

VINTAGE MESSENGER

VOL. 18 NO. 6

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June, 2009

Big News!!!

RMVR's On-Line Registration System Is Up and Running! At Last

The long-awaited RMVR On-Line Registration for all race weekends is now up and running! This will be a permanent feature and can be reached any time from the Home Page of <http://www.rmvr.com> or, if you wish, directly by going to <http://rmvr.com/registration/>. Bookmark the link for easy future use.

Give it a try!

If you are an RMVR licensed member with an RMVR car, all you need is your RMVR license number and the number on your car. Just like the Express Entry we've used on the old paper entry forms.

If you are a guest from another club, you too can enter on-line. You'll need to supply us more information. But no more than you'd do using our old paper entry form.

On-Line Registration payment is via credit card only. So, you'll also need your credit card info to complete your online entry. But it's as easy as can be. Easier than ordering a book from Amazon or some race parts from Pegasus. We use PayPal's web services for securely processing your actual credit card transaction. You can pay with a PayPal account (if you use one) but you need not have a PayPal account. You can pay with your credit card. All major cards accepted.

And if don't wish to use the Online Registration, you can still use the snail mail method. Download the paper form and mail in a check just like the old days.

New RMVR Address & Administrative Assistant

RMVR c/o Carol Stiehr
 32024 Snowshoe Road
 Evergreen, CO 80439

(303) 319-3062

Phone remains the same.

All RMVR correspondence should be routed to Carol Stiehr at the above address or through admin@rmvr.com.

Minutes

Rocky Mountain Vintage Racing,
 Ltd.

Regular Board Meeting 5/20/09
 Thornton City Hall,
 9500 Civic Center Drive,
 Thornton, CO

Board Members Present:

Mark Robinson – President
 John Brosseau – President Elect
 Bob Mitchiner – Past President
 Bob Alder – Treasurer
 Traci Pearson – Secretary
 Dan Berry
 Bob Darcey
 Tom Deats
 Lynn Fangue

Bonnie Mortimer
 Jamie Stiehr
 John Stokley

Call to order: 7:01 p.m.

President's Comments

Mark Robinson welcomed everyone and thanked everyone who attended our first race at High Plains Raceway (HPR), particularly those who put in time and effort to make it a successful event. He called it "fantastic" and said, "What a track! What a ball!" The rest of the board heartily agreed.

Past Minutes

Traci Pearson said Guest Bill Miller had given her the correct, legal names of the Colorado Amateur Motorsport Associates and the Colorado Motorsports Council. Lynn Fangue motioned to accept the April minutes, and the motion passed unanimously.

Treasurer's Report 2009 Budget

Bob Alder said we're back up to about \$32K in our cash account, and we have about \$3K in our PayPal account. Our net income for the year is about \$2K, which includes losses from the banquet and the La Junta drivers' school and race and the profit from our inaugural HPR race.

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 Carol Stiehr - 32024 Snowshoe Road Evergreen, CO 80439 - (303) 319-3062

We originally estimated a \$2K loss for La Junta, but because the weather prevented about 14 drivers from attending, we actually lost \$9K.

We made about \$4400 selling club merchandise at HPR and have nearly paid for the merchandise we've purchased this year.

We owe about \$4K in refunds for the HPR race, and we still need to pay some track fees and the ambulance fee, but we will make about \$12K for the race (better than expected).

The laptop used by Carol Stiehr, the new club administrator, needed replacing; Alder ordered a new Dell for \$800.

Special Reports **CMC (Colorado Motorsports Council)**

The La Junta track is in reasonable shape after the city repaved it between corners 4 and 7. CMC has formed a committee to work with the City of La Junta on the possibility of managing of the track through a separate LLC.

Bob Mitchiner passed out copies of news articles about the Pueblo city council's decision to not renew NEK's lease of the Pueblo track at the end of this year and, instead, make the track a city-run enterprise. CMC will write a letter to the city reintroducing itself and its member clubs and will try to get a CMC member on the board the city creates to manage the track. Guest Bill Miller pointed out that, this way, the city assumes the liability for the track and CMC or any other clubs involved only are advisors.

