't have been better. A welcoming reception was held after racing at the newly

constructed Guardrail Club. George Anderson, track president, showed the club some good old Hastings Hospitality and took the time to show off some of his new garage condos.



Saturday dawned with a layer of fog covering the paddock. The fog quickly burned off and brought another beautiful day for racing. During the warm up and two races many beautifully prepared cars were able to test the limits of the 2.1 mile Alan Wilson designed track. The racing concluded with the ground pounding Big Bore group putting on a display of beautiful cars vying for the right to lead the group at Sunday's race. A Nebraska ribeye steak dinner was served as George presided over the hastily planned wedding of Joe Pizzi and his lovely bride Gail Pressel. It is a union sanctioned by the power of George as track president and board member for the local utility and only valid on the premises. The evening ended with track familiarization rides in the Bacardi Bus. Scott Blackett was sure that the instruction would enable him to pick up a couple of seconds in next day's race.

Sunday provided gusty winds to add a challenge to the day's racing.



### ***Race for the Record***

Group 1 was a collection of our biggest and fastest cars attempting to break the track record of 126.4 Lee Huls driving his 1972 Lola T-330 had the pole and was challenged all the way to the finish by John Obialero in the 1973 Lola 332. Mike Henry, 1971 Lotus 69, clocked the fastest lap with a 130:36. None of the participants were able to best the vintage record of 127:00 set by Ken Petrie at last year's race.



### ***Small Bore A***

Ron Randolph, in the 1959 Bugeye, led the small bore group from start to finish. Mark Hansen's 1966 Sprite finished second and Robert McClung in the 1972 Porsche third. Back in the pack Trey Oliver and Randy McConnell in Minis dueled with Carl Wells and his Sprite putting on a display of exciting racing and artful driving.

### ***Formula Vee***

Bonnie Mortimer and Jess Valentine, both driving 1968 Zink's led the Vees to the green flag. Mortimer, Lynn Fangue, in the 1978 Vista, and Bob Dudding, in a 1968 Zink were all vying for first place. Fangue managed to get to the lead and fend off all comers. Mortimer finished second and Dudding third in this Vee only group of 15 cars.





### ***Small Bore B***

The race was lead from start to finish by the 1970 Eldin of Bill Howard under constant pressure from Ian Cesare, 1967 Bobsy. Scott Stekr in the 1967 BMW 1600 cruised to third. Unfortunately, Jeff Pitt in the 1967 Alfa GTV was forced to withdraw from the race to return to New Orleans to evacuate his family before hurricane Gustav landed.

### ***Formula Ford***

Jamie Stiehr, in the 1969 Winkleman, turned in a fast lap of 1:37.661 and managed to hold off the 1972 Titan of Bob Alder who clocked a 1:37.585. Ron Sholar, also in a 1969 Winkleman, came in third.

### ***Big Bore***

21 Big Bore cars were led out by the exhibition cars of Robert Ames in the 1973 Porsche and Bruce McGrath, 1973 Porsche. The vintage winner was Jody O'Donnell, in the 1969 Corvette, RMVR veterans Scott Blackett, 1967 Camaro, Jock Griffith 1964 Corvette, and Ken Petrie, 1967 Corvette, pursued but were unable to over take him. Matt Ratcliff, in the 1967 Camaro, started half a lap back and was able to finish a respectable 10th behind Jim Linton, 1969 Mustang, as Linton battled Mark Hargrave, 1965 Mustang, for 8<sup>th</sup>.



### **English Motoring Conclave**

Bill Rosenbach thanked everyone who showed to work the Conclave. Unfortunately, only 20 percent of the hoped-for participants showed up, probably because of the weather. RMVR was credited with having 20 cars there though we actually had fewer than that.

Bob Mitchiner thanked Rosenbach for all his work on the Conclave.

Bob Alder said Daryl Welch worked the booth like a madman, getting people to fill out about 40 of RMVR's interest/volunteer sign-up slips. Fourteen people expressed interest in getting started in vintage racing. John Stokley said that people seemed quite interested in the new track.

