

# VINTAGE MESSENGER

VOL. 18 NO. 7

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July, 2009

## Letter from the President

July 2009

Well, we were fortunate to dodge bad weather at the Trans Am event. About 130 cars enjoyed great racing at our only trip to Pueblo this year for Race Chair Keith Davidson's annual celebration featuring the wonderful Trans Am series. Thanks, Keith, for all your efforts, as well as to all our volunteers needed to stage a race weekend. I had my own issues on track throughout the weekend (yes, I ran out of gas, AGAIN!), but when you can drive it on the trailer Sunday afternoon, it's a success.

We get our second visit to High Plains Raceway on July 11 & 12. Race Chair Ross Robbins has some fun things planned for our event at our new track, so get signed up. It will be great to see some of Harry Mathews' cars out there (Can you say McLaren?). Welcome back, Harry!

Event Chairs Tony Martins & Mike Rogers are hoping for a great turnout for our vintage entries in the historic Pike's Peak International Hillclimb, July 19. Preceding that is the Vintage Racing Festival Car & Motorcycle Show in Manitou Springs on Saturday the 18th. See Mike's post on our Bulletin Board for info & entry forms. I'll be there with my Datsun 510.

I'm also hoping to see lots of you Labor Day Weekend, as we return to Hastings, NE for the Showboat Grand Prix at Motorsports Park Hastings. A fun track in a great town, only about 6 hours from Denver. Make your reservations ASAP, as it's a busy weekend. This event, like all our races, can only continue if it is supported by the membership. 93% of all RMVR revenue is from entry fees, and that's what makes RMVR run.

Have you been to [www.rmvr.com](http://www.rmvr.com) lately? Check out the new look & features, and thanks to Webmaster Katja Stokley for her efforts on this.

Published elsewhere in this issue of the Messenger, and on the Bulletin Board, is the report from your Board on our efforts to address expanding our years of eligibility. This issue is of critical importance to RMVR, and we want YOUR help. Please read it carefully, & give it the serious consideration it deserves. We are looking at the SCCA 1981 General Competition Rules as a basis for attracting new cars & drivers to our ranks. These rules are specific on what cars are eligible, and how they can be prepared, similar to the '67 & '72 GCR's we base current eligibility upon.

We are trying to attract more cars to make larger run groups, which will make for more fun on track for everyone, and WILL NOT reduce your track time. Your race results show how you finish in your class, against cars prepared to the same rules as yours. If eligibility expansion is successful, the results will indicate class results by what GCR's the cars are under. The designations I suggest are (for example) EP ('67 GCR), EP2 ('72 GCR), & EP1 ('81 GCR). Dennis McIlree made a point at a recent Board meeting, that whatever we do, "Do no harm" to our existing members. This is very important, and I hope you will agree with me that what we are suggesting accomplishes that. We are trying to attract new cars & members, but they'll be on track with you. Now, it's up to you & your fellow members to take the next step. Big Bore is already working on this. Talk to your run group; perhaps at the HPR race. Start and/or contribute to a post on your Run Group section of the Bulletin Board. Have a meeting. We have obtained copies of the '81 GCRs and PCS (Production Car Specifications), and stand ready to help, advise, and listen to our members. Let us know what you want.

Mark Robinson,  
[president@rmvr.com](mailto:president@rmvr.com)

## RMVR Address

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

**(303) 319-3062**

[www.rmvr.com](http://www.rmvr.com)

### Has a New Look

If you haven't already done so, check out our newly designed club website at:

[www.rmvr.com](http://www.rmvr.com)

Katja Stokley, our webmaster, has given our site a bold new look and many new features, including constantly updated links to stories of interest to racers;

- [Photos](#)
- [Events](#)
- [Useful Links](#)
- [Forms](#)

...and more. Thank you Katja!!!

## Minutes

Rocky Mountain Vintage Racing,  
Ltd.

Regular Board Meeting 6/17/09  
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

Board Meetings will be typically held the 3<sup>rd</sup> Wednesday of the month, at 7:00PM, at the Thornton City Hall, 9500 Civic Center Drive, Thornton, CO 80229 A link to a map follows: [MAP](#)

FOR MORE INFORMATION: RMVR c/o Carol Stiehr - 32024 Snowshoe Road Evergreen, CO 80439 - (303) 319-3062

Bob Darcey  
Tom Deats  
Bonnie Mortimer  
Jamie Stiehr  
John Stokley

Excused absence: Lynn Fangue

Call to order: 7:04 p.m.

