

VINTAGE MESSENGER

VOL. 18 NO. 1 & 2

Editor: John Mihalich, Jr.
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January/February, 2009

Bill Temple Memorial Drivers' School Scholarship Continues for 5th Year Sponsored by the Vee Group

Applications are being accepted for the free use of the former Bill Temple RCA Formula Vee #18 for the fifth year. Through Belinda Temple's generous donation of Billy's RCA FV #18 in 2005 and the ongoing support of the Vee Drivers Group, four scholarship recipients have completed RMVR Driver's School and three have become regular racers, and the fourth is re-building a Vee. Applications may be requested from and returned to Chad Wight or Harley Van De Wege. Chad will provide, fit and support the car including fuel and supplies, and mentoring for the 2009 RMVR Driver's School at La Junta, April 17-19. The scholarship recipient is responsible for school application, medical eligibility, safety gear and Drivers School entry fees. The scholarship winner will be selected from applications received by January 15. Considerations for selection include membership and volunteer work with RMVR and likelihood of entering a car with the club as a regular racer. For further information, contact Chad Wight at 719-592-0561 or ccwight86@msn.com, Harley Van De Wege at hdvandwege@msn.com or Bill Fleming at RMVR53@aol.com.

Letter from the President

Well, 2009 is off & running. We have a new president (both on the Oval office & for RMVR). The race season has begun with the Daytona 24. Too bad our own Nick Ham didn't fare better, but it was great to see the Donohue name in Victory Lane again.

We are facing historic economic issues that are impacting us all. I hope this letter finds all our members & friends able to meet these challenging times. As I said at our wonderful Arvada Center Banquet, RMVR owes its existence to being able to use your entry fees and volunteer efforts to put on successful events, in numbers that meet or exceed the costs to put them on. To help our members, your Board is trying to keep our entry fees the same as 2008; the budgeting process is underway as you read this. We are hoping the opening of our own High Plains Raceway will bring sufficient numbers to support our other events that may see some drop off in entries, due to economic impacts. Interest in HPR is phenomenal-we are hoping to see new members, as well as old members who we have not seen since the closing of Second Creek and Steamboat. HPR is vital to RMVR's health. We need the track to be successful, and that will help our club regain the membership numbers we have lost in recent years, and be a financially sound organization that continues to feed your need for vintage racing.

If you are not able to enter an event, for whatever reason, please consider volunteering your time in support of a race. There is no shortage of places you can help, be it on a corner, on the grid, or elsewhere. Don't be a stranger-stay involved! Your help is also needed to prepare HPR for its opening season. If each member could spend at least one day bolting tires together, that would be a great help. I need Race Chair volunteers-this job entails organizing all the details of a Race weekend, before turning it over to the Race Steward for the weekend. Send me an email if you need more information.

Thank you for your support of this great club we have. I look forward to seeing you at any or all of the great events we have scheduled. And THANK YOU to all our wonderful volunteers, for without you, we can't play with our cars!

Mark Robinson
RMVR President
mtrobinson272@yahoo.com

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

Pikes Peak International Hill Climb

July 14-19, 2009

This year's event includes a reception party and car show in Manitou Springs. Go to RMVR.com for entry forms, there will be a link to PPIHC. Mail, FAX or e-mail entry forms to me along with check made out to RMVR. RMVR is also accepting credit cards. Contact RMVR Administrative Assistant for credit card payments. Dead Line is May 1st. Only 25 slots available, entry is \$800.00 dollars.

RMVR C/O Tony Martins
6387 South Hill Street
Littleton, CO
80120
cycleworksusa@msn.com
720-232-0998.

Minutes

Rocky Mountain Vintage Racing, Ltd.
Regular Board Meeting 1/21/09
Thornton City Hall,
9500 Civic Center Drive,
Thornton, CO

Board Members Present:

Mark Robinson – President
Bob Mitchiner – Past President
John Brosseau – President Elect
Bob Alder – Treasurer
Traci Pearson – Secretary
Dan Berry
Bob Darcey
Tom Deats
Lynn Fangué
Bonnie Mortimer
Jamie Stiehr
John Stokley

Call to order: 7:04 p.m.

President's Comments

Mark Robinson welcomed everyone. For the benefit of both new and returning board members, he asked that each board member introduce themselves and tell the others what car they race with the club, what else they do within the club, and from where they drive to board meetings.