The track itself is reportedly in good shape, and the current track management took good care of both the Colorado Exotic Car Association (CECA) and the Sports Car Club of America

Letter from the President June 2009

Well, our first race at High Plains Raceway is now history. If you were not there, it was our biggest event in years. We haven't had 190+ entries since Steamboat, as I recall. It was wonderful to see lots of new & old cars, racers, & volunteers. I want to extend special recognition to our Co-Chairs, Richard Bowler & Bill Brillhart. These guys certainly went above & beyond in organizing a new event at a new track, allowing some Exhibition cars to join in the fun, and handling the many tasks that the weekend threw at them. The corners & grid were well staffed with an enthusiastic bunch, led by Pauline Wilson & BJ Kellogg. Steward Tony Peak did an excellent job in a tough assignment. Social Chair Ron Sholar arranged for a nice party under the tent. To these fine people, and all who donated their time & efforts to pull off a great weekend, THANK YOU! At our Saturday party, on behalf of RMVR I presented Bill Howard, Bob Darcey & Bob Alder with personalized plaques commemorating our "First Tracks at HPR", and the countless hours, days, & years these guys donated to make the track a reality. It is a wonderful track, and their work will help RMVR to continue to be the great club it has become, with HPR being our new "home". Please be sure to thank all these people that work so hard so we can play with our cars.

With such a wide variety of cars, both RMVR eligible, & guest or Exhibition cars that may not meet our rules, our first HPR event created an opportunity on our members' behalf to act as ambassadors of Vintage racing. I hope all had the courtesy to welcome those whose cars are not prepared to RMVR standards. Although their cars may be different, the drivers are there to enjoy the camaraderie and pleasure of Vintage racing. It is everyone's job to make them welcome. Your Board is looking at expanding our eligibility while not adversely affecting our existing cars, so many of these drivers (hopefully) may be in a pit space near you in the future. Treat them accordingly.

Our next race is our only trip to Pueblo this year, so be sure to make plans to attend the Trans Am Invitational on June 13 & 14. Race Chair Keith Davidson will again have a great program celebrating this wonderful racing series. I hear the track is in fine shape, so don't believe all the rumors floating around...come see for yourself.

Mark Robinson
president@rmvr.com

(SCCA) recently when they raced there.

The board discussed writing a letter to the Pueblo city council encouraging the city to manage the track well and let them know how much money we spend both at the track and in the city when we race. Mark Robinson will write a letter and have the board members look at it before he sends it.

SCCA is the only club that has used Pikes Peak International Raceway (PPIR) so far this year and reports that a dining area has been created in the media center and the timing and scoring area

has been improved. Track rental is up from \$5000 to \$5500.

Several sets of bleachers loaned to Pueblo Motorsports Park have been moved to HPR.

Both regional SCCA clubs have discussed leaving CMC and demanding the return of their surcharges. The CMC bylaws, however, state that surcharges cannot be returned to clubs leaving CMC.

CAMA (Colorado Amateur Motorsport Association)

Bob Darcey's written report to the board:

Capital Campaign:

As of today, the Capital Campaign has raised \$840,545 for HPR. Considering that the January report showed ~\$743K, the contributions have been averaging nearly \$25,000 a month since mid-January, really a remarkable rate for this stage of the effort. We hope this continues as more people realize the potential of the facility and its impact on the future of amateur motor sports in this region.

Construction:

Construction continues on the stairs and handicap access ramps for the Timing & Scoring and Classroom buildings; we expect that effort to be completed within the next couple of weeks. All the components for the main entry sign are on site and will be erected after some minor re-grading of the area west of the entry road to alleviate drainage issues. We are acquiring components for the PA system, and expect that all of these efforts will be complete and operational by RMVR's July event. The permit applications for the fuel depot are still under review, but that project appears to be moving along, albeit slowly. I would not expect the fuel depot to be completed nor operational by July.

Initial Events:

There have now been seven weekend events held at HPR, including RMVR's event this past weekend. Reaction of the user clubs and their members has been very positive, and it appears that the combination of the topographic features and Bill Howard's course design has produced a very good roadcourse.

There was a great deal of concern that RMVR's event would be too large for the current paddock configuration, but there did not seem to be any problem. My impression was that there were enough porta-lets in the paddock, but that they were difficult to find—perhaps a

standardized placement would help. A few areas where improvement is needed: more trash cans, more porta-lets for the corner stations, and more fencing for pedestrian control. HPR's vendor for porta-lets was asked to place five additional units near corner stations prior to RMVR's event, but he was not able to supply those units until just this week.

