Minutes
Rocky Mountain Vintage Racing, Ltd.
Feedback Session 11/15/08
American Motel,
10101 N. I-70 Service Road,
Wheat Ridge, CO

Board Members Present:
Bob Mitchiner – President
Mark Robinson – President Elect
Traci Pearson – Secretary
Dan Berry
Bob Darcey
Bill Fleming
Dennis McIlree
Jamie Stiehr
John Stokley

Excused absences: Bob Alder
(Treasurer), Tom Deats, Scott Sanders

Call to order: 8:36 a.m.

President’s Comments
After he welcomed everyone, Bob
Mitchiner said the Feedback Session
would serve as November’s board
meeting.

Treasurer’s Report
Bob Alder was attending the Vintage
Motorsports Council meeting in
Birmingham, Alabama. He sent his
2008 Race Event Analysis (included
with this report) to the board before
he left.

Election Candidates
The nominating committee chairman,
John Stokley, thanked the other
members of the selection
committee—Jamie Stiehr, Tom Deats,
and Bill Brillhart—for all their work.
He then appealed to the club members
to consider running for or think of
someone they’d want to run for
President Elect or Treasurer in the
future. He led a round of applause for
the outgoing board members: Bob
Alder, Dan Berry, Bob Darcey, Bill
Fleming, Dennis McIlree, and Scott
Sanders.

John Brosseau has graciously agreed
to run for President Elect, and Bob
Alder is running again for Treasurer.
Running for director at large are Kent
Baird, Richard Benson, Dan Berry,
Bob Darcey, Lynn Fangue, Robert
Hojaboom, Bonnie Mortimer, and
Mike Ries.

Club members can also write to the
committee chairman by November
20th to nominate someone else for
office. Such nominations have to
include the signatures of ten active
club members.

2009 Schedule
President Elect Mark Robinson
presented next year’s schedule, which
is posted on the RMVR website.
There are at least three to four weeks
between events. Robinson said he has
assurances from the City of La Junta
that their track will be as good as or
better than it was this year. The
Trans-Am race at Pueblo remains
tentative, because we do not have any
confirmation because of the
impending change of track
management. He pointed out that we
need to run three races a year at High
Plains Raceway (HPR) to support our
model for its success.

There were a number of questions and
comments about the schedule from
the club members. When asked what
organization has the first race at HPR,
Bob Darcey replied that it is the
Colorado Region SCCA. When asked
why we have no races scheduled at
Pikes Peak International Raceway
(PPIR), Robinson asked facetiously
how many races we wanted to have in
a year, meaning that the six races now
scheduled provide a full season of
events.

One suggestion was to move Driver’s
School to PPIR. La Junta, however, is
one third the cost. Robinson also said
we’re likely to use the short course at
HPR in the future.

Another suggestion was to move the
Trans-Am race to HPR. Robinson
said he wanted to avoid running back-
to-back races at HPR.

Roger Hively, race chairman of the
Showboat Grand Prix at Hastings,
said that, though we had a great event
there this year and received a lot of
positive feedback, we lost $9000 on
the race. He has, however, decided to
run a three-day event again this year
and keep the entry fee low. George
Anderson, the owner of Motorsports
Park Hastings (MPH), is willing to
work with us to make sure we can
continue racing there.

Hively said that the financial loss at
Hastings is just one example of how
expensive vintage racing is becoming.
La Junta, Pueblo, and Second Creek
were relatively inexpensive to use.
When the number of race entries
drops, however, we run into financial
problems. We need to strive to break
even at every race; we can’t continue
running events such as Hastings if we
lose so much money. We had 130
entries at Hastings this year; we
needed 150 to break even. He said he
felt the ad in Victory Lane probably
helped, because we had 15 out-of-
club entries.

The discussion of the Hastings race
centered around the “mandatory”
Friday included in the event fee. It
was pointed out that, including two
full days travel, it becomes a five-day
trip.