Past Minutes

Bob Alder motioned to accept the minutes from the November feedback session as corrected. Dan Berry seconded the motion, and it passed unanimously.

Treasurer's Report

2009 Budget and Race Fees

Before the meeting, Bob Alder e-mailed to the board members three reports to help the board make decisions about race entry fees this year: last year's profits and losses, an event-by-event (plus club overhead) from last year, and a breakdown of the club's overhead expenses last year. He hasn't yet received the bill from the Arvada Center for the banquet, so that expense is not included. He pointed out that one of our biggest losses last year (more than \$9300) was our 25th Anniversary party, which we obviously won't have this year.

The board discussed how many people they thought would attend each of this year's races, considering factors such as how many people attended last year's races, the addition of High Plains Raceway (HPR), the state of the economy, and gas prices.

Bob Darcey reported that CAMA has decided that, on the weekends, HPR will charge \$4000 each day plus \$10 for each car registered per day. HPR also will not rent the track to clubs on Friday but will collect fees themselves. A club can "reserve" the track on Fridays for the exclusive use of its members by guaranteeing a minimum of \$4000 in fees collected. For a higher minimum, perhaps \$5000, the track will include an ambulance on Fridays. During the week, the track will charge \$90 for a half day and \$150 for a full day of practice.

Mark Robinson said RMVR will "reserve" the track for our exclusive

Attention RMVR Members

...Especially those of you that have been with the club for a long time. In an effort to continue the documentation of the history of Rocky Mountain Vintage Racing, LTD; to fill in the blanks in the existing archives, and to preserve the information for those who will follow; we are requesting any materials that you possess, but no longer want to store, that should be a part of that record.

Those materials could be, but are not limited to: photographs (prints or digital files), film or video (any size or format), printed matter (posters, flyers, results data, promotional items, Apex & newsletters, magazine & news articles), memorabilia, (buttons, T-shirts, toys, credentials, signage).

If you have materials to contribute, contact the RMVR Historian/Archivist, Clive Averill.

(303) 420-3062 - E-Mail:
eagle1933@hotmail.com

use only on the Friday before our first race at HPR, not the Fridays before our subsequent two races this year.

Getting back to the budget, Bob Alder suggested we use the same number of entries we had last year at each event, including using the Pueblo Enduro numbers for the enduro at HPR. We'd have to guess at the number of entries for our first and second races at HPR.

Mark Robinson said that if we assumed 20 percent fewer entries at each event this year, we'd have to raise the entry fees by \$108 to break even. Others felt we would lose entries if the fees were raised much. Some felt that the club could afford to take a loss this year, but others felt it more prudent to try to at least break even. Everyone agreed that the Hastings race needs to be restructured, because we lost over \$9000 on that event last year.

Entry fees at most of our races last year were \$225; La Junta was \$195 and Hastings was \$275 (for three full days). Bonnie Mortimer pointed

out that SCCA charges significantly higher entry fees, which we might want to take into account when setting our own. Bob Darcey pointed out that HPR will cost about \$12,000 for a weekend, less than some other tracks. The board's general consensus was that race entry fees are not a huge portion of most racers' budgets.

Bob Darcey opposed raising race entry fees in such difficult economic times. He said that, with HPR becoming available to us this year, he thinks the number of race entries will increase. Bonnie Mortimer said that SCCA is anticipating a huge increase in participation because of HPR. John Brosseau said he thinks club members expect us to have to raise entry fees this year.

After a lot of discussion about and suggestions for estimating the number of race entries at each race and setting race entry fees, the board decided to have Bob Alder create a test budget using last year's race entries, estimating 200 entries at our first HPR event and 150 at our second, and leaving our entry fees at \$225 (\$195 for La Junta). For the Hastings race, the board decided to charge \$225 for two days (Saturday and Sunday) and \$100 for the Friday lapping day, and estimated 120 entries for the weekend and 60 for Friday. Alder will crunch the numbers and send a revised budget to the board by e-mail so the board can finalize the budget and race entry fees for the year.

Online Registration:

As soon as a couple small glitches are fixed, Bob Alder will once again ask the board members to test the online registration process.