There is obviously a lot of work to do, but I believe that we are off to a great start. Suggestions as to how to improve the facility and operation are always welcome.

The board discussed some possible alternatives for providing fuel at the track. Since HPR and the local fuel dealers have an unspoken agreement that HPR won't sell 'pump' gas and the local dealers won't sell race fuel, the best alternative may be to have someone bring in race gas in 55-gallon barrels, which we've done before.

Mark Robinson said Richard Bowler and Bill Brillhart suggested having a feedback session with the people most involved in organizing our first two events at HPR.

Robinson also brought up the problems with and the time we lost getting workers to and from their corners because the workers weren't allowed to drive to their corners. Several suggestions were made, including having a couple places on the track where workers could park their cars and walk to their corners. Parking in the cutoffs isn't an option because race cars and emergency vehicles use those.

BJ Kellogg said he wanted workers to be able to drive to their corners not just because of the time saved but also so they'd have some shelter in case of poor weather or wind.

Air Show Invitation

As you know, since I left racing, I've been very involved with flying radio control aircraft. It has the same basic factors—speed, noise and expense.

I want to invite RMVR and the British Motoring Club of Northern Colorado to fire up your favorite street toy and become a spectator—no charge—at one of our RC air events. We're having a 3D aerobatics event Aug. 7-9 and want to invite you to bring your cars Sat. Aug. 8 (backup Aug. 9) and show them off. We'll reserve a place for all the sports cars. We can check out your cars while you're checking out our planes!

We're expecting 50-100 pilots with three times that many planes, so it should be a lot of fun. There will be portapottys there, but little else for your comfort. So bring a folding chair, an umbrella or something for shade, pack a lunch and, of course, BEER! There's plenty of room for EZ-Ups if you can fit them in the car. This will be a non-advertised event, so spectators like you are by invitation only. Visit our website at www.loveairrc.org for more details. Our flying field is 9.5 miles east of I-25 on Hwy 14, Fort Collins.

You'll see planes 35-40% of full scale with 10-12 foot wingspans and probably some jets, too, with real turbine engines that move just slightly faster than my former Formula Ford...200+ mph.

There's no catch, but if you were to invite us to a race at HPR, I'll bet 20-30 of us might show up. We could even get a couple of the guys to put on a brief air show there at lunch using the track as a runway.

Please let me know of your interest.

Call (970) 223-5069 for RSVP and/or questions.

Andy Hiller
Former FF71 Purple
smartzah@comcast.net

Bob Darcey said he thinks it's dangerous for workers to park their cars near their bunkers because it's possible for a racecar to hit a worker's car.

No one could think of a time a racecar has hit a worker's car at any of our events, though John Brosseau once hit a tire wall and launched one of the barrier tires through a car window. Some wondered if any of the more well-known amateur tracks in the U.S. allowed workers to drive to their corners; Dan Berry thought both Laguna Seca and Road America did.

Against his objections, the board asked Bob Darcey to ask CAMA if it could change its policy preventing workers from driving to their corners. There may be some insurance issues that need to be addressed or which may not allow CAMA to change its policy.

John Brosseau measured the average time between the checkered flag and cars-on-track at around 10 minutes (unless there were a number of cars to be towed in or a big cleanup on the track).

John Stokley asked when well water is going to be available at the track. Darcey said that when they build the permanent timing and scoring building or the garages, both of which will have bathrooms, they will finally tap into the well water.

There was also some discussion about the lapping day fees, which are charged per *driver* at HPR, not per *car* as we have been used to at other tracks. Stokley said he thought it was premature to ask CAMA to change that policy and suggested we wait until the quarterly financial reports from CAMA come in.

Old Car Council (OCC)

Dan Berry said a lot of car shows are coming up. They're looking for vintage cars for Cruzin' Havana in June; anyone interested should call him.

The changes made to the FASTER bill regarding cars registered as "horseless carriages" saved those car owners \$600K.

Bill Rosenbach said the registration fee increase for cars with collector plates would be spread out over the five years the plate covers.

La Junta Chief Steward's Report

Tom Deats said that, because of the serious incident at La Junta, Bill Sant has been suspended through the end of the year for overaggressive racing. After that, he'll get a provisional license.