### President's Comments

Mark Robinson thanked everyone for coming and said the Trans-Am weekend was good, with about 120 cars attending.

### Past Minutes

Bob Mitchiner motioned to accept the May minutes, Bob Darcey seconded the motion, and it passed unanimously among those present.

### Treasurer's Report 2009 Budget

Bob Alder said he'd closed our checking - with - interest account because it was actually costing us money. We now have about \$22K cash, for a loss of about \$8K for the year (largely because of the banquet and drivers' school and the La Junta race, all of which we've already discussed).

We made about \$12K on our inaugural High Plains Raceway (HPR) event.

Printing for the programs and posters and the cost of the ambulance and wreckers at the Trans-Am race have not yet been paid. We should earn up to \$2K on the event. Unfortunately, we had 28% fewer entries than last year; since we'd based this year's budget on last year's race entries, we'd budgeted for an \$11-12K surplus from the race.

So far, we've pre-paid nearly \$6K for our July HPR race and have only two entries.

Bob Mitchiner said we're within \$262 of paying for the club merchandise we've purchased.

The Pikes Peak International Hill Climb may end up losing us money if we don't get the rest of the

## **RMVR's On-Line Registration System Is Up and Running!**

# **78% of the entries were done online for the Trans-AM Invitational Race!!!!!!**

The long-awaited RMVR On-Line Registration for all race weekends is up and running well! This permanent feature can be reached any time from the RMVR Home Page at <http://www.rmv.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.

entries we need soon. We've received \$5600 in entry fees (seven entries) and already paid our first \$7K fee to the race organizers. Another \$6K was due last week, but Bob Alder has not yet paid that because he first wanted to discuss the situation with the board. He will probably end up paying it because of our agreement with the race organizers. We need 16 entries to cover our race entry fee alone, and we can have a total of 25. Only one or two of our entries are from the La Carrera club, unlike last year.

Tony Martins is buying trophies and dash plaques (\$800+) with his own money; we will reimburse him if we make enough on the race. Martins is hoping to bring some extra with entry fees for the car show. He's attending the Old Car Council meeting on Monday and taking flyers to promote the hill climb's car show. Dan Berry wasn't sure what the car show entry fee was.

Alder will probably wait another week or two before paying the other \$6K for the hill climb; he doesn't know if there's any chance of renegotiating our entry fee. The hill climb is July 19<sup>th</sup>; the car show is July 18<sup>th</sup>.

Alder said there have been an unusually high number of late entries so far this year.

Mark Robinson said he'd call Martins and ask for an update on entries and find out what he thinks will happen between now and the race.

Bob Mitchiner expressed concern about the Hastings event and the large loss we may face there. Even though gas prices are lower (for now), our overall race entries this year are below last year's. Bob Alder pointed out that, to help offset losses at Hastings in past years, we're charging for the Saturday night dinner and Friday practice.

## Special Reports

### CMC (Colorado Motorsports Council)

Bob Mitchiner said Don Gruenler attended last Wednesday night's meeting and reported CMC had \$81,000 in the bank. The treasurer's duties and powers were turned over to Sean Gould, so CMC should be getting treasurer's reports from now on.

The Continental Divide Region SCCA is still talking about dissolving CMC and distributing its funds back to the clubs.

PPIR is building a new 2.1 mile road course outside the current track. (More details and a link to pictures can be found on the Colorado Region SCCA's bulletin board.)

CMC will be sending a letter to the Pueblo city council offering to help them manage the track.

Nancy Foster has committed to visiting the city of La Junta this month to discuss the possibility of relieving the city of their track management responsibilities. Mitchiner also asked her to ask what will be done about the timing antenna problem at the track.

Mitchiner said he thinks the SCCA proposal to disband CMC has some validity. CMC is no longer collecting and using surcharges for the Pueblo track and may serve only in an advisory capacity in the future. Right now their primary mission may be to help form an LLC to take over management of the La Junta track, but once that is accomplished, there may be no real need for CMC.

Guest Bill Miller pointed out that CMC funds—legally and according to CMC's own charter—cannot be distributed back to its member clubs but must be distributed to other non-profit organizations or the tracks themselves. He thinks that, for now, CMC is both too strong and too necessary to dissolve.