### **Training**

Tony Peak, Chief of Training, said that he's helping to put together a new PowerPoint presentation and DVD for Fire Rescue School. He's adding information on the HANS device, as he thinks this is in the future for RMVR. Peak is also adding a professional voice-over at a cost of \$150–200/hour; he's trying to get that down to a half hour. Peak will try to have a demo at the next board meeting or the one after that.

Adele Arakawa was suggested as a possible source for production services.

Peak asked if the board wanted him to try to put together a one-day defibrillator/CPR class. It would be separate from Fire Rescue School and could be held during the winter, since it would be held in a classroom. It would also be open to anyone in the club.

Pauline Wilson pointed out that it couldn't be fit in with Fire Rescue School and that she also thought a separate 4–6 hour defibrillator/CPR class would be better attended than one that was attached to the Fire Rescue School.

Eloise McIlree said Peak should go ahead and get it set up.

Peak said he was also trying to get a permanent practice car made available for the Fire Rescue School. EPA regulations have made it impossible for the training facility to burn actual

cars anymore, but Peak is trying to come up with something that we can still use and that the training facility could keep on hand to use as they needed.

### **Marketing and Publicity**

Mike Rogers e-mailed his proposed marketing schedule and budget to the board before the meeting. At the meeting, he passed out results of a survey of drivers taking at Hastings. He pointed out that we had 14 guest (non-RMVR) drivers at Hastings, one of which joined RMVR. Those drivers came from Arizona, Arkansas, Kansas, Kentucky, Louisiana, Minnesota, Nebraska, Pennsylvania, Texas (quite a few), and Utah. By contrast, the Pueblo Trans-Am race drew seven guest drivers.

The board launched a spirited discussion, full of differing opinions and experience, about the efficacy of various forms of advertising and media, which events and venues we should advertise, and what kinds of audiences we wanted to target. In many ways, this discussion was a continuation of the discussion following the treasurer's report.

Bob Alder reported that we've budgeted \$4500 for marketing for the year, and we've spent \$3000 so far. Mike's proposed budget for 2009 is \$7850.

John Stokley said we should try to figure out where our advertising expenditures give us the best results. He added that we should continue to advertise our driver's school; Alder said that we've never advertised it. Stokley said that, regardless, he thinks the driver's school is the best place to attract new drivers. He added that, while the La Junta track is not a fancy venue, it's easy to learn. He emphasized that we should match our spending to the events where we've made money.

Mike Rogers, however, said he thought we should spend more on marketing for events to which we need to attract more people.

Stokley wondered why the Hastings race had not been better attended: Had there been enough other similar races that weekend that potential entrants had to deal with scheduling conflicts?

Bill Fleming said that was probably true.

Dennis McIlree pointed out that we had more visitors this year than last year at Hastings, that its potential for recruitment is still growing, and that we shouldn't ignore it.

Jamie Stiehr said he thought we should concentrate our spending on promoting our in-state tracks. Echoing the consensus of many of the board members, Mike Rogers said we shouldn't spend much money promoting High Plains Raceway next year because, though the track is going to be a great track, the facilities will be quite spare and unimpressive. He thought, however, that it would be important to promote the event in the future because he has found that many people thought RMVR had disappeared after the Steamboat races ended.

Mike Rogers recommended we start in January with articles on getting started in vintage racing. Bob Alder pointed out that we usually need to advertise in magazines to get our articles published.

Scott Sanders thanked Rogers for his passion, commitment, and efforts. He said, though, that while Hastings is a great venue, it does not have the national appeal that we had in Steamboat. Sanders said that our ads ought to local, focused, and run every other week. He agreed that, while HPR could become our new Steamboat and could rank up there with other nationally famous tracks, we should wait until after HPR's first year to spend advertising money on it. Until then, we should concentrate on getting spectators to come to our races at the other in-state tracks.