Special Reports

CAMA (Colorado Amateur Motorsports Association)

Bob Darcey's written report to the board:

Management:

CAMA has been concentrating on the management aspects of HPR. Doug Shaffer is now onboard as Track Manager, and will be joined March 1st by Ted Winning as

Assistant Track Manager. Both are involved with the management decisions at this point, and both recently spent a week at Buttonwillow in California, soaking up some of the experience to be had there. The rental contract documents are nearly completed and should be sent to the user clubs in the next week or so. We have been negotiating with insurance carriers, ambulance service providers, porta-let services, disposal services and the like, and expect to have most of this finalized in the next couple of weeks.

HPR Scheduling:

At this point, all of the 32 weekends from the beginning of April through November 8th are reserved, and some of the weekday rentals are reserved. There are many weekday dates still open, and the track is available for both exclusive and non-exclusive testing, single-day group events and lapping days. In the language of the insurance companies, the term "Test and Tune" implies a limited number of vehicles, while the term "lapping day" is what we commonly refer to as "open" test & tune. Confusing, but we will have to adopt that terminology. HPR will be available every Friday before a weekend event for "lapping," and that weekend's host club has the option of exclusive use on that Friday.

Construction:

There are still a number of smaller tasks which we hope to complete before the first event, including a Timing & Scoring building, starter's stand, apex curbing, etc.— in total, we have some 17 small projects assigned to the CAMA reps, Doug and Ted. The contract with IREA for electric service is signed, and phone lines are scheduled to come in when the IREA power is installed. We are still awaiting pricing for RV pedestals, and hope to have them available by April. The huge task of bolting tire into barriers continues, and more volunteers are needed. Please visit the HPR website for more info.

Capital Campaign:

As of today, the Capital Campaign has raised approximately \$742K for HPR, and contributions continue to come in at a steady pace. SCCA hosted the Arie Luyendyk event and raised over \$13,000 for the track—and the demo laps around HPR with Arie were a blast. The next fundraiser is scheduled for February 7th, (the Saturday before Valentine's Day) and is dubbed the First Annual Valentine Grand Prix. It will be at The Motorsports Gallery at 2669 Larimer St. and starts at 6:30 PM.

CMC (Colorado Motorsports Council)

Bob Mitchiner reported on last Wednesday's CMC meeting at 3R Racing. CMC has just over \$80,000 in its treasury.

Not much has been done on the issue of managing the La Junta track recently, though Nancy Foster is trying to put together a group to check on the track and work on the issue with the City of La Junta.

CMC has joined the Old Car Council (OCC) for 2009.

Traci Pearson will send Sean Gould, CMC's secretary, the list of 2009 RMVR board members.

Guest Bill Miller added to Mitchiner's report. The City of Pueblo will probably sign a 15-year contract with Front Range Motorsports, Inc., with the possibility of 5-year extensions after that, to manage Pueblo Motorsports Park. Front Range Motorsports, Inc., has said they're going to honor the track's previous commitments for this year and is sending out contracts soon.

While CMC has been charging surcharges for races at both Pueblo and La Junta, they will likely drop their surcharges for Pueblo races.

Only four or five CMC member clubs use the La Junta track, but as a whole the member clubs have agreed that all CMC's funds can go to the La Junta track, if a management deal can be worked out with the City of La Junta. One of

the biggest issues with the La Junta track now is that, as an “un-fenced” track, its liability is quite high.

Dan Berry motioned to renew RMVR’s CMC membership. Tom Deats seconded the motion, and it passed unanimously.

Old Car Council (OCC)

Dan Berry reported that the OCC is raising its per-member fees to \$4. That, plus the \$50 fee for each club and the 200-member cap on the per-member fees, brings RMVR’s membership fee to \$850, mostly to support the OCC’s lobbyist. He pointed out that, while the OCC’s lobbying efforts rarely affect race cars, they do benefit people’s street cars, which RMVR members own.

Guest Bill Miller added to Dan Berry’s report, saying that the OCC lobbyist’s current work on three issues could potentially benefit RMVR members:

- 1) Reducing the proposed vehicle registration surcharges,
- 2) Stopping the proposed phasing-out of collector plates, and
- 3) Extending the length of time to register a salvage title.

Dan Berry motioned to renew our OCC membership, and Traci Pearson seconded the motion. Seven YES votes: Bob Alder, Dan Berry, Tom Deats, Lynn Fangué, Bob Mitchiner, Bonnie Mortimer, and Traci Pearson. Three NO votes: Bob Darcey, Jamie Stiehr, and John Stokley. Abstaining: John Brosseau. The motion passed.