Guest Bill Rosenbach said the Continental Divide Region SCCA wants their money back so they can buy their own equipment and not have to rely on the Colorado Region SCCA for equipment with which to hold races. The Continental Divide Region is neither current on their dues and nor in good standing with CMC.

Traci Pearson asked if CAMA could pick up approaching La Junta and shepherding the creation of a new LLC to manage the track if CMC was dissolved. Bob Darcey quickly explained that was inappropriate for CAMA, the sole function of which is to manage HPR. Guest Bill Rosenbach said he feels certain CMC will take care of the La Junta situation soon, that they're committed to doing so but that they've had a lot of setbacks recently.

Guest Bill Miller said the only way CMC can be dissolved is by a two-thirds majority vote, which he thinks is extremely unlikely. Bob Darcey will confirm whether or not a 501(c) non-profit is allowed to distribute funds back to its members.

### CAMA (Colorado Amateur Motorsport Association)

Bob Darcey's written report to the board:

#### Capital Campaign:

*Through June 16th, the capital campaign has raised \$840,845 for HPR. After averaging nearly \$25,000 a month from mid-January to mid-May, contributions over the past month totaled a mere \$300.*

#### Construction:

*The wet weather over the past month has handicapped construction efforts, and we now have a number of serious drainage and erosion issues to rectify. CAMA has contracted with a local contractor to install additional drainage mechanisms, but that work is also delayed by the regular storms. This is a rather large effort, including re-grading of the entrance, eliminating the lake in a portion of the entrance road, installing an additional drains and*

*culvert to direct run-off away from the corkscrew, and generally re-grading sections of the track to keep mud from washing across the asphalt. Construction of the stairs and handicap access ramps for the Timing & Scoring and Classroom buildings is essentially complete, with a few details left to finish. The PA tower foundation is being set today; we hope to have the foundation completed this week and the PA system operational in the next few weeks.*

#### Preliminary Financial Results:

*Through the end of May, after nine weeks of operation, HPR is performing somewhat above the operating budget. Through May 31st, the operation is 34% above forecast for revenue and 14% below forecast for payroll expense. Other expenses are slightly higher than projected, but overall the profitability is above budget in spite of some lost days from the April snows and the recent rains. These early results, while only a small segment of the annual operation, indicate that the business model is approximately on course, and that a reasonable net operating surplus can be anticipated.*

#### Grand Opening, August 1st:

*Plans for the Grand Opening celebration are being made, and we hope that everyone will mark their calendars and come out to celebrate. Stay tuned for more details!*

Tom Deats asked what CAMA's accounts receivable consisted of. Darcey said the multi-car club owed \$6K and there was an outstanding bond of \$23K for grading.

Mark Robinson asked about the event that was cancelled the weekend of June 13<sup>th</sup> and 14<sup>th</sup>. Darcey said the National Audi club—not our local High Plains Drifters—reserved the weekend and then never paid their deposit. Bob Alder asked how the replacement lapping days went, financially; Darcey said they made close to \$8K Friday through Sunday but still lost

about \$5K compared to what they would have made.

Alder said Denise Longwell, organizer of the track's grand opening party on August 1<sup>st</sup>, expects thousands of people at the track that day and added "God bless Denise Longwell" for all her efforts to organize the event. Vendors can rent a 10' x 10' booth space for \$500; each club plus the track itself will also have a booth, and there will be booths with stuff for kids to enjoy and do. Several bands are lined up for the event. There will be a car show with a lot of hot rods, and contributors can buy a ride in a supercar for \$100; they can also pay \$20 to do slow touring in their own cars. This event is a fundraiser for the track and should be a truly fun time.

Pauline Wilson is RMVR's contact for volunteers to work the event and she needs a lot of volunteers: people to help with parking and to man the gate, people to help out in our booths, a tent and staging manager, a car show manager, and coordinators to work in the paddock area. She and Bob Stream from Colorado Region SCCA are coordinating the on-track activities.

### **Old Car Council (OCC)**

Dan Berry said the State of Colorado is in good shape since the legislature is in recess. He handed out flyers for HPR's grand opening. Mark Robinson asked if the OCC was promoting the PPIHC at all; Berry said Tony Martins was coming to their July 1<sup>st</sup> meeting with information but that the OCC members probably would be interested only in the car show.