RMVR has to rent the track on Friday
for there to be any practice. Friday
has evolved into a group-by-group
trip.
practice with qualifying at the end of the day. Friday practice may not be as important now that drivers have had time to learn the track. The Big Bore drivers in general, however, love that track and want every minute they can get on it. One suggestion was that we go ahead and rent the track on Friday but don’t hold qualifying that day, removing the need for drivers to be at the track on Friday. Many felt that the entry fee also needed to be increased.

The club incurs an additional expense for corner workers—both ours and the ones from Hastings—on Friday, but we use fewer of our own corner workers than normal (about 30 at Hastings compared to about 50 normally). And the corner workers are enthusiastic about the three-day event.

**CAMA (Colorado Amateur Motorsports Association) Report**

Bob Darcey’s written report:

How many of you have been out to High Plains since it was paved? It’s an impressive sight as you drive over the hill. Weather permitting, there will be a Track Walk day on Saturday, November 22nd, so take a ride and go see our new home track.

If you haven’t been to the site in a while, you’ll be pleased to learn that the HPR Phase 1 effort is just about complete—all the major construction items (earthwork and paving, paddock, entry road and all the drainage and detention pond areas) are completed. All the concrete barriers are in place now, and it’s really starting to look like a race track. The only contract items left to do are the seeding and erosion control mats, which were supposed to start last Tuesday but got snowed out. The forecast is for good weather next week, so we hope to get that done within the next couple of weeks.

**Budget:**

In early August, we satisfied construction release conditions with a Phase 1 budget of $3.45 million, and will complete Phase 1 at $3.41 million, or about 1% below budget.

**Fund Raising:**

As of this past week, member contributions totaled $690,713. By club, RMVR members have contributed about $212K so far; SCCA members have kicked in about $145K, PCA $110K and MRA and MCCA about $91K each. Overall, about 30% of all members of the CAMA groups contributed, led by 48% of RMVR’s membership. So, we’ve done a pretty good job, and Mr. Alder is to be commended for creating a successful Capital Campaign.

**Work To Do:**

There is still a lot to be accomplished before opening day—

a.) If you drive out there today, you will see a double-wide mobile building delivered to the site, which will serve as a Registration / Classroom building. We are looking for a single-wide to serve as a Timing & Scoring/Control building, and will have both buildings in place and ready for use by opening day. We need help in fixing these buildings up, including installation of windows in the T&S / Control building, painting, etc.

b.) We have the huge job over the Winter of bolting together about 12,000 tires to make tire barriers. Ted Winning of the SCCA is heading up that effort, and Tim Oakley is the coordinator for RMVR. Tim will come up in a bit to talk about that.

c.) We need a starter’s stand built, either wood or steel.

d.) The corner stations are in place but we need to build and install tarp frames.

e.) We need to install concrete curbing in the corners next Spring.

So, the major work is done, and we are planning a Grand Opening Party for March 28th and 29th next Spring.

RMVR has six dates a year to which we have first right of refusal; these include alternate dates for the driver’s school and the Trans-Am race. Darcey would like us to eventually run four races a year at HPR.

Right now, HPR isn’t safe to run backwards. But there’s still plenty of variety there: there are three track configurations we could normally use, plus the short course for driver’s school.

There are 16 total corner stations. Fourteen of those are for the full course, and all would need to be manned for a race.

It was asked whether the track would be open for test and tune mid-week. Darcey said that had not yet been worked out. Someone asked about useable motels in the area. Darcey said that a group in Byers and two groups in Strasberg were working on building new accommodations, and he was sure at least one of them would build a new motel. Someone else asked about concessions at the track. Apparently, Mo Foster—who ran the concession at Second Creek—will be bringing out his mobile food concession.

