

VINTAGE MESSENGER

VOL. 18 NO. 8

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August, 2009

Letter from the President

August 2009

As I write this, it is early August. Several events have passed, and I want to acknowledge some of those responsible. Our second event at HPR was chaired by Ross Robbins, and his efforts appeared to make the weekend run very smoothly. I particularly enjoyed the Saturday party; what a unique theme! Thanks, Ross!

Our involvement in the Pikes Peak International Hill Climb featured the Vintage Festival the day before, which I attended in Manitou Springs. Tony Martins, Ralph Veit, Jess Neal and Mike Rogers all played key roles in pulling the many details together. Great job, guys!

The Straw Hat Gala was held at HPR, and perfect weather and thousands of people took part. Pauline Wilson recruited many of the folks needed to pull off this fantastic day, and were assisted by many other RMVR folks like BJ Kellogg, Bob Alder and Tim Oakley, as well as many other CAMA club members.

These people deserve our appreciation & thanks, as well as all the others who pulled together to staff these events. It highlights the point that RMVR is a volunteer club, and can't function without everyone's help. More help is needed as always. Won't someone please come forward to become backups for Dennis & Eloise McIlree in Timing & Scoring? If these hard working volunteers are unable to come to a race, we have no qualifying times, no grid sheets, no race results. Talk to them to see what is involved. Perhaps a non racing spouse can help? We all would be very grateful.

The discussions are ongoing regarding a change in our years of eligibility. Spirited posts abound on the RMVR Bulletin Board, which is a great venue for the exchange of ideas. Work still remains to be done to format proposals that can be crafted for the membership to consider. Stay tuned, stay involved.

I hope many racers will join me in Hastings, NE over Labor Day weekend as Race Chairs Roger & Diane Hively prepare for the Showboat Grand Prix. I know I'm looking forward to that great steak dinner & the warm hospitality the town of Hastings offers. Enter early...it makes event planning much easier.

Mark Robinson
president@rmvr.com

SHOWBOAT GRAND PRIX ROCKY MOUNTAIN VINTAGE RACING MOTORSPORT PARK HASTINGS HASTINGS, NEBRASKA

Rocky Mountain Vintage Racing will host its fourth annual race, and the second annual Showboat Grand Prix at Motorsport Park Hastings, Hastings Nebraska. The event will be held on Labor Day Weekend, September 4-6. The theme for this year's event will be "One Weekend, Two race events". For racers who cannot attend a three day event, RMVR will have a single day race, as part of the entire weekend, on Friday September 4. Practice, qualifying and races will be held on Friday, and will repeat starting on Saturday morning. Cost for the event will be \$250.00 for two day, and \$350.00 for three days. As usual, a welcoming reception will be held Friday evening, and the Famous Nebraska Steak dinner will be held on Saturday, RMVR welcomes all vintage classes, including exhibition cars to this event. For more information visit RMVR.com, or contact Roger Hively, Race Chair at rdbh1@comcast.net, or 303 233 7462.

Minutes

Rocky Mountain Vintage Racing,
Ltd.

Regular Board Meeting 7/15/09
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: 7:02 p.m.

President's Comments

Mark Robinson said he hoped everyone had a good time at High Plains Raceway (HPR).

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

Past Minutes

Bob Alder motioned to accept the June minutes, John Stokley seconded the motion, and it passed unanimously.

Treasurer's Report

Bob Alder said the club was pretty solvent now, with about \$40K in cash.

All bills for the Trans-Am race have been paid and we have about \$2200 net profit from the race. Unfortunately, our budget was based on 180 cars and we had only about 130.

Not all the bills are in for our second HPR race. We owe about \$6000 on track rental. We budgeted for 130 entries and got just about that many. Jamie Stiehr said Alder should talk to Carol Stiehr because he thought we got a few extra entries at the track. Alder thought we would clear about \$3300 on the race.

The club is about breaking even for the year so far.

John Brosseau asked whether any costs for our upcoming races have been paid. Alder said we've paid \$8000 so far for the Pikes Peak International Hill Climb (PPIHC) plus some for the Hastings race and the Enduro. He said he had been reluctant to pay PPIHC when we thought we would lose money on it, but he said that we're much closer to breaking even now. He'd really wanted to honor our commitment, but at the same time wanted PPIHC to share some of the hit we were taking. Bob Mitchiner, who had been down there doing tech, said that attendance was down in *all* the classes and that there were only ten vintage cars there. Tom Deats asked what would have happened if we just hadn't paid them what we owed them; Alder said we'd have lost what we paid them so far. Mark Robinson thanked Alder for negotiating a better deal with the organizers and said it was in their best interest to come to some agreement.