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

Pauline Wilson said that the Pueblo weekend started out OK but we lost two workers on Sunday morning and BJ ended up working a corner.

For the next HPR race, we currently have 17 workers for 14 stations. Wilson wants the board to consider at what point we have to

run a shorter track because of a lack of workers (and compromised safety). She also reiterated that it's problematic to have workers working 10-hours days *and* taking a half hour each time the workers must be shuttled to or from their corners. She's heard there are more portable toilets out there now; Bob Stream will double-check this weekend.

BJ Kellogg asked if we could take more of our workers to Hastings. Bob Alder said we'd budgeted only for the same number as last year.

### **Timing and Scoring**

Dennis McIlree said everything worked at Pueblo.

Timing & Scoring has only four working transponders to rent, and while McIlree is inclined not to replace the non-working ones (and even the good ones when they stop working), he wanted the board's opinion.

The board and McIlree discussed the issue. At the Trans-Am event, all four working transponders were rented; luckily, no more than four were needed, and it is rare that all four are rented. Each transponder rents for \$50 for a weekend, and they more than pay for themselves. They cost \$320 new.

In the past, AMB had an exchange program for these rechargeable transponders. They replace the non-working ones with repaired ones for one-half to two-thirds the cost of a new one. It would cost about \$300 to exchange the five non-working ones we have.

McIlree says it isn't much hassle to rent and recharge the transponders; the only hard part, sometimes, is getting them back at the end of the weekend.

Some favored maintaining the number we have or even building up our supply again to help people who want to race with us. Mark Robinson asked McIlree to find out for next month's meeting if we can

exchange our non-working ones and what it would cost.

### **Eligibility**

Harry Mathews called Bob Mitchiner wondering why he couldn't register his cars online. It's probably because Mathews' car information has lapsed; Mitchiner will call him and straighten out things.

Mitchiner sent Ross Robbins a letter about the new exhibition rules, which included the text of the new rules and the form exhibition cars must use to request entry.

Bob Alder said he'd seen a draft of the e-mail Robbins wants to send out to everyone about the next HPR race. But he wondered whether Robbins would be quite strict about which exhibition cars he allowed or whether he would adopt a more liberal stance (as we have the past couple of races) to try to get more race entries. He pointed out we do not have established criteria other than "cars that may be of special interest to the vintage racing community, but not otherwise eligible" for deciding which exhibition cars will be allowed to race at an event, and he felt it unfair that potential exhibition car entrants have no idea whether their entry will be accepted from one event to the next. Potential entrants deserve to have an idea before any given race whether it's likely they'll be accepted.

Mark Robinson said he thinks people will still assume they can run any two events they want to.

Mitchiner pointed out that the new rules clearly state that it's up to each individual race chair. He expressed frustration that the board "influenced" Richard Bowler and Bill Brillhart's decisions about which exhibition cars to allow at our inaugural HPR race, because Bowler and Brillhart worked hard to decide only to have us nudge them into changing their mind.

Alder said that, while we're dealing with the issue of possibly expanding eligibility, along with the

economic situation and declining race entries, we should at least come up with a more consistent and dependable criteria.

Robinson said both Bowler and Brillhart later thought their revised decisions on which exhibition cars they allowed at our first HPR race were the right decisions. He agrees that drivers don't know what to expect when applying to run as exhibition cars.

John Brosseau said he understands we're talking about ineligible cars but that we should fulfill at least some expectation of continuity and consistency. It's obvious that, with individual race chairs making their own decisions, we're likely to have exhibition cars that are accepted at one race but not the next.

Alder said most of the exhibition cars we're talking about are just outside our eligibility rules, which we're currently working on. And he understands that the original intent of our exhibition rule was to allow truly unique and special entries (such as Bob Bondurant wanting to race with us) from time to time. We've let the inclusion of exhibition cars get out of hand (which prompted us rewriting the rules this year), but Alder is concerned that, if we suddenly return to taking a hard line, we won't be serving the long-term interests of the club.

Mitchiner reiterated his strong opposition to dictating decisions to race chairs, which we've not done in the past.

Tom Deats said he thought Robbins should include, in his e-mail, some general guidelines for about which exhibition cars he's likely to accept. Alder concurred, saying he thought people deserved at least some clarification, even if it's different for each race.

