

VINTAGE MESSENGER

Silver Anniversary Season

VOL. 17 NO. 11

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November, 2008

Competition Licenses 2008

RMVR would like to congratulate the following members who have completed the requirements and have received their competition licenses this year!!!

Andy Gould
Kat Hatcher
Jamey Wening
Chris Wening
Pete Mathewson
Bob Dixon
Bill Sant
Nancy Bridges
Jim Grey
Allen Johnson
Terry Leever
Jonathan Roeloff
Deck Reichert
Dan Stiehr
Paul Rose

Minutes

Rocky Mountain Vintage Racing, Ltd.
Regular Board Meeting 10/15/08
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
Tom Deats
Dennis McIlree
Scott Sanders
Jamie Stiehr
John Stokley

Excused absences: Bob Darcey, Bill
Fleming

Call to order: 6:58 p.m.

President's Comments

Bob Mitchiner welcomed everyone. After passing out a new meeting agenda, he said he'd removed the eligibility discussion from the agenda because he had new information about the number of guest and exhibition cars at the Enduro. Eligibility will be discussed in more detail at next week's Eligibility meeting and at the Feedback session in November.

Past Minutes

Dennis McIlree made a motion to accept the September board meeting minutes as published. 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.

The Enduro came in about \$1600 below budget, largely because the budget was based on 116 entries, the number we had last year, while the actual number was closer to 93 or 94. On the other hand, part of our payment to the track was based on the number of cars we run, so they charge us a little less if we have fewer cars. It was noted that our ambulance fee this year was much higher than last year's; Alder doubts last year's fee was correct. Bob Mitchiner said the ambulance fee for the Pikes Peak International Raceway (PPIR) race will be about \$1600.

The amount of membership dues we've collect this year is virtually the same as at this time last year. We've made \$8400 in merchandise sales; about \$1000 of that is profit, and we have inventory left over.

Alder's new overall summary

Annual Banquet

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

report—a single sheet that breaks down the year's profits and losses by event—shows we have prepaid about \$7000 for the PPIR race.

Alder said that the effort to implement online registration is going slowly. Several requested features were not implemented in the first version the contractor submitted, but they should be by the end of the month.

Alder also said that the \$1024 Directors and Officers annual insurance premium is due. Until a few years ago, the board trusted Colorado State Law to protect us from frivolous lawsuits because we are a non-profit. Then they realized that someone could still file a lawsuit and, even though we would almost certainly not have to pay, we would still have to go through the hassle of hiring representation and defending ourselves. The D&O insurance policy would take care of the necessary representation and defense and save us a lot of hassle in the event of a lawsuit. Alder motioned that we pay the premium again this year. Dan Berry seconded the motion, and it passed unanimously among those present (plus Bob Darcey, who voted by proxy).

Administrator's Report

Bob Mitchiner passed along Diane Hively's report. Club membership, again, hasn't changed much. We now have 88 entries for the PPIR race. Diane and Bob Mitchiner

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

plan to arrive at the track early and begin registration outside the gate. Tech will also arrive early and begin inspecting cars before the gates open.

Bob Alder said he thought we needed only 75 entries to break even on this race. Tom Deats said he'd heard before the meeting that we were up to 91 entries.

Chiefs of Specialties Reports Flagging and Communication

Pauline Wilson said F&C is struggling to come up with enough workers for PPIR; she hopes Tony Peak will be able to recruit a couple more.

Wilson also had a number of expense-related items to discuss with regards to additional equipment we will need to run races at High Plains Raceway (HPR). She emphasized what a huge track it is compared to what we're used to. It's also more challenging, and things will be quite interesting there until everyone figures out what they're doing.

Along with officials from Colorado Region SCCA and other CAMA clubs, Wilson recently helped place the 14 corner stations at HPR, all of which will have to be manned. The group started with the 12 stations originally on the HPR plans, and then considered the field of view and the ability to respond from each station. On corner 5, there are actually two stations, one on each side of the track: one for flagging and one for response. For now, the corner stations will be constructed of three overlapping concrete barriers. Canopies will consist of a wooden structure with a tarp over it.

The corner stations will also work for the shorter track configuration. Corner 4 will actually have two stations, one for the longer and one for the shorter track.

Bob Alder suggested we try to tap into the Byers community youth to attract new corner workers. Wilson said that two Byers residents worked the Enduro with us already.

Wilson said Rick Boucher estimates we will need a couple more sets of flags and more water jugs, brooms, tarps, and first aid kits for the corners at HPR. We will also need a

lot more cones and 12 more fire bottles. Boucher even had to rent some cones for PPIR. There is no room on the van for the additional cones and fire bottles. Arthur Santomango will also need at least four more radios.

Having a storage shed or container at HPR would be a good solution to the storage problem.