Bob Mitchiner said we've made \$800 more than what we've spent on merchandise so far this year and that the board owes kudos to the women in charge of the merchandise. Bob Alder mentioned that Ethel Mitchiner wanted to put together a calendar of vintage cars for 2010.

Special Reports

CAMA (Colorado Amateur Motorsport Association)

Bob Darcey's written report to the board:

Capital Campaign:

Through July 15th, the capital campaign has raised \$845,865 for HPR, an increase of ~\$5000 over last month's report. Much of this increase is the result of a private rental day by Harry Mathews and Patrick Hogan, whereby their guests were asked to make donations—a very cool and generous idea.

Projects:

The re-grading project to rectify drainage and erosion issues around the track is completed, and the results so far have been good. Some additional grading is scheduled for the entry road, and hopefully the main entry sign can be erected soon. Construction of the stairs and handicap access ramps for the Timing & Scoring and Classroom buildings is complete, thanks to CAMA Rep Walt Fricke and Keith Hall (PCA) for their many hours donated to that effort. The PA system is now operational—special thanks to RMVR members Scott Stekr and his co-workers at Structural Components for donating the tower for the speakers and to Arnold Magby for donating and installing the mixer, power amps and miscellaneous electronics for the system.

The next project will be to install additional fencing to better separate the paddock area from the track. At this time, the fuel depot project is on hold as Hill Petroleum works with Arapahoe County for a building permit for the depot. Meanwhile, fuel has become available in the paddock via Mark and Jenny Thompson.

Grand Opening, August 1st:

We hope that everyone will attend the Grand Opening celebration on August 1st. The party starts at 10:00 and runs till 6:00 PM. There'll be food, live music, vendor booths, track rides, exotic cars and motorcycles on display, and lots of activities for the kids. It's a family affair and a great opportunity to celebrate this new home track that the members of the motor sports community have built. More information can be found at www.highplainsraceway.com/.

Bob Alder handed out flyers for the Grand Opening Gala on August 1st. He said there will be a 20-minute short course Pro/Celebrity Spec Miata race and named a few of the racers participating, including Nick Ham and Adele Arakawa. There will be about six really neat cars available for track rides for \$100–200 each; anyone interested should call Denise Longwell early to sign up. Harry Mathews is bringing out one of his McLarens. Eight to ten car dealers will be giving VIP rides to customers. Alder again praised Longwell's work on the event and urged the board members to help promote the event.

The commemorative bricks are in and Ted Winning and Glen Conser are clearing a spot for them between the two buildings, west of the boardwalk. They need help next week shoveling and leveling sand.

Pauline Wilson added her thanks to the RMVR members who have volunteered to help at the Gala. Bob Mitchiner added that RMVR merchandise will be on sale at the event.

CMC (Colorado Motorsports Council)

Bob Mitchiner succinctly said “nothing happened” at the CMC meeting. The letter to the Pueblo City Council hasn't been sent. Nothing more has been done about La Junta. Sean Gould is still sorting through the previous treasurer's documentation and doesn't yet have a treasurer's report. There's no new or old news on HPR.

Guest Bill Miller said applications for the new advisory board for Pueblo Motorsports Park (PMP) were due last Thursday at noon. The board is looking for seven people, and Miller knows of six racers trying to get on the board. NEK has reportedly “thrown in the towel” on managing PMP.

Nancy Foster was to have contacted the Pueblo City Council this morning.

Old Car Council (OCC)

Dan Berry didn't go to the OCC meeting. Guest Bill Rosenbach said not too much went on.

Chiefs of Specialties Reports Eligibility

Bob Mitchiner said he was disappointed to see so many exhibition (non-eligible) cars running at HPR and that Ross Robbins had been unhappy not to have more authority over selecting the cars for the race. Again, Mitchiner said that RMVR should either enforce our new exhibition rules the way they're written, particularly in regards to the race chair deciding which exhibition cars may participate, or we should remove that part from the rules altogether.

Mark Robinson said he'd called Robbins and shared with him the board's discussion on this subject last month, that the board generally wanted to allow more almost-eligible exhibition cars to race until our new eligibility rules are passed. Mitchiner was unhappy we were ignoring or even violating our own new rules.