There was some discussion of how we were keeping track of how many races any particular exhibition car has run this year.

At the Trans-Am race, we had sixteen exhibition cars. Jamie Stiehr said Robbins' letter might mention that, if a car ran as an exhibition car at the Trans-Am race, that race constituted one of the two they were allowed this year.

Alder, on one hand, didn't want to suggest that Robbins adopt a particular disposition when choosing exhibition cars for our next race. On the other hand, we're low on race entries this year and the extra 16 cars we had at the Trans-AM race certainly helped. He thinks it was right to influence the decisions made about exhibition cars at our first HPR race. And he doesn't want to suddenly radically start denying exhibition cars, in contrast to how we've acted in the past few years.

Mitchiner said that a complete reversal would be to adopt a "run what you bring" stance in which anyone could run any car, and he strongly prefers leaving the decisions up to the race chairs because we don't have a better way to do it.

Traci Pearson suggested we explain our concerns and thoughts to the race chairs and perhaps encourage a more liberal interpretation of what constitutes an exhibition car. Alder agreed that we should share our concerns with Robbins.

John Stokley stressed that we're still sticking with the two-race limit for this year (since the revised rules were passed on May 20<sup>th</sup>).

Guest Bill Rosenbach reminded the board that some of our drivers actually do not want to run with exhibition cars.

Mitchiner asked the board whether Robbins should send his letter as is or not. He pointed out that drivers who wanted to enter exhibition cars could call Robbins and ask him whether they were likely to be accepted before they went through the application process. Alder agreed that would be good.

Bob Darcey said Robbins might want to gather all the applications and see what he had to work with before he made any decisions. He said he wished we could have addressed both the exhibition and the eligibility issues at the same time; it would have been much easier for everyone.

Mark Robinson asked how gridding the cars was working now that Timing & Scoring is listing race results differently on its results sheets. Eloise McIlree said that wasn't a problem, but they weren't happy with grouping the cars by class on many of the sheets. In some run groups, there are nearly as many classes as there are cars and the printouts looked confusing. John Brosseau suggested listing them by overall finish order and then by order within their class.

### **Chief Steward's Report**

Tom Deats has put David Jacobs on a three-race probation and Jim Gray on a two-race probation, both for incidents at our first HPR race.

### **Open Discussion**

John Stokley shared information he's uncovered about the Friday practice day before the Trans-Am race. Judy Faass, who runs the Faasst Performance Driving School in Colorado Springs, schedules her track days at tracks around the country very early each year. She picks the Friday before a major race at that track, ostensibly so her students can attend the school and have no time gap before they race that weekend. To practice on Friday at Pueblo now, instead of paying \$70 to the track itself like we used to, we now have to pay her \$140 in advance and then get track time at the whim of the school.

Mark Robinson said that RMVR never before rented the track on Friday; we just let the track management take care of the practice day. If we wanted to rent the track on Friday, we would have had to pay Pueblo \$3300 and provide our own corners workers,

an ambulance, a wrecker, and insurance.

Stokley said, out of the 20 to 30 cars there on Friday, only four were Faasst students. He didn't see an ambulance at the track and saw only two corner workers.

Robinson said he heard that, if Faasst hadn't rented the track, NEK would have charged \$150 for the day (no half days). Bob Alder said HPR is expensive, but at least they have half day rates and support personnel.

Stokley said the Friday practice situation at Pueblo should have been communicated to the membership, that our drivers were confused when they showed up on Friday. Alder said it had been posted on both the bulletin board and in the Messenger. Jamie Stiehr pointed out we don't have any more events at Pueblo this year anyway.

Robinson said he didn't think there would ever be enough interest from our membership to justify renting Pueblo on a Friday.

Bob Darcey said HPR is never rented out to the Faasst school.

Dennis McIlree brought up Steve Morrison's accident after corner 10 on the front straight at the Trans-Am race, in which he went slightly off track driver's left and ran over a large bolt sticking up from a removable plate mounted on a small concrete pad just off the asphalt. The bolt tore up the undercarriage of Morrison's car and ripped open the left frame rail. The plate on which the bolt was mounted should have been removed after the drag races.

Bob Mitchiner wondered if the race steward, who performs track safety inspections, should have noticed the bolt before the race, but those who'd seen it said that it was hidden in grass 6" off the track and even with the track surface.