Bob Darcey said that, if we're going to grow this club, we won't do it by getting an extra 20 or 40 race entries a year (by which he meant that adding those extra entries would result in us breaking even financially). Instead, he said, we need members and workers. He suggested placing advertising and articles about our events in the Rocky Mountain News on Monday when other race results are posted.

Dan Berry pointed out that our races aren't really spectator events and that we need to concentrate on attracting

people who want to participate and race.

Scott Sanders agreed but said we needed to start by attracting spectators, who could potentially turn into participants.

Sanders pointed out that HPR ought to do a great deal of marketing themselves, that the track management has a responsibility to draw people to events at that track. The clubs could help but shouldn't have to do it all themselves.

The board talked about marketing efforts for next year's Pikes Peak International Hill Climb. The race has a narrow appeal to racers but draws 40,000 spectators. It's a unique and historic event, held only once a year. Bill Fleming pointed out that we will have decent national coverage on ESPN. Bob Alder wanted to talk about how we could build a larger vintage race group for the race without simply adding more La Carrera cars, by advertising.

Mike Rogers said three magazines were coming out with articles about the vintage group. Before this year's race, he'd sent some sort of notification about our vintage race group at the PPIHC to every vintage race club in the country, but it didn't seem to help.

The board discussed what media in which we should advertise. Mike's proposal targeted Victory Lane, Vintage Motorsport, and Vintage Racecar Journal. The general consensus was that Victory Lane would be the best of those three for us to advertise in, especially since we already have a good relationship with the magazine and its editor. Bob Alder mentioned that we ought to consider Classic Motorsports as well. Some board members suggested local newspapers and The Latest Scoop, a local publication with extensive coverage of automotive-related events. It was also suggested that we get our races listed in local newspaper's schedule of weekend events. Alder thought that advertising in general newspapers was wasted money and effort and that we ought to concentrate on the small but important "gear-head" audience. Bob Darcey countered that we'd advertised in general newspapers for

our Steamboat events that that had worked out well.

Mike Rogers said that we're doing a good job of finding and attracting people at non-racing events. The interest/volunteer sign-up slips we have at such events have helped us add 100 people to our e-mail list this year. He thinks the one-on-one contact is working very well.

Bob Alder made a motion that the RMVR board give Mike Rogers the authority to spend \$1500 specifically to advertise the 2009 Pikes Peak International Hill Climb in a couple magazines ASAP. Bill Fleming seconded the motion, and it passed unanimously among those board members present.

Dennis McIlree added that we ought to continue to promote our participation in the event on our own website and in our other usual ways.

#### **Special Reports**

CAMA (Colorado Amateur Motorsports Association)  
Bob Darcey's written report to the board:

#### **Construction:**

Construction of HPR is proceeding at a satisfactory pace. The west and north portions of the track are essentially ready for pavement, and the earthwork contractor is busy preparing the main loop, main straight and paddock. Paving is scheduled to begin this weekend on the west and north loops, so the earthwork and paving efforts will overlap until the paving is completed. The only significant delay encountered thus far was in the southwest corner at Turn 6, where a deposit of silt and clay proved to be unsuitable. That area was excavated and rebuilt with good material and fabric to increase the strength of the base. CAMA has hired Steve Petersen as on-site Construction Manager, and he is doing an excellent job of coordinating the effort. The HPR website has a number of construction progress photos posted.

#### **HPR Scheduling:**

CAMA meets tomorrow evening to select event dates for the 2009 event schedule. Each of the five CAMA-member clubs has produced a list of desired dates, and we hope to resolve the schedule at that meeting.

#### **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 is in the process of revising the Capital Campaign to fund as many of these amenities as possible.

Bob Darcey said that paving at High Plains Raceway is scheduled to start Friday (!) and that the construction crew plans to work on Sunday to take advantage of the good weather we're having.

#### **PPIR (Pikes Peak International Raceway)**

Tony Peak was at PPIR over the Labor Day weekend and assessed the condition of the track and facilities. The track, he said, is in great shape. The grassy areas are a bit neglected, though; the front stretch between the track and the hot pit lane is quite boggy.