Lynn Fanguie mentioned the drivers' school students who bring non-eligible cars to school and whom we let drive those cars until they get their license. We do this, he said, to try to attract more members. Bob Alder asked if we were suggesting not letting students attend the school until they get an eligible car. Bob Mitchiner pointed out that, if we let people continue to drive their non-eligible cars, there's

no incentive for them to get an eligible car.

Bob Alder said that attracting new members by allowing students to use non-eligible cars to get their licenses isn't the same as labeling those cars as “exhibition” cars, that we shouldn't be applying the exhibition rule to such cars.

Brosseau said that students know they need to get an eligible car.

Bob Mitchiner said that the mentor program was one possibility that would allow students to drive eligible cars. Other board members, however, pointed out that not many RMVR drivers would be willing to lend their cars to a student for the length of time it takes that student to get their license.

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

Flagging and Communication

Pauline Wilson said things worked out well at our second HPR race. Most of the corner stations had portable toilets, though workers at two stations still had to cross the track. Using the wrecker, flatbed, ambulance, and other vehicles helped to get workers on and off the track more quickly than at our first race there. The weather also cooperated, and BJ Kellogg's lightning detector, which detects lightning within three to six miles, worked well.

There are a lot of new workers this year. Only one station was unmanned on Saturday; all were manned on Sunday.

Mark Robinson asked how well the radio communications worked and whether the repeater was up yet. Wilson said the repeater wasn't yet finished and they have to continue to use the roof of the trailer for their antennas. The worst problem is that the ends of the track can't hear each

other at all, so there's a lot of cross-talk on the radios.

Bob Mitchiner said SCCA had complained of interference on their radios and asked if we'd had the same problem. Wilson said we'd had some trouble, but not much. Traci Pearson asked for clarification that SCCA used UHF radios while we used VHF radios, which Wilson confirmed.

Tom Deats raised the issue of the blind spot on the track between corners 11 and 12 and asked if there was some way for workers to see that section of track better. Wilson pointed out that on such a large track it's impossible for the workers to see everything. If there's a spin on the track in that area, the workers can see it. And they can check for dirt on the track between sessions, which they will do from now on.

Bob Darcey said he'd talked to Chad McCabe about the repeater. McCabe is still working on getting us our own frequencies. The repeater will travel with RMVR, and there's no need for us to mount an antenna on the new tower at the track. Wilson said that the Motorcycle Roadracing Association (MRA) uses an antenna mounted on an RV in the paddock. Darcey said the repeater negates the need for us to have our antennas mounted in a high spot.

Wilson said we'd be using MRA's system at the Gala on August 1st and would let us know how well that works.

Robinson asked about the process of getting workers to and from their stations this past race. Wilson said that though it had worked well, it wouldn't work in bad weather. She didn't want workers on the metal flatbed if there was lightning near, and the ambulance workers wouldn't want muddy workers and their gear in the ambulance.

Darcey said he couldn't even get someone to second his proposal to CAMA. The insurance representative is against letting

workers' cars on the track and no one in CAMA is willing to go against him. Two CAMA representatives thought letting workers park in the crossover roads might work. The construction entrance might be another possibility, but not in bad weather.

Pearson said there had been a great deal of grumbling—even anger—among the workers after our first HPR race and she'd heard of similar grumbings from other clubs' workers. It hadn't been as bad at the second race, but workers were still concerned about being left out in bad weather and the difficulty involved with getting all their equipment to and from corners.

Darcey said that, at Road America, there are Armco-protected areas near the stations where workers can park their cars. He said he'd try again to get CAMA to come up with another solution but he wasn't hopeful.

Brosseau said that this was a real problem and we can't just dismiss it. He suggested thinking outside the box: Golf carts for the corners? Something like Hastings' Bacardi bus? He also questioned whether we had to address this through CAMA or whether we as a club or in conjunction with SCCA might be able to come up with a good solution.

Robinson said that, if bad weather came up, perhaps designated people with SUVs could pick up the workers. Alder wondered about weather-proofing the bunkers. Tom Deats suggested placing Jersey barriers near the bunkers, behind which the workers could park. Darcey said that the lack of vegetation there, along with the current mud problem, wouldn't make that workable now but perhaps it could be done in the future.