Chiefs of Specialties Reports Flagging and Communication

BJ Kellogg passed along Pauline Wilson's report. We had 18 workers at HPR who were new to us and six that haven't been around for a while for a total of 35 workers on 14 corner stations. This was better than any previous race at HPR.

Kellogg said there weren't enough portable toilets on the corners and that it took a lot of time to get workers to their corner stations. Running seven groups went well, although two cars oiled the track, one from corner 4 to corner 14. Because of the time it took to retrieve the workers from their corners, they were late getting to the dinner Saturday night and it was too crowded for many to have any fun there.

He said there were a lot of people walking across the grid while the workers were trying to grid the cars, slowing the process and creating a safety hazard. Also, there were more than 50 cars on the track for worker rides and

things got a little crazy, with cars spinning or breaking down on the track and non-licensed drivers at the wheel. Bob Alder wondered whether our insurance allows non-licensed drivers on the track for worker rides, even though in the past we've allowed workers to drive open-wheel cars.

Kellogg pointed out that the La Junta weekend was very dangerous for the drivers because many corners had only one worker on them.

He thanked Don Suiter, our 2009 Accommodations Chief, for booking the La Quinta for the workers in Pueblo for the Trans-Am race. He cryptically mentioned an upcoming fundraiser for someone "changing their appearance." He also mentioned an e-mail he and Pauline received from one of the new workers at HPR who said they were treated very well and felt very welcome, and appreciated it.

Chad McCabe said he has built the repeater but he needs a third frequency for the repeater to be able to rebroadcast our channel 1. He suggested that the club get our own frequencies—three of them—which would give us control over our frequencies. It would cost us \$545 and we'd have the licenses for ten years, after which we could renew them. To reprogram the radios, McCabe would have to build an adapter and buy software as well.

McCabe had already researched the process and said that we could make sure any track at which we might race would be covered by the licenses. It would take two to three weeks to obtain the licenses and a weekend to reprogram the radios. We would receive licenses for three frequencies in the 150–174 MHz range (VHF); our current radios can operate in that entire band. He did not know, however, if we

could sell the licenses if we wanted to.

Jamie Stiehr asked how radio communications worked last weekend without a repeater. Wilson had said that though Control could hear all the corners and all the corners could hear Control, only the corner stations near the center of the track could hear each other clearly and consistently and that some corners could hear only the corners immediately before and after them.

Bob Darcey said that Glenn Conser (president of the Motorcycle Roadracing Association (MRA)) told him that using their repeater not only worked very well but allowed the radios to use markedly less power. MRA's repeater is in a trailer in the paddock and uses a 30' antenna.

McCabe said the FCC has height restrictions on antenna height based on the frequencies used and their purpose. He plans to place the repeater in his vehicle and mount the antenna on the bumper or trailer hitch and park it on a high spot somewhere on the track.

He also said that the Porsche club is interested in using our repeater. He could reprogram their radios when needed and we could rent them our repeater, which would help offset the costs of that and the new frequency licenses.

Bob Alder motioned to authorize Chad McCabe to spend up to \$800 to acquire the frequency licenses and reprogram our radios. Dan Berry seconded the motion, and it passed unanimously.

Tech Inspection

Andy Kitchens said Tech's location in relation to the traffic flow during the racing at HPR was great. He also said the efforts to

get more people to take advantage of Annual Tech Inspection are paying off, because they had to perform very few Annuals at the track.

Timing and Scoring

Dennis McIlree said the hot pit lane antenna at La Junta isn't working. They don't know whether the problem is in the timing and scoring building or if there's a problem with the buried antenna, and he wondered whose responsibility it is to maintain the antenna at this and other tracks.

Bob Mitchiner said he had intended to raise the question at the CMC meeting but they didn't get around to it.

Mark Robinson said that HPR's contract clearly says there's no guarantee the antennas will work.

As for the timing and scoring facility at HPR, McIlree said the trailer had electricity but they couldn't see any of the cars on the front straight. The new formatting of the race result sheets, showing each car's position in their class as well as their run group, was well received.

Special Run Group Proposal

Keith Davidson, event chair of the Trans-Am Invitational, sent a letter to the Porsche club and Jamie Stiehr sent a letter to the BMW club inviting them to our Trans-Am race in Pueblo.

John Brosseau talked to Joe Gilmore, regional executive of the Colorado region SCCA, about running an extra run group at our July HPR race. Brosseau is concerned, however, about how many run groups (plus the touring group) we had at our first HPR race and wants to wait and see how many entries we get for the Trans-Am race.