Bob Darcey brought up the outside curbing after corner 9, which tore open Steve Estrada's oil pan during the same race. Last year, that curbing did major damage to the underside of Darcey's car. The curbing is extraordinarily high on the ends, and the dirt on the outside of it has been eroded, making it even higher. While the curbing is a serious track hazard, the forgotten bolt on the front straight was life-

threatening. He urged the board to pressure the track to address these safety issues.

John Brosseau suggested sending a letter to the track, explaining the damage done to the cars, and Guest Bill Miller said we should send a copy of the letter to the Pueblo city council. Dan Berry said that such track safety issues should be shared with the steward of the next race.

Mark Robinson pointed out that our contract with Pueblo says that "the park is provided on an 'as is' basis" and "the renter is solely responsible for personally inspecting the park." Jamie Stiehr said those two problems, however, are still serious issues of maintenance and neglect and that the track should have been responsible for removing that plate and bolt after its drag races.

Mark Robinson said he'd write the letter.

Meeting adjourned: 9:00 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

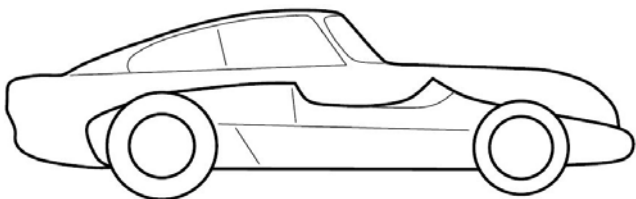
Holley. MSD box & distributor. Canton pan. Aluminum flywheel mated to rebuilt top-loader. Newly rebuilt shortened 9" rearend with Moser axles and track lock 3.89. New suspension including 650lb springs in front with 1" Shelby lowering and mid-eye leafs in rear. KYB all 4 corners. Kelsey Hayes 4 piston front brakes, rear drums Porterfield R4 compound. Sportsman fuelcell. 6 point roll bar. \$17,900 obo. Adam 720-300-0280 [adam@advisor-pro.com](mailto: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](mailto:robert@rchillino.com) for more info.





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09/09

**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](mailto: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](mailto:atlastt@frontier.net)

**For Sale Race Bits.** Authorized dealer for Arai, Bell, and Zamp helmets (SA2005), Sabelt harness sets (FIA), Crow harness sets (SFI), Sabelt nomex clothing, Sabelt racing seats, OMP safety equipment, Longacre products, Pipercross airfilters, Spax shocks, and Titan drysump and steering equipment. Contact Andy Antipas (formula ford L&P #77) with your needs at 970-963-8297 or [aantipas@sopris.net](mailto:aantipas@sopris.net). [www.titannorthamerica.com](http://www.titannorthamerica.com)

**For Sale- 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-** 1972 Titan FF, all there but body needs restoration, chassis 3R restored & painted, frame square, tubes sealed, legal FF engine, you rebuild to suit, gearbox, has new dogrings, will need gearing for new track, old radiator OK, have new core and sheet brass, have original forward oil tank, 2 sets of wheels 1 steel / 1 alloy, 1 set new tires. Make offer- Bill 303-918-2071.

**FOR SALE-** Seiler Quicksilver Sports Racer early 60's-run for 7 years in RMVR, 1275 Sprite HM engine, right hand drive, right hand shift, Hewland 5 speed, big fuel cell, Pax drivers seat area, CV drive axles, disk brakes-inboard rear / outboard front, light 740 lbs, 13x5 F, 13x5.5 R, 12" original front wheels, looks Vintage, runs like a FF. Make offer- Bill 303-918-2071.

**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](mailto:atlastt@frontier.net)

**FOR SALE-** '69 Alfa Romeo GTAm, B Sedan, Roman Tucker restoration, 2L Paul Spruell parts, Jack Beck parts, w 48DCOE's, big cell w sump, 8 point cage, firewall back to rear bumper, Accusump, GTAm dash, full instruments, suspension all Heim & Rose joints, panhard rod rear, dog ring 5 speed gearbox, multiple sets of wheels including GTA with new tires. More. Make offer- Bill 303-918-2071.