Wilson said they'd also be watching the weather closely. They're beginning to figure out the weather at HPR and which wind shifts signal a problem. Deats suggested putting a windsock on the

starter's stand. Wilson did point out, however, that SCCA doesn't stop racing because of rain and their workers would be left out in bad weather.

BJ Kellogg said he liked the golf cart idea. He was grateful for the air conditioning in the trailer. He was thrilled that there had been about 120 people on the track wall watching the air show on Sunday.

Unfortunately, they're five workers short for Hastings and they have only one person for Tech.

Timing and Scoring

Since Dennis and Eloise McIlree weren't at the meeting, Mark Robinson passed along their report. They have eight rental transponders, four of which don't work. They'd like to fix one under AMB's warranty program.

Robinson motioned to allow Timing and Scoring to spend \$192.50 to have one transponder repaired. John Stokley seconded the motion, and it passed unanimously.

Chief Steward's Report

Tom Deats has put Mark Robinson on a two-race probation for an incident at the Trans-Am race.

Big Bore Eligibility Proposal

Scott Blackett and Matt Ratcliff held a meeting of 35 of the 50 big bore drivers on June 17th. Some fast small bore drivers were also there. Bob Raub, an IMSA and Trans-Am racer, and Jeff Winter, SCCA driver, helped with a lot of valuable input. Blackett and Ratcliff handed out a summary of their proposal and then shared their proposal with the board.

Essentially, they want to add another group they're tentatively calling FIA/GT, which would include SCCA GT5 through GT1, Trans-Am, IMSA, and FIA cars from 1973 through 1982 *excluding* any tube-frame cars. The eligibility rules would be based on SCCA's 1981 GCR.

Blackett and Ratcliff both emphasized the cars they were talking about are *very* fast compared to our cars and, until the group gets enough entries to run on its own, would run with the big bore group. Split starts for the new group and our current big bores will be critical for safety. There was some discussion on how tricky split starts are. The FIA/GT group should also be scored completely separately, on a separate piece of paper, although Bob Alder didn't know if that was possible with our current software.

They propose *really big* FIA/GT (or whatever the final designation is) stickers for these cars. Perhaps, they suggested, the Trans-Am and IMSA cars over 3 liters could be designated GTO and those under 3 liters could be GTU. Eventually they want a separate run group for the GT3 through GT1, GTO, and GTU cars, when we get enough.

Bob Alder emphasized that the board strongly felt that any eligibility expansion do nothing to affect existing drivers. Blackett said the drivers at their meeting felt the same way. Alder asked about the 15 big bore drivers not at the meeting. Blackett talked to five of them, including Ken Petrie, and they all supported the proposal. Ratcliff said one big bore driver at their meeting abstained from voting; all the rest voted for this proposal.

Jamie Stiehr asked about the closing speeds between the new cars and the slower small bore cars at the Enduro. Blackett said the closing speeds would be significant and for safety reasons they might not be allowed to run with the other production cars.

John Stokley asked how many of these cars we might be able to attract. They didn't know how many such cars there might be locally, but Jeff Winter thought there might be scores of them, both locally and across the country, who would want to race with us.

Mark Robinson asked how they'd handle continuation cars

beyond 1981. Blackett said they'd probably have to handle it on a case-by-case basis. He added that Keith Davidson, our chief scrutineer, is behind this proposal and understands he'll have a huge responsibility becoming acquainted with the new rules. Jeff Winter said he'd help, and they're looking for other knowledgeable people to help them learn what they need and to scrutinize cars. Blackett said they want to make it as simple and straightforward as possible.

Ratcliff pointed out that this proposal won't completely solve our exhibition car problem. We have cars newer than 1981 who often want to run with us, and some of our nearly eligible cars would have to make changes to comply with the 1981 GCR.

Blackett said they would still have to deal with unfair performance enhancements on some cars, particularly since there are so many "free" or unaddressed issues in the GCR. John Brosseau said we're going to have to draw some lines. Dan Berry said we could have exceptions to the '81 GCR like we have now for our current classes. Blackett emphasized that their proposal was just a start. Brosseau asked if tires would be free. Blackett said yes, with only size restrictions. He emphasized that it would be up to the *drivers* to control their cars and race safely. BJ Kellogg pointed out that, with slicks on the track, we might end up with a lot of "marbles" that would require sweeping.