Exhibition Car Proposal – Second Reading of Revised Proposal

Bob Mitchiner motioned to approve the second reading of the revised proposal. Bonnie Mortimer seconded the motion, and it passed unanimously. The revised proposal, which will replace the current text in the RMVR General Rules, reads:

C. CAR ELIGIBILITY:

1. RMVR Car Race Groups

f. Selected Exhibition Cars - At the discretion of, or by invitation, the race chair, with the counsel of the assistant chief steward, may allow an "Exhibition Class or Car" to participate in an RMVR event. "Exhibition Classes or Cars" participating under this rule are limited to two events per racing season. The purpose of this rule is to allow cars that may be of special interest to the vintage racing community, but not otherwise eligible, to participate in an RMVR event. It is not to provide an avenue for entrants to regularly run non-eligible cars in RMVR events.

The procedure to request entry for an exhibition car follows:

a. The entrant must e-mail or send an Exhibition Car Entry Request (at www.rmv.com) to the race chairman including a photo of the car and reasons why the car is of special interest to the vintage racing community. The chairman must receive the correspondence at least 3 weeks before the event.

b. The race chairman, with the counsel of the assistant chief steward, will review the letter, and decide if the car is to be allowed. The chair will then contact the entrant and inform him of his decision. If the car has been selected, the chairman will send a signed copy of the application letter to the entrant. This letter is valid for entry in the event specified in the original

application and is not transferable to other events. The entrant will then submit a Request for Entry to RMVR, entering the car in the Exhibition class with a copy of the approval letter attached.

d. The entrant must bring the original approval letter to the event. This letter will be presented to Tech in lieu of a regular log book.

Note: Exhibition cars do not receive an RMVR log book and thus are not considered "eligible" in subsequent RMVR events. Exhibition cars will be listed separately on event grid sheets, will be grouped and gridded as determined by the Assistant Chief Steward, and will be timed and scored separately.

E. RACE EVENT REGULATIONS:

2. Regulations for Cars:

c. All entrants must have a Log Book issued by RMVR or another VMC club, or they must have a letter signed by the Event Chairman. All documents must have the required photos and be presented at tech inspection and drivers' school. The RMVR Log Book will be issued by the Eligibility Team. This rule does not apply to cars in the touring class.

Presentations to the Board

Char Blackler and Robert Armstrong gave a short presentation on their business, A.B.C. Enterprises (<https://rcabcent.mychoices.biz>) where people can order a wide variety of products. They will donate to RMVR 5 percent of their profits from club members. They said they save money and time ordering from this website and having their merchandise delivered.

Pat Gross of BBVA Compass Bank presented the banks "Compass for Your Cause" program. Club members who are

also Compass Bank business customers can arrange to have the bank donate to the club the equivalent of 0.25 percent of any purchase club members make on their business debit card. They need only call the bank and sign up.

He also talked about the "93 Cents for Flight 93" campaign to raise funds for a permanent memorial for the heroes of Flight 93. They will be holding a "Big Things with Wheels" vehicle show August 30th at 80th and Wadsworth in Arvada and invited RMVR members to bring their cars to show. Dan Berry said he should come to an OCC meeting (the first Wednesday of every month at the Forney museum) and tell them about the vehicle show.

Bob Alder expressed some concern about how such charitable donations might affect how the club reports income and will look into it further.

Open Discussion

Bob Mitchiner suggested the board hold a board-only retreat to come to a consensus on what it wants to do about expanding eligibility. The board agreed, and Mark Robinson said he'd set it up.

Bob Alder said Carol Stiehr asked him to convey her thanks for all the help she received from Diane Hively as well as Richard Bowler, Bill Brillhart, Greg Kyde, and Pauline Wilson. Alder said he and Carol were still working on how to process administrative tasks internally, and that Katja Stokley was helping, but otherwise everything is working smoothly.

John Brosseau said the board should send kudos to Richard Bowler and Bill Brillhart, whose work at our inaugural HPR race was remarkable, given the fact that the track was new to us with few amenities and no PA system. He also gave kudos to Pauline Wilson and all the workers.

Heike and Bill Rosenbach expressed gratitude for the handicapped portable toilet.