Pikes Peak International Hill Climb (PPIHC)

Tony Martins requested the board approve the \$13,000 non-refundable fee necessary to reserve 20 entries in a vintage race class in the 2009 PPIHC. We can enter up to 25 cars. If the board approved, he needed a check for \$1000 to submit immediately.

The PPIHC has raised their per-car entry fee by \$50 to \$650, which we are passing along to our drivers.

Mike Rogers said that they’re working with Manitou Springs to put on a vintage car and motorcycle

show. Among the details that need to be worked out: how many display cars we could bring, how many vendor tents we’re allowed, what sponsors we might attract, and how much, if anything, the park rental will cost.

Six RMVR and 12 La Carrera Panamericana drivers participated last year. A number of last year’s La Carrera Panamericana want to return, and more are interested in joining us this year.

John Stokley motioned that the board approve the \$13,000 entry fee for the PPIHC. Tom Deats seconded the motion, and it passed unanimously.

Pueblo Motorsports Park

Mark Robinson said that Sherrie Contreras called to confirm our June dates and that FRM is taking over when a few details with the city are resolved. A contract with rates is supposed to be mailed in January, but track fees have not yet been set.

Mentor Program

The fee for the mentor program will not change this year; it will remain \$350.

Spring Fling

The board decided not to have our usual Spring Fling this year but to do something special at our inaugural race at HPR instead.

Chiefs of Specialties Reports

Flagging and Communication

Pauline Wilson handed out a list of equipment that Rick Boucher and Arthur Santomango need to acquire or replace this year, along with cost estimates for the equipment. Santomango has already procured 6 more radios and chargers, which would normally cost about \$2000 each, for a total of \$370! One of the largest expenses left are the orange cones we need, and the price of those depends on how tall we want them to be. Lynn Fangué said he’d see if one of his clients might be able to get us a deal on cones.

The corner stations at HPR will be double-checked when the curbing placement is checked. And on the

Friday before our first HPR race, our corner workers will be testing flagging and communications at the track.

Chad McCabe and his father Roy have started building our radio repeater for HPR.

Fire Rescue School is coming up and the new DVD should be ready by then. Wilson will contact Patricia Crowley in Byers about recruiting locals. Flyers targeting potential recruits also will be posted in Byers. The National Auto Sport Association (NASA) has asked to send some people. Bob Alder said SCCA has recruited about 20 people from Byers and hopes they’ll be coming. Pauline has already gotten a larger room for the Saturday classroom sessions, and wants to get the word out to potential RMVR workers to sign up soon. The school is free for RMVR workers, \$20 for workers from other clubs.

The RMVR Flagging and Communication manual is now available on our website, along with a quick list of equipment for corner workers.

The CPR/defibrillator class discussed last fall is still up in the air.

BJ Kellogg showed the board an example of the backpacks he’s having made to give away as prizes to workers.

It was brought up that some husband/wife teams who work as corner workers have been counted as having only one membership, and this is perceived as being unfair when the club holds its elections and two people who have both worked enough hours to earn memberships are only sent one ballot with which to vote. Bob Alder said this was a simple matter of entering each worker separately in the club’s mailing list and said he’d fix the problem.

Timing and Scoring

Dennis McIlree announced that Glenn Conser of the Motorcycle Roadracing Association will be

taking responsibility for installing the timing and scoring antennas at HPR.

Eligibility

The Eligibility report and discussion of proposed changes to the exhibition car rules were postponed until next month because of the length of the current meeting.

Tech Inspection

To encourage drivers to complete their Annual Tech Inspections before their first race of the season, Andy Kitchens wants to make some changes. First, he will make available lists of approved individuals and shops that can perform these inspections. And any driver who completes the Annual before their first race will not be required to have an Event Tech Inspection for their first three races of the season, unless they have an accident or perform major repairs during that time. Tech will still check and sign the car's logbook at each race, and the drivers must still fill out an Event Tech Inspection form and be responsible for their car's safety. Tech will re-inspect any car that has had an accident. They may also randomly inspect any car at their discretion, and any owner or driver can request an Event inspection. Exhibition cars will be inspected at every race.

Annual technical inspections will still be available at the track, but Kitchens stressed this is primarily for out-of-state drivers.

Kitchens also intends to make the inspection forms require owners/drivers to pay more attention to their own inspection process.