Since all the clubs using HPR will need extra equipment for that track, and only that track, the possibility of sharing additional equipment among the clubs was discussed. SCCA, for example, inherited a good deal of equipment left over from the Denver Grand Prix; perhaps they might share. It was generally felt that we might be willing to share all of our extra equipment, except our fire bottles and radios, at least with Colorado Region SCCA.

The additional radios, plus the necessary chargers, batteries, headsets, belts and clips, may cost as much as \$3000.

BJ Kellogg pointed out that, at a bare minimum of two workers per corner station, an extra at the black flag station, two starters, the necessary grid workers, and the control workers, we will need accommodations and meals for about 60 workers at HPR. Pauline Wilson was quick to point out that three workers per corner station would be far better.

Wilson said that, because of the size and elevation changes of HPR, radio communications were going to be a real problem. Guest Chad McCabe described a repeater he was building for the club, which he plans to use in his vehicle, parked on a hill, with the antennas mounted on the bumper. The possibility of using tower-mounted antennas was also discussed. McCabe's repeater would allow duplex (non-delayed) transmissions on our primary radio frequency. At first the repeater would handle only RMVR frequencies, but it could be reprogrammed for use by other clubs if that were desirable. Best of all, it could be used at any of our large tracks where radio communications were difficult or spotty. McCabe will need a second

frequency 600 kHz lower than our primary to finish the repeater.

McCabe and his father Roy are experienced amateur radio operators; building such a repeater is not new to McCabe. He is doing it out of gratitude to the club, although Bob Alder strongly encouraged him to submit any out-of-pocket expenses for reimbursement. The board and assembled guests gave McCabe two rounds of applause for his initiative and efforts.

Pauline Wilson closed by emphasizing that the club will need more workers to run HPR.

Bob Alder made a motion to let Wilson procure five additional radio sets and necessary equipment. Dennis McIlree seconded the motion, and it passed unanimously among those present.

Timing and Scoring

Dennis McIlree thanked everyone who helped with the Enduro, saying that they had a good time and everything worked out well. The board thanked McIlree for organizing the additional work and workers for the Enduro.

McIlree passed out an example race result sheet that demonstrated how Exhibition cars could be designated "Not Classified" by Timing & Scoring and therefore be separated from the regular race cars on the results sheet. This, he pointed out, might make a lot of drivers happier about running with exhibition cars.

Tech Inspection

Andy Kitchens said that Tech was going to perform only cursory inspections at PPIR because of the short time they had for inspections. If they've had an Annual and at least one Event inspection this year and no recent wrecks or major mechanical failures, they will pretty much get an OK. He's looking for people to help inspect cars on Friday; they will start inspections in the parking lot outside the gates mid-afternoon.

Kitchens went on to discuss further streamlining event tech inspections for next year, perhaps going so far as to eliminate event inspections altogether. He said that

inspections following wrecks and mechanical failures would, however, still be performed.

He also said that a list of people who can perform annual inspections should be published so that people who can't make it to the Annual Tech Inspection day can still get theirs done before their first race.

There was quite a bit of discussion of the wisdom and consequences of further streamlining or even eliminating the event technical inspection. It was generally felt that event inspections are valuable. Most drivers do an excellent job of prepping their cars for each race but can still miss something. Knowing that they don't have to pass an inspection at the track might result in some drivers being less diligent in their own prep and inspection. Though owners/drivers would still be responsible for filling out and submitting their own tech inspection form, it would be too easy for them to simply tick off items without really checking them. Many board members and guests shared stories of issues found during inspections.

The possibility of random inspections was suggested. It was also suggested that people could help out more in their own run groups. This issue may be raised at the Feedback session, but the board expects to take a harder line on this than many club members may.

Dennis McIlree said that, recently, a few cars have ended up running that weren't the car the driver or owner registered and wondered if Tech could help visually make sure that the car matches the registration. Kitchens pointed out that Tech only checks that the car they inspect matches the logbook. Perhaps, he suggested, Tech could set up next to registration so that registration could actually see the car. Some other ways of matching the car to the registration were also discussed.

Nominating Committee

John Stokley reported that he, Tom Deats, Jamie Stiehr, and Bill Brillhart—the committee members—have collectively talked to 22 people and have found 10 to run for office plus one who is still considering it.

For the four at-large board members whose terms are ending (Dan Berry, Bob Darcey, Dennis McIlree, and Scott Sanders), eight people will be running: Dan Berry and Bob Darcey will run again, plus Kent Baird, Dick Benson, Lynn Fangué, Robert Hojaboom, Bonnie Mortimer, and Mike Ries. Bob Alder will re-run for Treasurer. John Brosseau and, potentially, Scott Sanders will run for President Elect.