They're tearing down the bleachers on the south side of the stands; the stands are closed off except for the starter's stand.

All the wiring and hookups in the timing and scoring tower are still there, and the new track management is planning to install new hi-def screens there. The elevators in the building work, but the roof is absolutely off limits because of safety issues.

Just about everything that wasn't "bolted down" was gone when the track reopened, but Peak said the new management was getting things replaced and reopened. The concession stand with the bathrooms north of the main buildings will still be closed, but the south bathrooms with the showers are fine. There are also some picnic tables around.

Bob Mitchiner asked whether the track was putting in another corner station at the horseshoe. Peak said they were working on it. The concrete walls on the inside of the track have also been moved way back from the track, which Peak thinks makes the runoff areas safer. Unfortunately, there were no barriers between corners 4 and 9, and Peak is trying to work with the track to put at least some tires there. Pauline Wilson

pointed out that the single portable toilet was there now, and the board speculated whether that would be a sufficient barrier in the absence of something more substantial.

Peak is trying to get the track to put in four more portable toilets for corner workers. He's also trying to get them to reopen at least gate 2, the only access to the track between the medical center and turn 4.

There was some discussion about whether or not we should run the access road between corners 2 and 3 as we used to; a recent crash there elicited some concern. Peak said that it was fine and that we should run the track as we always have.

There was also some discussion about which ambulance service we will use at the track. Bob Mitchiner said that the one we are using will work great for us.

Scott Sanders asked what Peak's overall assessment was and, in particular, if the track was safe the way it is now. Peak said that he thinks it's as safe as if not safer than before. His impression is that the new owner is very excited about the track's possibilities and future and wants to restore and manage it very well.

### CMC (Colorado Motorsports Council)

Bill Fleming said that CMC is now up to 13 unpaid members; they have around \$75,000 in the bank.

He reported that, supposedly, turns 4 and 5 at La Junta have been fixed, but no CMC representative has checked the track. Bob Mitchiner said he heard that the city filled the rippled asphalt and then put down another quarter inch of asphalt on top, which, to the board, didn't sound like an adequate fix.

Bill Fleming said that there's virtually no communication coming from the Pueblo track or its new management now; they're not saying anything about what might be going on down there. CMC is only penciling in race dates there for next year. It was pointed out that the current contract Front Range Motorsports, Inc., has with the city of Pueblo is good only through the end of the year.

### New Business

Bob Darcey said the RMVR bylaws state that, at the September board meeting, a nominating committee must be chosen for next year's election. The committee must consist of three to five members, one of whom is not on the board. John Stokley volunteered to be on the committee, and it was agreed that we'd have a committee put together by the feedback session.

### Discussion

The board discussed the situation that has developed with race co-stewards getting free race entries. It was pointed out that the original intent of giving race stewards a free race entry was to compensate them for giving up a race to serve as steward. The idea of co-stewards was developed so that each of them could drive instead of giving up a race.

At some point, stewards and co-stewards were sometimes also given accommodations because they were perceived as being part of the worker corps.

The RMVR Operations Manual states that the race steward shall receive 1 bed (accommodations for the weekend) or 1 track event as compensation. The board felt that this should be adhered to, that stewards would get either free accommodations or a free race entry for serving and that co-stewards would not receive any compensation.

Meeting adjourned: 9:13 p.m.  
Traci Pearson, Secretary

### Classifieds

**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](mailto:aantipas@sopris.net). [www.titannorthamerica.com](http://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](mailto:plgmiller@msn.com)

**Clean up of the garage.** Call or email with questions. Andy Antipas 970-963-8297 or [aantipas@sopris.net](mailto: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](mailto:andy@humanfactorsdesign.biz)

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- Volunteer News • Ellis Cahn- in Memoriam •
- Showboat GP Race Report • HPR Update •

### 2008 Event Schedule

October 18 & 19, 2008  
November 15, 2008  
January 10, 2009

Race- Pikes Peak International Raceway  
Feedback Session  
Annual Banquet @ The Arvada Center

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

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