There were questions whether our insurance carrier would have a problem with us not holding tech inspections at every event. Bob Alder said that the insurance carrier doesn't mandate rules, but they expect us to follow our own rules diligently.

Mark Robinson pointed out that this mainly requires a change to our Operations manual.

Kitchens asked the board for a quick vote on his proposed change. Nine members voted YES; two (John Stokley and Traci Pearson) voted NO.

Publicity (and Advertising)

Mike Rogers presented the board with his proposed budget for 2009. He pointed out that this year's PPIHC advertising has already been paid for out of last year's budget, and that some of last year's advertising costs have not yet been paid.

This year's budget comes to \$5950; Rogers is trying to lessen that by sharing some of the costs with George Anderson of Motorsports Park Hastings (MPH) and the La Carrera Panamericana group.

There was some discussion of the benefits available from, geographic coverage of, and demographics of the two main publications in which Rogers plans to advertise: Victory Lane and Vintage Motorsport magazine.

John Brosseau motioned that the board approve Rogers' 2009 budget. Jamie Stiehr seconded the motion, and it passed unanimously.

Meeting adjourned: 9:23 p.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 (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 aaantipas@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 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/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

Tech Inspections 2009

For the 2009 season, RMVR has instituted some exciting new changes in our Tech inspection procedures. A major goal of Tech is for the inspection process to be user friendly, efficient, and value-added. While drivers/owners are responsible for the safety of their car and driver's gear, and Tech cannot inspect safety into cars, RMVR Tech inspectors support safety and assist drivers/owners by inspecting cars through both annual and event Tech inspections. Pre-season annual inspections are the most thorough and are the preferred way to support RMVR drivers/owners.

RMVR would like to strongly encourage annual Tech inspections be performed before the season rather than at the track and will be making the following Tech Inspection changes in 2009:

- Any car that has had a *Pre-Season* annual Tech inspection may participate in 3 events without an event tech if the car has not been in an accident or had major repairs since the pre-season Tech Inspection.
- Owner /driver will present log book to Tech at an event and the Tech inspector will verify number of races since pre-season Tech inspection by looking at the log book. Log book will be marked "OK to race" and an event Tech sticker will be issued.
- Any race with any club counts toward the three "passes."
- Fourth and subsequent races after pre-season Tech inspection will require an event Tech inspection.
- Exhibition cars do not have log books and will require Tech inspection at each event.
- Any car may be randomly inspected at any event at the discretion of a Tech inspector.
- Event Tech inspection may be requested for any car at any event by owner/driver.
- Annual Tech inspections would continue to be performed at the track at all events, but *this is primarily to accommodate out of state entrants rather than as a substitute for pre-season Tech*. Annual Tech inspections at the track will, as always, require removal of a front and a rear wheel. Owner/driver must provide their own jack and lug wrenches.

There are three ways to get a pre-season annual Tech inspection. First is to attend Annual Tech Day. The date (tentatively April 4th) and locations for Annual Tech Day will be published as soon as they are firmed up. Second is to have the car inspected at a race shop. E-mail tech@rmvr for a list of a few shops if you don't already have a favorite. The third way to get a pre-season Tech inspection is to make an individual appointment with one of the RMVR members who have graciously agreed to provide this service for fellow club members. Simply e-mail tech@rmvr if you need to know who in your area would be willing to inspect your car. Bring a filled out and signed Tech form (2009 forms will be on the website by the end of February) to the inspector who will inspect the car, fill out the inspectors portion of the form, and sign. Present the form, your log book, and your helmet to a Tech inspector at your first event and you will be given logbook and helmet stickers.

Take advantage of one of these great opportunities to have your car inspected prior to your first event and have a fun 2009 race season.

In this Issue:

- Crash & Burn School aka Fire Rescue School •

2009 Provisional Event Schedule

March 21-22, 2009
April 4, 2009 (tentative)
April 17-19, 2009
May 16-17, 2009

June 13-14, 2009
July 11-12, 2009
July 14-19, 2009
Sept. 4-6, 2009

October 3-4, 2009

Crash & Burn School
Annual Tech Inspections
Drivers' School & Race @ LaJunta
RMVR Inaugural Race @
High Plains Raceway
Trans-Am Invitational @ Pueblo
High Plains Raceway
Pikes Peak International Hillclimb
Showboat Grand Prix @
Motorsport Park Hastings
Enduro @ High Plains Raceway

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

Lakewood, CO 80226
6745 West Third Place

NEWSLETTER
VINTAGE RACING
ROCKY MOUNTAIN



RMVR VOLUNTEER NEWS

January, 2009

By Pauline Wilson

Well, it's the beginning of another race season already. I would like to start this year out just like we did last year, with a brief description of what we do at the races. **If you know of anyone who is interested in cars, please forward this newsletter to them.** We need all of the volunteers that we can get!