Blackett and Ratcliff said that, at least in the near future, they didn't anticipate changing any of the current run groups. Mark Robinson asked Bill Miller how he felt about the proposal and whether he'd run with the big bore group with the new cars added. Miller said he doubted he'd continue to run with the big bores. He understands that this proposal meets the club's needs, but he has concerns. Blackett said the board might have to wrestle with some of these things; Brosseau said it was a good problem to have!

Bob Alder reiterated some of what came out of the board's proposal to expand eligibility, particularly that any eligibility expansion not cut into the time our current drivers get to race. With some juggling, however, he sees where we can run seven or even eight groups and not lose track time for anyone.

Jamie said that the current big bore group is one of our smallest and that we'd need about 20 of the new cars to even think about giving them a separate run group.

Mark Robinson asked what Blackett and Ratcliff were going to do next. Those two turned it back over to the board, saying that the board had to think about this and make some decisions. Blackett wished that a single rule change, one that address *all* our cars, could be made at once, but he knows the big bore group can't do that.

There are perhaps a lot of details to be worked out, but the board felt they'd done a great job.

Mark Robinson added that the small bore drivers are meeting next week to talk about expanding their eligibility.

Chief Driving Instructor • Drivers' School

Lynn Fanguie handed out copies of his 2009 drivers school update. Of the twenty students, all but one finished the school. So far this year, he's issued 13 competition licenses, nine of which were students this year. Fanguie said that new drivers are the lifeblood of the club and wondered if we'd ever get back to the 40 or 50 students we had at Second Creek. He would like to do more to promote the school, which also raises general awareness of RMVR. Bob Mitchiner added that our school is both cheap and good. Fanguie went over some of the suggestions from this year's school, including offering people an incentive to attend our Fire Rescue school, illustrating corners at other tracks and related them to corners at La Junta (assuming we continue to have the school at La Junta), and

giving the students more one-on-one time with instructors. He also said that, though Betsy Krill's original curriculum was great, we need to continue improving it.

Fanguie then proposed changing our current CDI system in which a CDI appoints an assistant who becomes the CDI the next year. Having a different CDI every year, he said, creates a lack of consistency from year to year and doesn't allow any one CDI to develop his or her own skills and curriculum. If we had one continuous CDI, that person could more easily develop an advanced driving school, perhaps in conjunction with another club.

Fanguie is offering to continue as CDI for as long as he is wanted. The assistant's position, he said, should be a two-year position; in the second year, the assistant would be largely responsible for the drivers school. John Brosseau questioned Fanguie's sanity.

Tom Deats asked what Kevin Lynch, this year's assistant driving instructor, thought about this. Fanguie said he was OK with it. Jamie Stiehr has offered to become the assistant in two years.

Brosseau liked the idea, since we seem to lack consistency in so many areas of our organization. Bob Alder said Fanguie was as good as or better than anyone we've had in the past five to eight years and was very pleased he would consider this.

Mark Robinson also said he was pleased Fanguie has offered, saying he's been impressed with how he's done this year. He asked if anything in the Operations Manual needed to be changed to accommodate this. Bob Alder thought the only change might be to redefine the assistant's position.

Bonnie Mortimer offered some advice on how different people learn and their different learning styles. Fanguie said he's picked up a lot from Ross Bentley.

Brosseau motioned to accept Fangue's offer to continue as CDI and Fangue's suggestion for how the assistant's position should be handled from now on. Dan Berry seconded it, but after the discussion that followed, Brosseau withdrew his motion. Read on...

Jamie Stiehr asked how we'd remove a CDI who wasn't doing well; would we hold a review every year or two? Pauline Wilson wondered why the CDI position wasn't handled like any other chief's position, where the chief does the job for as long as they're

willing and able. Stiehr called it an "indefinite" appointment, and Fangue said he'd volunteer to be CDI "indefinitely."

Alder said that each incoming president reaffirms each chief or appoints someone else. Bob Darcey said we didn't need Brosseau's motion, but Robinson wanted to indicate our support for Fangue's proposal in the minutes. Deats asked whether we wanted to codify this. Traci Pearson said it would be enough to indicate in the minutes that, from now on, we're going to treat the CDI like any other chief in

the organization. Alder said to let the minutes show that Lynn Fangue has agreed to serve as CDI next year and for as long as the president sees fit.

Open Discussion

Pauline Wilson urged the board to start thinking about the track configuration they wanted to use at HPR for the Enduro because we would probably not have enough workers to use the entire course.