Guest Tim Oakley reported on the all-volunteer tire project, headed by SCCA’s Ted Winning, at HPR. Somewhere around 13 or 14 thousand tires are being bolted together and placed around the track. Truckloads of 900 to 1000 tires are being brought in on Fridays, and they need to be unloaded, sorted by size, assembled into pods of 20 tires (five stacks of four tires each) and then moved into place on the track.

Crews of three or four people are needed; each crew will need a cordless drill and extra batteries (there’s no electricity at the track). The track is providing the correct nut drivers. Volunteers are asked to sign in so the track can keep track of them. The track is also looking for two assistants to run things when Winning can’t be there; they would unlock and lock the gate and organize and instruct the volunteers.

Pauline Wilson asked Oakley to e-mail her this information so she can disseminate it to RMVR’s volunteers. Someone else said that it would be helpful to get some sort of notification, such as an e-mail, letting them know when the truck was going to be at the track so they could better plan when to be there. It takes 15 to 20 people about an hour and a half to unload the truck.

Oakley closed by reminding us that there’s a lot to do in the next four months so that we can race at HPR next year.

**CMC (Colorado Motorsports Council) Report**

Bill Fleming reported that CMC elected new officers last Wednesday. Nancy Foster continues President, Bill Rosenbach continues as Vice President, and Sean Gould is now Secretary. Don Gruner is not returning as Treasurer, and CMC is looking for a volunteer. If you’re interested, contact Bill Rosenbach.
EVENT • RMVR Winter Banquet

This is a reminder to make your RMVR banquet reservation TODAY! Please come celebrate racing and support our volunteers.

DATE: Saturday, 10 January 2009

LOCATION: Arvada Center Banquet Facility
6901 Wadsworth Blvd., Arvada, CO

TIME: 6:00 pm Cocktails
      7:00 pm Dinner
      8:00 – 12:00 Program - Awards - Social Time

MENU: Grilled Cowboy Ribeye
      Grilled Halibut
      Chicken Oscar
      Shells Florentine

$35 per entrée

[All dinners are accompanied by a tossed garden green salad, fresh vegetables, potato or rice, assorted rolls and butter, and a dessert. Beverages include coffee, decaffeinated coffee, hot tea, and iced tea.]

Please use the banquet registration forms included in your membership renewal package.
La Junta:
Last year, the city paved the track from the middle of corner 3 through 4 and 5 and down the back straight as far as they could afford to. Unfortunately, the wrong aggregate was used, and the repaving came up at turns 4 and 5 during SCCA’s last event there last year. The city has supposedly fixed those corners, but they’re looking for more money.

The city wants CMC to assume management of the track. Three CMC representatives are going down there within the next three weeks to try to work out details with the city. One of the issues they’ll be working on is track security. Another is the status of the equipment at the track, and maintenance of the facility and buildings.

Tentatively, the city may pay to have the track managed by CMC. Fleming pointed out that the track would have to be used a fair amount to it to be financially viable enough to remain open. Per-car rates would have to be raised from $35 to $50 or $55.

To manage the track, a separate management group in the form of an LLC would be created representing RMVR, both Colorado Region SCCA and Continental Divide Region SCCA, Porsche Club of America, and a fifth member to be determined. Hopefully, Fleming said, this will all be worked out by the end of the year. Right now, there are seven events scheduled at La Junta next year. If the track can’t be made financially viable, however, HPR and PPIR will end up taking up the slack, and the track will likely be closed by 2010.

Pueblo:
Front Range Motorsports, Inc., (FRM) had a meeting with the City of Pueblo on November 10th to finalize their lease on Pueblo MotorSports Park; FRM wants a 99-year lease. CMC is still hoping the city will issue an RFP, but it’s not likely.

Two weeks ago, the Miata group showed up at the track for a scheduled weekend but found the gates locked. FRM had cancelled the event, but hadn’t told anyone from the Miata group, which had a verbal agreement for the weekend but hadn’t signed a contract or paid a deposit. This incident ran up a lot of red flags for the racing community.