Timing & Scoring -Why should YOU work Timing and Scoring? First of all, there are the benefits:

- 1.Except for street races you will be inside. No need to be exposed to nasty sun or rain or (potential) rattlesnakes.
- 2.The snacks are "primo"! In the afternoon we often feature zesty trail mix and green grapes. At street races, canned soft drinks are also provided.
- 3.There is never a dull moment
- 4.Free Excedrin is provided for every headache.
- 5.The view of the track is dynamite! Of course you'll never actually see a race - just the little bit that goes by the start finish line in front of you.

What kind of help do we need?

As most of you know, our duties in Timing and Scoring have changed considerably since we've begun using the AMB transponder system. However, we still need a few people who are computer literate. We also need someone to copy and post results, and someone to rent transponders on Friday and collect them on Sunday after the races.

So, if you enjoy lots of stress, mixed with lots of laughs, T & S is the place for you!

Tech - Members of the Tech team are involved in two important areas of vintage racing. The first of these is the actual inspection of the race cars before each race event to verify that the necessary modifications pertaining to safety and fluid containment are present. This is not only a great way to meet other members of RMVR but it offers one the opportunity to see these cars up close. If you have ever wondered what it takes to restore and race prepare a car for vintage racing this is a great way to find out.

The other area of Tech that you can become involved in is the hot pit. The purpose of the hot pit is to inspect cars which have been involved in any type of track incident that may have compromised the integrity of that car. This also includes inspecting cars that appear to have some type of mechanical or safety problems. The hot pits provide an excellent opportunity to get into the real action of vintage racing.

Members of the Tech team come from a wide range of different backgrounds, many of whom are automotive professionals. If you share an interest in these classic cars, the RMVR Tech team is an excellent way to put your talents to work and have fun doing it.

Grid - The first advantage to working Grid is that you can wear shorts if you want to. (In La Junta you'll want to!!). Next, we'll give you a snappy Pit & Grid shirt to wear. The second advantage is you don't have to stand in one small area and wave different color flags around in the wind, so you don't have to remember what the colors mean.

However you do have to remember BELTS, GLOVES, EYE PROTECTION, HELMETS, and ARM RESTRAINTS and when and which type of car they pertain to. These are the first things to check for on each and every car prior to allowing cars on the track. Grid offers a unique perspective and different view of the races and members of RMVR.

Flagging & Communications -So, you think you may want to be a corner worker. The first question you may ask yourself is, "What will I have to do and what do I need to know to work on a corner?"

The people on the corners serve several purposes, all very important to the safe conduct of a race. The first, and probably the most important, function is communicating to the drivers the condition of the race course through the use of flags. At least two people at each corner will be dedicated each race to flagging. One worker will be responsible for the yellow flag that warns the drivers of danger between this corner and the next. Another worker will be using the blue flag to warn the drivers that a faster car is approaching from behind. These two workers stand near each other, one facing on-coming traffic and one facing away. Since neither can see all that is happening around the corner, they must warn each

other of danger coming from the direction they are facing. These two will also use other flags to warn drivers of debris or slippery conditions ahead, a slow moving or emergency vehicle ahead or that the race has been stopped.

A third worker, or sometimes the worker with the yellow flag, will be wearing the radio and will be in communication with race control. This is the second function of the corner workers. This worker will report all incidents or problems to race control and will inform the other workers on the corner of what is happening at other corners during the race.

Corner workers must also be ready to respond to any problems that occur with the race cars near their corners. If a car stops, for any reason, between their corner and the next, they will go to the car, with a fire extinguisher, to determine the problem. If the car cannot be restarted, the worker will assist in moving the car to a safe location and assist the driver back to the safety of the corner station. If the car can be restarted, the worker will direct the driver in safe re-entry of the racetrack.

During the race day the workers will also work to maintain a safe race surface by sweeping debris from the track and drying any oil or antifreeze that may be deposited on the track by a race car.