Chad McCabe asked whether people liked being able to listen to track announcements on AM radio. Unfortunately, the prevailing comment was that the station was hard to find on the radio; people may not have realized the frequency was printed in their race packet. Though McCabe used MRA's radio transmitter at that race, he has one of his own he can bring to future races. Bob Alder thought it might be redundant, since a lot of people listen to the radio traffic on scanners.

Meeting adjourned: 9:08 p.m.
Traci Pearson, Secretary

Classifieds



For Sale: 1968 Mustang Coupe, 302ci approx 350hp. Balanced / blueprtd. Race preped crank/rods. Forged extra-shiny flat top pistons. Windsor Heads ported/polished. 650 Holley. MSD box & distributor. Canton pan. Aluminum flywheel mated to rebuilt top-loader. Newly rebuilt shortened 9" rearend with Moser axles and track lock 3.89. New suspension including 650lb springs in front with 1" Shelby lowering and mid-eye leafs in rear. KYB all 4 corners. Kelsey Hayes 4 piston front brakes, rear drums Porterfield R4 compound. Sportsman fuelcell. 6 point roll bar. \$17,900 obo. Adam 720-300-0280 adam@advisor-pro.com



For Sale: Porsche 911, 1970 911T Targa, yellow/black #658, RMVR and PCA logbooks. 2.2 liter engine, 142HP 138Lb torque at the rear wheels, 38 IDA Weber Carbs, Carrera chain tensioners, turbo tie rods, Weltmeister sway bars, S-calipers and slotted rotors, Polished Fuchs wheels, Turbo valve covers, front oil cooler, Ultra Sheild race seats, Simpson 5 point harness, Auto Power roll bar, new hi torque starter. This car is street legal so it could be either a great track or street car. \$15,000 call Robert 970-260-4483 or e-mail robert@rchillino.com for more info.

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

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

Ferrari Club Thank You!



Pam Cox Photo

On behalf of the Ferrari Club of America – Rocky Mountain Region , thank you for laying on a truly great event for us all !!

We were welcomed by everyone , parked in a premium location, superbly supervised on track, and treated delightfully by everyone ...even the fearsome Trackmeister!!!

In all, it was a great day, enjoyed by all of us...and the racing was fun to watch, reminding most of us of our advancing years, since we once lusted after Lotuses, Cortinas, Camaros and Mustangs in our youth!

Please thank your entire team for their efforts on our behalf, and congratulations on the first of many superb events at HPR!!

Sincerely....Peter Taylor
V/P FCA-RMR

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- 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.

Vintage Messenger Fine Print- Our goal is to publish the Vintage Messenger at the first of every month. If you wish to assure that your information / announcement / ad is included in the Vintage Messenger, it should be in the hands of the editor three days before the first of the month. Ads run on a per issue basis. If you wish to have your ad run in subsequent issues, you must re-submit the ad, monthly. Ads are free for members for auto / racing related items. E-mail to messenger@rmvr.com. FAX to 970-824-3737. The Editor returns a confirmation of E-mail submittals. If you don't receive a confirmation E-mail, your submittal probably did not get to the Editor.

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2009 Event Schedule

June 13-14, 2009

July 11-12, 2009

July 14-19, 2009

Sept. 4-6, 2009

October 3-4, 2009

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>

32024 Snowshoe Road
Evergreen, CO 80439

NEWSLETTER
VINTAGE RACING
ROCKY MOUNTAIN



RMVR VOLUNTEER NEWS

June, 2009

By BJ Kellogg

Notes from High Plains: it felt like a Steamboat weekend, if I tried to explain everything that went on we would have no room for the Board meeting notes.

Finally, the weather held out to get a complete weekend in at the track. I would like to thank all the drivers for some amazing worker rides at lunchtime Saturday and Sunday. It looked like heavy traffic on I-25 with all the cars going around. Many thanks go out to the Ferrari club that showed up on Sunday. They were very nice people with some very cool cars.

We gave out the pair of backpacks again this weekend. Bill Shine who is new to the club, Welcome Bill, received one for finding he flock of Flamingos and Chris Sundberg received one for overusing the yellow flag. Thanks to Tony Peak and Rick Boucher for letting some of us shoot the guns that go bang, bang, bang and BANG. Pauline Wilson for the first time in her career got to wave the green flag to start a race. So it is official she has done every volunteer job that RMVR has to offer.