### RMVR Infraction Report

HPR Race May 16 & 17

<u>Name</u>	<u>Incident</u>	<u>Penalty</u>
Jim Gray	Excessive speed in paddock	2 race probation
Dave Jacobs	Over-aggressive racing	3 race probation

**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](mailto: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.

In this Issue:

- Volunteer News •
- July Race @ High Plains Raceway •
- Vintage Racing Festival Car & Motorcycle Show •

**2009 Event Schedule**

July 11-12, 2009

July 14-19, 2009

Sept. 4-6, 2009

October 3-4, 2009

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

July, 2009

By Pauline Wilson

The Pueblo Trans AM was another success. We had lots of interesting cars and good racing. The weather was a little iffy, but we managed to finish all but one race. Everyone gave me a bad time Sunday morning, calling me the “weather lady” because even though it looked scary Saturday afternoon I kept telling them that as long as the wind was out of the east we were OK. Luckily I was right! All of the storms, hail, and tornados passed us by.

Our weekend started out Friday afternoon at the La Quinta Inn with a pool party. Or at least it was supposed to. When we arrived at the hotel there was a backhoe digging up the area around the hot tub. The water in the pool was freezing. And there were dark clouds moving in. Oh well – Jen Kellogg had mixed up a big batch of mojitos and it was all good.

Thanks to Keith Davidson for another great Trans AM weekend and the delicious BBQ Saturday night. We always have great worker rides on this weekend! And as usual there were lots of great speakers. We even had a special broadcast at noon with some of the Trans AM folks from the good old days.

At every race this year, BJ presents backpacks to two deserving workers. This time they went to Don Suiter & Gene Bashor. BJ presented them Sunday morning, which was a good thing since Saturday morning his eyes were still half closed. His wife & daughter had come down Friday to enjoy the pool – see above – and decided to spend the night. Apparently Mom & Dad and a 4 year old in a king size bed isn’t such a good idea.

On Sunday morning we heard the word that we never like to hear – Emergency! Only this time it wasn’t over our radio network. It was on Conchi Fay’s walkie talkie. Conchi has been learning race control and her children – Nathalie and Austin – usually come along. They were on the playground Sunday morning with strict instructions to only call if there was an emergency. “And what is an emergency?” Conchi said. “If someone is unconscious, or bleeding, or there is a tornado.” (see Saturday weather above) It wasn’t 10 minutes later when the call came – “Mom – emergency!” Nathalie had landed hard from the slide and heard a pop. Yes, you guessed it - she fractured her tibia. Our ambulance crew checked her out and sent her with Mom & Dad (Patrick had been working on corner 10) to the hospital. The good news is she’s going to be fine. It is a small fracture and she should only be in a cast for a month.

BJ took over for Patrick on corner 10. It was the first time he’s been on a corner in 3 years. He found out that it’s a lot harder than he remembered it! Bill Rosenbach & I took care of race control by ourselves. We have become so spoiled!!

Next we go back to High Plains Raceway on July 11 & 12. At least it has stopped raining, and hailing, and wait, what did they say on the weather forecast? This may not be over yet? Let’s hope we can get through this weekend dry. We still need more workers, but we always will at HPR. 14 corners is a lot to fill. We are staying at the Longhorn Motel again – it’s the only game in town. Last time everyone found some good restaurants in Strasburg, so ask around. We’ll get a list put together eventually.

On August 1st we will be celebrating the opening of HPR with a “Straw Hat Gala” from 10-6. A large car & motorcycle show, lots of exotic cars for donation rides, track tours, and a sledgehammer car is the draw for the big kids. The little ones should enjoy the bounce castle, face painting, balloons, and henna tattoos. There will also be a radio station broadcasting live from 10-12 (92.5 the WOLF) and a band from 12-2. If you’re interested in helping out, e-mail me.

Our next event is the Showboat Grand Prix at MPH in Hastings Nebraska Sept. 4, 5 & 6. We will be staying at the Quality Hotel and Convention center (2205 Osborne Dr East, Hastings Neb, 68901). They do not have a continental breakfast but have a good restaurant & bakery where we were served quickly. They also have an indoor pool and hot tub – no one should be there with a backhoe. Friday night there will be a reception and Saturday night we will have our usual yummy steak dinner. I don’t know if we are doing the race car parade this year, but we can always hope! We will have racing all three days again this year! Remember that we can only take a small group of experienced workers for this event. We supplement with local workers from the MPH group. It’s a fantastic weekend! Sign up soon!