And finally, the workers will watch the race cars to detect any possible mechanical problems that may be developing with the cars of which the drivers may not be aware. The workers report these problems to race control so that the race steward or the technical inspectors can determine whether to allow the car to continue.

This sounds like a lot of work. You may ask, “What is in this for me?” Good question! The first thing, and probably what gets most people started in corner working, is the involvement in and closeness to the action. You cannot get any closer to the action without actually being in a race car. Watching the racing from up close and knowing what’s going on around the track is an experience you can’t get any other way. Another large benefit is appreciation. I don’t know about you, but not much that I do is rewarded with sincere thanks these days. During a race weekend the number of people that walk up to me and say, “Thanks for being here” makes me feel that I have done something worthwhile. It’s not all work either out on the corner, and I’ve gotten to know a lot of interesting people since I have begun corner working - people who share an interest in racing and vintage cars.

Your final question will be, “What will enable me to do this?” First is training, both classroom and on-the-job. RMVR conducts an excellent “Fire and Rescue School” each March, at the beginning of the race season, to train workers in the functions of corner working. If you are interested in working, I highly recommend attending this school next March. Also, each corner has a captain, a more experienced worker, and during the weekend the captain will be reviewing and teaching as situations occur at the corner station.

So, get involved with your club. It’s fun and rewarding and you will be providing a very necessary service to the racers.

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.

FLAGGING & COMMUNICATIONS		GRID	TECH	
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RMVR VOLUNTEER NEWS

FEBRUARY, 2009

By: BJ Kellogg

Well it's that time again. Fire and Rescue school is on March 21 and 22nd that's just around the corner. You can sign up online at RMVR.com. (Click on 2009 Fire Rescue school and then on Pauline's name to e-mail her).

The Saturday session will be in the classroom at North Washington Fire Department, 8055 N. Washington St., Denver. Sunday will be at the North Washington Training Facility, 901 E. 68th Ave.

We are very fortunate to have Mr. Tony Peak as our instructor again. We will start off Sat. at the N. Washington Street location at 8:00 with coffee and doughnuts then at 8:30 we will start the classroom instruction- video, flags radios and track situations. After lunch we will have Trauma and First Aid training. On Sunday we are at the North Washington Fire Department Training Center on 68th just east of Washington. We are back and forth from outside and inside with extrication in the morning. My favorite part is the fire training after lunch. Please wear comfortable non-flammable (No Nylon) old clothes since you will be getting dirty.

Now, to pick up where we left off last month, here are some of the benefits to working the races. If you work in Timing & Scoring, Grid, Hot Pits, or Flagging & Communications, you can receive - Free lunches, dinners, banquets, etc. - Lunch is now provided at all events. Free motel accommodations for out of town events. If you are a couple, and both parties are working, you will be put in a private room (usually 1 queen bed). If you are a single, you will be put in a room with 2 double beds with another same sex single. Or if you prefer your own room, see your chief for details - there are some options available. We usually have a BBQ or other festivities on Saturday night which is provided free to all workers. Workers can also receive a free ticket to the Holiday Banquet in January, thanks to many generous drivers.

Patches are provided at all events, sometimes dash plaques, hats, shirts, and posters. Saturday night Happy Hour is a staple at most events and there's always a "cold one" available on the van - pop during the day, beer during clean up. Worker rides at lunch time (usually on Saturday) is the highlight for a lot of workers. You get a whole new perspective of the track from inside a racecar!

The list of benefits is really endless. For some people, just the opportunity to be around these great cars is enough!

Membership information - The annual dues are \$60.00. With membership you are assured of getting all of the latest information about every upcoming event through the "**Vintage Messenger**" and the "**RMVR Volunteer News**". You can vote and run for the **Board of Directors**. You can speak your mind at **Feedback**. You will be part of **Rocky Mountain Vintage Racing**. As a worker, you will receive a free membership for working just 3 events (6 days)! If you are new and don't want to sign up until you know what you are getting into, you can work 6 days (3 events) before you must become a member.

We are very strict when it comes to drug and alcohol abuse. You need all of your senses, working at their best, when you are on the racetrack, whether you are driving or working. No alcohol is allowed after midnight on a race day or until all cars are off the track at the end of the race day. Illegal drugs are NEVER tolerated. If you are taking prescription drugs that may cloud your reactions or your judgment, you shouldn't be out there. If you are working an event, and you suspect that a co-worker is impaired, please feel free to tell any chief of specialty or the race steward that you feel that there is a problem.