Everyone is still hoping that Pueblo will continue to be available in the future. Next year’s dates at the track are only tentative, but CMC hopes that is only because FRM doesn’t yet have a contract with the city. By January 1st, a new contract will be in place and we’ll know who is going to be managing the track next year.

Fleming said that one of RMVR’s alternatives, PPIR, was more than glad to have RMVR back again; the track management was impressed by our professionalism. The quality of the amenities at PPIR and the desire to run at a variety of tracks were mentioned when it was asked why we don’t just move our Pueblo races to HPR.

On the issue of the variety of tracks, Fleming pointed out that some clubs have only one track at which they can race; we have a nice number of options and ought to take advantage of that. That’s one reason CMC wants to keep La Junta open: it has great historical significance, and it’s the oldest track in the state and one of the oldest in the country. It’s also officially the fastest track west of the Mississippi. Many drivers don’t like it but many others love it.

OCC (Old Car Council) Report
The OCC met the 1st Wednesday of November. Dan Berry said they will discuss their budget at the next meeting, but they need more money to continue their lobbying efforts, which benefit not just race cars but people’s personal cars as well. They’re considering raising their per-member fees to clubs from $3 to $5.

Guest Bill Miller said their lobbyist hasn’t raised his fee in years, and that the OCC’s membership fees cover only about 75% of his fee. The OCC’s other fundraising efforts, such as the Colfax Cruise, haven’t been successful, though they’re working making those more effective. He said the OCC wants to raise their annual membership dues (for about 50 member clubs) from $50 to $55, raise their per-member fees from $3 to $5, and raise their per-member cap for large clubs from $600 to $750. The OCC is also trying to recruit new member clubs. RMVR is the OCC’s only real racing-oriented member now.

Chiefs of Specialties Reports
Flagging and Communication
Pauline Wilson emphasized that all 14 corner stations at HPR will need to be staffed, hopefully with a minimum of three workers each. She pointed out that we usually need 50 workers at Pueblo; at HPR, we’re going to need about 70. Without enough workers, we’re going to have to run a shorter track configuration. She also suggested the club seriously consider making our first event at HPR a three-day event so that both the drivers and the workers can get in some extra track familiarization.

Wilson is going to hold 2009’s Fire Rescue School at the larger training facility, which will hold 80 to 100 people, and she wants to fill the class. She’s inviting Colorado Region SCCA workers to join us, and she said that Bob Darcey is working with the Byers community to get people from there to come too.

Timing and Scoring
Dennis McIlree asked how many of the members assembled use MyLaps.com to check their track times. More than half raised their hands. McIlree said that MyLaps.com is an excellent historical record of each driver’s track times.

Bob Mitchiner made a point of thanking Dennis and Eloise McIlree for all their hard work and time and effort spent on timing and scoring.

Tech Inspection
Andy Kitchens made a plea for more volunteers for Tech.

He said that tech supports safety on the track both by performing technical inspections and by manning the hot pits during races. And there’s going to be a lot of cars showing up for races at HPR.

The annual inspection days, he said, are not well attended, and he wants to find ways to improve the Annual Tech Inspection process. And he questions the value of the Event Tech Inspections—inspecting every single car and every single event—and wants to see if that process can’t be made more efficient and effective.
He said he’d like to keep the annual inspection but then not require drivers to have an event inspection for the next three events. He said he might do random inspections during that time, and he would require event inspections for any car involved in an accident.

Many people felt that, if a driver waited until they came to an event to have an annual inspection done, they should have to pay a fee.

When asked how many cars fail their event inspections, Kitchens said that only one car this year had to make a repair before it was allowed to run. Some people wondered if cars weren’t better prepared because the drivers anticipated having to pass the event inspection.

There were a number of suggestions to help ensure drivers complete their annual inspections before their first race. One was to have the race groups perform inspections on each other’s cars, since they would be the most familiar with those types of cars. Another was to resurrect the list of “approved” technical inspectors and prep shops that could do individual annual inspections, either at their place or yours, for perhaps a small fee or gratuity.