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 <a href="mailto:bigdog356c@aol.com">bigdog356c@aol.com</a>	Pauline Wilson 564 S. Joplin St. Aurora, CO 80017 303-745-7860 <a href="mailto:pauline266@comcast.net">pauline266@comcast.net</a>	Chad McCabe 9994 Pecos St. Thornton, CO 80260 303-667-0044 <a href="mailto:w0uvu@comcast.net">w0uvu@comcast.net</a>	Andy Kitchens 3307 Birch Drive Loveland, CO 80538 970-227-7566 <a href="mailto:andyks60@msn.com">andyks60@msn.com</a>

# ***ROCKY MOUNTAIN VINTAGE RACING***



***PRESENTS***

## ***VINTAGE RACING FESTIVAL CAR & MOTORCYCLE SHOW***



***MANITOU SPRINGS, COLORADO  
MEMORIAL PARK  
SATURDAY, JULY 18<sup>TH</sup>, 2009  
10:00AM TO 4:00PM***

- ***PIKES PEAK INTERNATIONAL HILL CLIMB - VINTAGE RACING CARS & MOTORCYCLES***
- ***OTHER VINTAGE RACING CARS & MOTORCYCLES***
- ***CLASSIC SHOW CARS & MOTORCYCLES***
- ***LOCAL AMATEUR RACING CLUB DISPLAYS***
- ***MUSIC, VENDORS & LOTS OF FAMILY FUN***

# ***RMVR - VINTAGE RACING FESTIVAL CAR & MOTORCYCLE SHOW***

## ***ENTRY FORM***

This purpose of this event is to support the Vintage Racing Cars and Motorcycles groups participating in the Pikes Peak International Hill Climb. Along with the Vintage Race vehicles from the hill climb, we are looking for other cars and motorcycles from the 1920's through 1980. Cars and motorcycles with previous racing history at Pikes Peak and newer than 1980 will also be considered for entry. The event is open to both show cars & motorcycles and race cars & motorcycles in good, clean condition.

The event will be held at Memorial Park in central Manitou Springs. Each car and motorcycle will be provided adequate show space. The grounds will be separated into Pikes Peak Hill Climb racers, racing vehicles, and show vehicles; with separate areas for cars and motorcycles in each group. Maps and additional info will be provided to each registered entrant. **ENTRY DEADLINE: Friday, July 10, 2009**

**Time:** Arrive for setup between 9:00am and 9:30am. Show begins promptly at 10am. The show runs from 10am to 4pm. Show will close at 4pm and clean up will begin immediately after that time.

**Cost:** No charge for Vintage Racing Cars and Motorcycles entered in this year's Pikes Peak International Hill Climb. All other cars and motorcycles will be \$30 per vehicle, payable in advance with application. Make check payable to **RMVR**.

### **Application Form:**

**Owner's Name(s):** \_\_\_\_\_

**Vehicle Make, Model & Year:** \_\_\_\_\_

**Racing Vehicle (Circle One):** Yes No

**Previous Raced in Pikes Peak Hill Climb** Yes No

**Special Details or Additional Information:** \_\_\_\_\_

**Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**Phone:** \_\_\_\_\_

**Email:** \_\_\_\_\_

**Note:** *Fill out separate forms for each vehicle to be entered.*

**Entries and entry payments must be mailed no later than July 10, 2009.**

**Please submit entry forms and fees to:**

**Rocky Mountain Vintage Racing, Ltd.  
PPIHC Vintage Racing Festival  
32024 Snowshoe Road  
Evergreen, CO 80439**

See <http://RMVR.com> for the latest information regarding this event and other Rocky Mountain Vintage Racing news and events.

**For questions about this event please contact the event organizers, Tony Martins and Mike Rogers via email at: [Hillclimb@rmvr.com](mailto:Hillclimb@rmvr.com)  
Or call the RMVR administrator, Carol Stiehr 303-319-3062**



# EVENT • High Plains Raceway

**DATE:** July 11 & 12, 2009  
**LOCATION:** High Plains Raceway  
**CHAIR:** Ross Robbins (303) 794-0384 [ross@shinnconsulting.com](mailto:ross@shinnconsulting.com)  
**RACE STEWARD:** Ralph Veit (303) 646-5230 [Rveit91372@aol.com](mailto: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.