Each month, the “**RMVR Volunteer News**” along with the “**Vintage Messenger**” will be available on the website WWW.RMVR.COM. The volunteer news will give you the extra info that you will need to work the upcoming event. The race flyer will give you maps, track layouts, dates and times. The volunteer news will give you directions to the motel, phone number, lunch/dinner plans, etc. You can either sign up on-line or at a previous event. Scroll down to “**DO IT ONLINE!**” and click on **Volunteer Sign-up Form**. One week’s notice is usually sufficient for in-town events, but two week’s is necessary for out-of-town motel reservations. You must be at least 18 years old to work on a corner or in the Hot Pits.

If you are driving, or just want to come out to see what you’re missing, we can always use extra help at in-town events. Just show up an hour before the driver’s meeting and track down one of the chiefs. We will be happy to put you to work, even if it’s just for a few hours. Tech can always use extra help early Saturday A.M. inspecting cars. Car decided not to run at the last minute? Come on out and work a corner for half a day. You’ll be surprised at what you learn. Just be sure to wear comfortable, non-flammable clothing. Long pants are required in all areas, except Timing & Scoring, and long sleeves are suggested. Neutral colors are always best - we don’t want the drivers mistaking you for a flag! Hats and sunscreen or jackets and gloves, depending on the season or time of day, are also a must. Comfortable, safe shoes or boots are needed as most areas do a lot of standing. Water, snacks, whistles, the list can go on and on. Stop by the van sometime and pick up new worker info if you are interested in doing this again. If you are planning on working on a corner, you need to know that you will be on your feet whenever there are cars on the track. This means most of the day. We almost always come in from the track for lunch, but we never know when lunch will be. Likewise, the end of the day can vary from 4:30 to 6:00 P.M. If you have special needs, please make sure to inform your chief and we will try to accommodate you.

The annual Banquet is becoming the event of the winter season. Roger Hively emceed complete with North Dakota jokes since Chris Sundberg was unable to attend at the last minute. The Awards are always a highlight of the evening: Rick Boucher received worker of the year, Robert Armstrong & Char Blackler received Rookie worker of the year. Bob Darcey got the Kenny award. Bill Howard got the Ernie Wiel award and had great stories about Arie Luyendyk driving Bill’s BMW around the track at HPR. Mike Rogers got the Danny Collins Participant’s award. Steve Peterson got the President’s award. We had special trophies for the 25th anniversary and everyone received an etched wine glass to commemorate it. Pauline also got the workers silver nametags to wear at the track, which was a very nice gift

See you next month with info on **Driver’s School** and our first race at **La Junta** then **HPR!!!**

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Crash & Burn School 2009

(AKA Fire & Rescue School)

As in prior years, we are kicking off the racing season with our Crash & Burn School (a.k.a. Fire Rescue School) on March 21 & 22. The Saturday session will be in the classroom at North Washington Fire Department, 8055 N. Washington St., Denver. Sunday will be at the North Washington Training Facility, 901 E. 68th Ave.

For experienced drivers, workers, and crews, it's great for removing the "cobwebs of winter", having your questions answered and getting "hands-on" fire training and extrication practice. It's a great chance to sit down and think about flag meanings, what workers do and why, etc. For novices it's a great place to start. Professionals do all the emergency training.

SCHEDULE AND AGENDA FOR 2009 FIRE RESCUE SCHOOL

Saturday March 21, 2009

8:00 - 8:30 Registration

8:30-12:00 Classroom Instruction - Videos, flags, hand signals, radio use

1:00-4:30 Trauma & First Aid training

Sunday March 22, 2009

8:30-9:00 Registration

9:00-12:00 "Hands On" Extrication

1:00-4:00 Fire Training

The Saturday sessions are indoors; the Sunday training takes place out of doors. Weather could cause schedule adjustments. Wear comfortable, non-flammable (no nylon), old clothes, as practice can (and probably will) be dirty. Coffee and donuts will be available in the morning and there are lots of fast food restaurants in the area for lunch. There is a small fee for non-RMVR workers of \$20 for the weekend.

We are limited by space to 80 students, so get your reservations in early please! Sign up on-line – www.rmv.com - Schedule- Fire Rescue School – or e-mail Pauline Wilson at marshals@rmv.com by March 14, 2009.