Over 50% of the club members present preferred dropping the event technical inspections at every event.

**Awards**

Chris Sundberg, the Awards Chair, said there were ballots for some of the awards on a table at the back of the room and asked people to fill them out and give them back to him today.

**Breakout Sessions**

After a short break, all present gathered into small groups to discuss certain issues relevant to their run groups, after which they reported the results of their discussions.

**Formula Cars**

Bill Fleming said they talked about what to do with the growing numbers of Wings & Things cars. They will begin alternating them, every other race event, between running with the Formula Vees and the Formula Fords.

The one Sports Racer driver present said he’d really rather run with the open wheel cars, which merits future discussion.

Since it was decided that adding Club Fords would have a detrimental effect on the participation of our current vintage Formula Fords, the CFs will only be allowed to run by invitation at specific events.

Holding a Formula Car festival weekend at HPR, to which open-wheel cars from all over would be invited, was enthusiastically discussed.

At Hastings this year, on Sunday afternoon, the Wings & Things were allowed to run a race by themselves, ostensibly to try for a track record. This turned out quite well and was a lot of fun for them, so from now on, if we have enough Wings & Things (which the steward would probably decide), those cars will get their own race on Sunday afternoon. This might even help draw even more such cars to RMVR races.

**Production Cars**

Bill Brillhart said they discussed three main topics. First, there is some concern whether all the towing done during races is necessary. There was an incident at Hastings in which some of the drivers felt the car should have been left where it was.

Second, some concern was expressed over drivers using a Hoosier radial tire similar to a racing slick with two grooves. The concern was that this violates the RMVR rule against using slicks. Also, such tires caused accelerated wear on suspension parts and, for safety reasons, have been banned by other, similar racing organizations.

Third, some of the small bore cars feel they’re running in the wrong run groups and want some leeway to change groups in those cases.

**Workers**

BJ Kellog said Arthur Santomango has purchased the new radios needed for HPR and is working on getting new headsets for them. Rick Boucher is working on getting new fire bottles and cones for HPR, which will be stored in RMVR’s storage shed or container at the track. Eloise McIlree has made the new flags we need for the track!

Meeting adjourned: 11:38 a.m.

Traci Pearson, Secretary

**Classifieds**

**For Sale- Custom built tandem axle trailer.** Built to haul sports racer, but easily handles my 635 BMW or other sedan. Low. Mount for winch. Built in tie downs. Built in ramps. 2” ball. Light and sturdy. If you are old enough to remember, it was built by Milo Muterspaugh. 4 New trailer rated tires. First $1,000 gets it. 719.577.4447.

**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, www.titanomathamericas.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 attlastat@frontier.net**

**FOR SALE: 1958 Alfa Giulietta Spider, 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/BO. Call Carl Goodwin (419) 668-2563 or attlastat@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 attlastat@frontier.net**

**RACE TRAILER FOR SALE-2001 7’ X 16’ Cargo Mate enclosed trailer with extended 48’’ tongue. Double axles, 2 year old low mileage tires. Includes cabinet, tool chest, winch with battery, wall mounted storage accessories, and door shelves. Perfect for small bore or formula car. $3500 Contact Roger Hivey 303-296-2870 W, 303-233-7462 H.**
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### 2008 Event Schedule

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### 2009 Provisional Event Schedule

| April 17-19 | Drivers’ School & Race @ LaJunta |
| May 16-17   | RMVR Inaugural Race @ High Plains Raceway |
| June 13-14  | Trans-Am Invitational @ Pueblo |
| July 11-12  | High Plains Raceway |
| July 14-19  | Pikes Peak International Hillclimb |
| Sept. 4-6   | Showboat Grand Prix @ Motorsport Park Hastings |
| October 3-4 | Enduro @ High Plains Raceway |

RMVR Website- http://rmvr.com