Stokley said that the process for collecting, counting, and reporting the votes still needs to be established, and he didn't think the committee members should do it. It was decided the Bob Mitchiner will collect the ballots and do the first count, and then send them to Diane Hively to do the second count. All candidates will be notified of the results before the banquet.

The board gave John Stokley a round of applause for his efforts; Stokley replied that he didn't do it all alone!

PPIR Report

Bob Mitchiner passed along Jerry Urban's report on preparations for the race at PPIR: Everything's just hunky-dory! Dan Berry said that the starters can't get to the starter tower and were trying to figure out where they would stand to start the race.

Special Reports

CAMA (Colorado Amateur Motorsports Association)

Bob Darcey's written report to the board:

Construction:

As noted in HPR's recent "What's Happening" letter, construction progress has been dramatic. All the paving is complete, and the earthwork effort is down to the finishing work of dialing in the verge slopes and smoothing out the runoff areas. Items left to complete are the reseeding of the cut areas and moving of the concrete barriers into their final positions, including the barriers which form the corner stations. We will be adding fencing along the west side of the track to keep stray cows from entering the area, and there will be multiple tire-bolting parties throughout the off-season. In all, CAMA is exceptionally pleased with the work performed by

Winslow Construction, Inc and Premier Paving, Inc., and the on-site construction management by Steve Petersen. The project coordination was excellent, with all the critical aspects completed ahead of schedule. We are on track to complete the remaining tasks with much of the initial contingency intact, so the Phase I project will be completed below budget.

Capital Campaign:

CAMA is now moving into the next phase of construction, which is to build the amenities required to elevate the facility above the level of a "usable facility". These items include electrical power and distribution, restrooms, RV hookups and a permanent Timing & Scoring/Control building. We currently have the funding in place for the electrical power with some distribution and a temporary T&S building, but funding for the remaining items will depend on future contributions and/or financing. A renewed Capital Campaign has been launched to address these needs.

HPR Scheduling:

Each of the five CAMA member clubs has right-of-first-refusal to six weekends at HPR. The clubs are not obligated to use all six weekend, but the right of refusal is perpetual. CAMA met on September 17th to formalize those traditional weekends. Since the dates vary from year to year, the weekends are identified by their number. RMVR's HPR weekends and corresponding dates are as follows:

*WE #16 April 18, 19, 2009
April 17, 18, 2010
April 16, 17, 2011*

*WE #20 May 16, 17, 2009
May 15, 16, 2010
May 14, 15, 2010*

*WE #24 June 13, 14, 2009
June 12, 13, 2010
June 11, 12, 2011*

*WE #28 July 11, 12, 2009
July 10, 11, 2010
July 9, 10, 2011*

*WE #31 August 1, 2, 2009
July 31, August 1, 2010
July 30, 31, 2011*

WE #40 October 3, 4, 2009
October 2, 3, 2010
October 1, 2, 2011

John Stokley passed along Bob Darcey's comments. It's impressive that Phase 1 is below budget; much of the contingency fund is left over!

CMC (Colorado Motorsports Council)

Guest Bill Miller reported on the CMC meeting last Wednesday. There was not a quorum present at the meeting. CMC has no new information on La Junta. At PPIR, the showers are working and the water is clear, though there are still no new barriers in place.

Nominations for next year were discussed. Bill Rosenbach is staying on. Nancy Foster wasn't at the meeting, so she was re-nominated. Sean Gould will run for Secretary. Don Gruenler will not run for Treasurer again.

Discussion

Bill Hayden Letter

Jamie Stiehr researched the series of events and conversations that led up to Bill Hayden not being able to run his Neon at the Enduro and wrote a letter to Hayden about the episode. Dan Berry made a motion to accept the letter to Bill Hayden as written by Jamie Stiehr and signed on behalf of the board. Tom Deats seconded the motion, and it passed unanimously among those present.

2009 Schedule

Mark Robinson said that, with the invaluable assistance of the Three Bobs, he has come up with a schedule for 2009. He pointed out that we need to use HPR three times a year to support it financially.

Scott Sanders wanted to discuss the possibility of holding our 2009 Drivers School (along with an RMVR Test and Tune weekend) on the short course at HPR instead of the school and a race at La Junta because *everybody* was going to have a lot to learn at the new track and it would be good to teach the students early. The track at La Junta is not now in good shape and it may not be supported by either the city or CMC next year. He was also concerned that the HPR event that weekend might pull regular drivers from our race at La Junta. He

suggested we hold a Test and Tune weekend for all our drivers, instead of a race, on the full track during drivers school at HPR; this would give drivers a chance to become more acquainted with the new track *and* probably make a good profit for the club. Such a weekend would also give us an early chance to see what it's going to take for us to run an event at the track. A tent could be rented to serve as a classroom.