The merchandise tent has some cool long sleeved t-shirts for sale with the HPR logo on them. Everyone also received a glass with the logo and track map and a dash plaque. Welcome back Mo, he has the best jambalaya and red beans and rice. Thanks to Roy Pogue and others for restocking the flamingo flock. Janet Urbanek donated a bunch of sunscreen and lip balm for the workers to use this summer, thank you. We also had a ton of cars racing around. We are back to HPR on July 11 & 12 and we are going to need all hands on deck for that one. I imagine that it will be a huge turn out following the fun we had in May.

We are back to Pueblo for the annual Trans AM race June 13&14. We will be staying at a new hotel the La Quinta Inn located off Elizabeth Street and exit 102 and I-25 next the Cracker Barrel. (4801 N Elizabeth Street, Pueblo CO 81008 719-542-3500, check in is at 1pm) They offer a free "Bright Side Breakfast" with waffles, cereal, muffins and bagels. We have been promised that the breakfast will start at 6 am each day so we have time to make it to the track. Remember 8am at the tower for the worker meeting on Saturday and 7:30 for the meeting on Sunday.

The La Quinta Inn also has a great outdoor pool area so I am thinking a pool party theme for the weekend. Hawaiian shirts, flamingos and I will set up the slushie machine for the festivities. During this weekend, the Big Bore will have a group and the Trans AM cars will have a group. There is also be a special muscle car and racecar display area but they have been invited to drive during the lunch hour.

On Sat night we will have dinner at the track followed by special speakers from the Trans Am era. So it is going to be a fun weekend, your stewards Bill Fleming and Tim Oakley are looking forward to it.

Sign up soon and sign up often. Contact one of the chiefs below or sign up on the RMVR website. We are looking ahead to a very busy and fun summer

FLAGGING & COMMUNICATIONS		GRID	TECH
BJ Kellogg 3452 Meadowlark Ct. Parker CO 80138 303-646-3784 Home bigdog356c@aol.com	Pauline Wilson 564 S. Joplin St. Aurora, CO 80017 303-745-7860 pauline266@comcast.net	Chad McCabe 9994 Pecos St. Thornton, CO 80260 303-667-0044 w0uvu@comcast.net	Andy Kitchens 3307 Birch Drive Loveland, CO 80538 970-227-7566 andyks60@msn.com



EVENT • High Plains Raceway

DATE: July 11 & 12, 2009
LOCATION: High Plains Raceway
CHAIR: Ross Robbins (303) 794-0384 ross@shinnconsulting.com
RACE STEWARD: Ralph Veit (303) 646-5230 Rveit91372@aol.com
Ass't RACE STEWARD: TBA

RACE ENTRY FEE: \$225

LATE ENTRY FEE: \$25.00 after July 3, 2009 (at the track \$50.00)

DEADLINE: July 3, 2009

Fuel WILL NOT be available

HPR Lapping is available Friday July 10, 2009

Online registration @ <http://www.highplainsraceway.com/lapping-days.html>

\$150 Full Day / \$90 Half Day

EVENT SCHEDULE

REGISTRATION & TECH:	Saturday	7:00 AM
DRIVER'S MEETING:	Saturday	8:30 AM
	Sunday	8:00 AM

The rest of the schedule will be handed out at either registration or at Driver's Meeting.
All drivers and crew must sign in at registration.
Any driver that has not signed in, by the above specified time,
will not be allowed on the track.
All drivers must attend the Driver's Meeting.