It was pointed out, however, that La Junta works out well for us, plus it already has the amenities—such as a classroom—necessary for drivers' school. More than one person thought La Junta was a good place to hold drivers school. PPIR was suggested as a good alternative to La Junta, if the La Junta track remained in poor shape.

No one knew when a decision had to be made, i.e. when we had to either decide to use our April weekend at HPR or release it to be used by another club. Tom Deats suggested we give La Junta a deadline by which to repair the track and, if they did not, reschedule at PPIR. Most people didn't think the NASA race at HPR the same weekend we're in La Junta would draw away many of our drivers.

The board approved of Robinson's 2009 schedule and, in general, approved of PPIR as a backup to La Junta, though the question of where to hold drivers school is still not completely decided.

Pauline Wilson pointed out that, while we've successfully figured out how to run races at lots of new tracks, a "test" day at HPR would be good. Lots of uninvited people showed up at the "secret" corner-setting session at HPR, indicating that people are really curious and excited about the new track and want to be on the track *now*. She did agree, though, with not holding a race the same weekend as drivers' school at HPR.

Dennis McIlree had some concerns about how the Enduro grid would be handled at HPR, but subsequent discussion indicated that it could be worked out.

Closed Session

Guests were asked to leave so the board could hold a closed session to discuss awards to be presented at the banquet.

Meeting adjourned: 9:40 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.
www.titannorthamerica.com

FOR SALE: 1956 Alfa Giulietta Spider, recently restored, low serial #AR 1495 00253; correct engine #0223. New wiring, Dean Russell mechanical rebuild. New top, upholstery, paint, chrome. White/red; \$35,000 OBO. Call Carl Goodwin (419) 668-2563 or atlastt@frontier.net

FOR SALE: 1958 Alfa GiuliettaSpider, recently restored. Former G-Production racing car with all road equipment: top, stock seats, bumpers and horns. Fresh engine estimated 105 HP with 5:12 rear axle, very fast. Black/black; \$35,000/OBO. Call Carl Goodwin (419) 668-2563 or atlastt@frontier.net

FOR SALE: Alfa Giulietta parts - ported 101 head, drive shaft, split case 4-speed transmission, steering column, rear convertible top frame, grille guard, Sprint glove box door, Lucas distributor, base clamp, vacuum advance, Lucas ignition coils, etc. Call Carl Goodwin (419) 668-2563 or atlastt@frontier.net

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2008 Event Schedule

January 10, 2009

Annual Banquet @ The Arvada Center

2009 Provisional Event Schedule

April 17-19, 2009

Drivers' School & Race @ LaJunta

May 16-17, 2009

RMVR Inaugural Race @

High Plains Raceway

June 13-14, 2009

Trans-Am Invitational @ Pueblo

July 11-12, 2009

High Plains Raceway

July 14-19, 2009

Pikes Peak International Hillclimb

Sept. 4-6, 2009

Showboat Grand Prix @

Motorsport Park Hastings

October 3-4, 2009

Enduro @ High Plains Raceway

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

Lakewood, CO 80226
6745 West Third Place

NEWSLETTER
VINTAGE RACING
ROCKY MOUNTAIN



RMVR VOLUNTEER NEWS

November, 2008

By BJ Kellog

We ended the year with a race at Pikes Peak International Racetrack. It was a race that we made it up as we went along since we had never raced at PPIR this late in the year. We were planning for either sun or snow. We didn't know if there was going to be a few cars or a lot. However a lot of these questions were answered during the first day of great racing. From the weather to the drivers to the cars it was a wonderful weekend. It was the perfect way to end the year. There also was a version of the Price is Right meets Deal or no Deal. All the volunteers got a prize from the prize box, and it was so much fun it may come back next year. We also want to thank everyone who donated some cash to the volunteer BBQ that was held Saturday night.

The Feedback session will be held on Sat. Nov. 15th at the American Motel at I-70 and Kipling. Coffee and doughnuts will be at 8:00am and the meeting will start at 8:30am. This is a great way to meet the drivers without their helmets on and find out what 2009 will bring for our group.

The Banquet will be on Jan. 10, 2009. More information to come later.

As we look to 2009 H.P.R. will be our biggest challenge. We are going to staff 14 corner stations plus everything else that we have going on at a new track. If you haven't been out in awhile, or you are new to volunteering, we can really use your help.

With Thanksgiving approaching I would like to thank all the people that make a race weekend happen.
To the drivers who all put on a great race,
To the crew and families that let us have fun on the weekends,
To the board members, stewards and chiefs of specialties for all their hard work,
To the forty to sixty volunteers who give of their time on the weekend so that we can go racing,
And to you for being part of Rocky Mountain Vintage Racing,
Thank You

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	
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