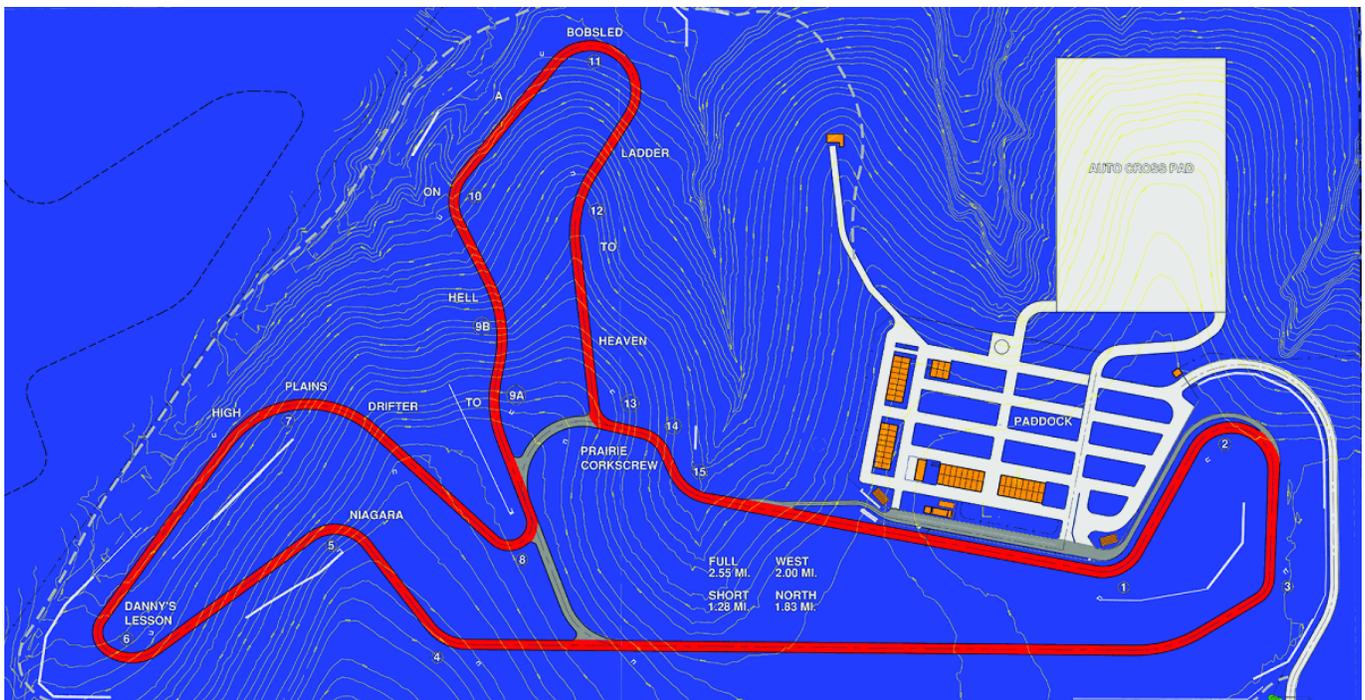
CANCELLATION POLICY: Total reimbursement of race fee will be issued
If registrar is notified of cancellation no later than 72 hours prior to race dates.
Cancellations later than 72 hours or no shows will be assessed a \$25 cancellation fee.

High Plains Raceway

Byers, CO

Official track website:

<http://www.highplainsraceway.com>



Accommodations:

[Longhorn Motel](#) 456 N Main St, Byers, CO 80103
[The Grand Motel](#) 215 W Lincoln Ave, Bennett, CO
[Willow Tree Country Inn](#) 49990 E 64th Ave, Bennett, CO

(303) 822-5205
(970) 474-3302
(303) 644-5551



EVENT • Trans-Am Invitational

DATE: June 13 & 14, 2009
LOCATION: Pueblo Motorsports Park
CHAIR: Keith Davidson (303) 526-2807 mightyfr@msn.com
RACE STEWARD: Bill Fleming (303) 690-3506 RMVR53@aol.com
ASSISTANT STEWARD Tim Oakley (970) 842-2645 airotherm@twol.com
RACE ENTRY FEE: \$225**

(** Includes one Track-Side Dinner ticket. Additional tickets \$15 each. Your dinner tickets fund dinners for our Corner Marshals, so your participation is encouraged. Dinner tickets will not be sold at the track; so advance purchase is necessary.)

LATE ENTRY FEE: \$25.00 after May 30, 2009 (at the track \$50.00)
DEADLINE: May 30, 2009

Fuel WILL be available
Test & Tune Friday- Pay at the track

EVENT SCHEDULE

REGISTRATION & TECH: Saturday 7:00 AM
DRIVER'S MEETING: Saturday 8:30 AM
Sunday 8:00 AM

The rest of the schedule will be handed out at either registration or at Driver's Meeting.
All drivers and crew must sign in at registration.
Any driver that has not signed in, by the above specified time,
will not be allowed on the track.
All drivers must attend the Driver's Meeting.

CANCELLATION POLICY: Total reimbursement of race fee will be issued
If registrar is notified of cancellation no later than 72 hours prior to race dates.
Cancellations later than 72 hours or no shows will be assessed a \$25 cancellation fee.