Meeting adjourned: 9:15 p.m.
Traci Pearson, Secretary

Classifieds



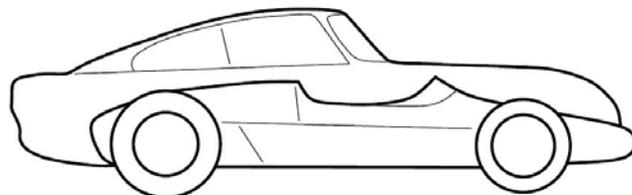
For Sale: 1968 Mustang Coupe, 302ci approx 350hp. Balanced / blueprtd. Race preped crank/rods. Forged extra-shiny flat top pistons. Windsor Heads ported / polished. 650

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.



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09/09

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.

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- '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.



For Sale 1971 MGB Roadster- 43,000 original miles. Colorado car with invoice, service book & tool kit. Excellent condition- restored- new cooling system

components ,alternator, interior- comes with mystery 250,000MGB Special Plaque- Call for more information. \$8,000- Call Bob Walker 719-646-5910 or cell 719-210-6055. E-mail janet_wal@msn.com. I have lots of new & used MGB parts 1968-1971 for sale also.

For Sale: Caldwell D-13 Formula Vee RMVR #101.



Truly race ready, needs nothing. Well sorted. This is a front running car with the right driver (not me). I believe it holds some vintage Vee records at Second Creek and Pueblo. Engine just rebuilt for this

season. RMVR legal 1385. New this year: all new wiring, new firewall, new dash, new brake pads, new rain light. I had the header ceramic coated black over the winter. New starter, belts, and battery last year. Spare nose. RMVR and SCCA logbooks (runs locally only in SCCA FS class). \$6000. Email for more pics or info bobdixon@frii.com 720-684-1123

RMVR Infraction Report

HPR Race May 16 & 17

<u>Name</u>	<u>Incident</u>	<u>Penalty</u>
Mark Robinson	Loss of control - metal-to-metal contact	2 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. Photos should be .jpg or .tiff formats. Attached files should be in .txt or doc format. 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.

In this Issue:

- Volunteer News •
- Showboat Grand Prix- Motorsports Park Hastings •
- PPIHC Race Report- Mighty Falcon Racing •

2009 Event Schedule

Sept. 4-6, 2009

Showboat Grand Prix @
Motorsport Park Hastings
Enduro @ High Plains Raceway

October 3-4, 2009

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

ROCKY MOUNTAIN
VINTAGE RACING
NEWSLETTER
32024 Snowshoe Road
Evergreen, CO 80439



RMVR VOLUNTEER NEWS

August, 2009

By BJ Kellogg

August 1st was the Gala party at HPR. There were tons of cars and people showing up for a full day of car shows and track events. Thanks to Pauline for her help in planning and working control, the corner workers who got to enjoy some special racecars at speed and Christy and Kristi for helping out on the grid. For a bunch of car clubs volunteers to put together such a track and event is outstanding.

Our summer race at HPR on July 11+12 was a step in the right direction. Workers got on and off the track quick. There was not huge clean up and everyone had a good time. Don Suiter toured with the Mini 5280 club at lunch on Sat. The storm clouds cleared at the end of the day for Margaretville on Saturday night. On Sunday morning we gave out backpacks to Fred and Mary Anne Slick and Deb and Jim Rowledge. The Triumph and Jaguar club showed up and we had a great remote controlled air show at lunch thanks to Andy Hiller and his group.

Our next race is Hastings Neb on Fri Sept 4th, Sat 5th and Sunday 6th. This is a three-day race weekend. I am always looking for more help so if you want to go email me, right away.

We are staying at the Quality Hotel & convention center 2205 Osborne Dr. East in Hastings 402-463-6721. From Denver, drive NE on I-76 to I-80, then east to the Grand Island exit, South on Hwy 281(Tom Osborne Expwy) to Hastings. Go to the second stop light which is North Shore Drive and take a left and then a right on Osborne Drive East. The hotel is on the right hand side. There is an indoor pool and hot tub, as well as a game room. There is a bakery & cafe and a bar. Free coffee and tea in the lobby, granola bars and fruit in the AM.

Our worker meeting will be next to race control at the track at 8 AM on Friday and Saturday, 7:30 AM on Sunday. FRIDAY IS A REGULAR DAY - it will be practice and qualifying, as we are racing on Saturday & Sunday. Friday is go-kart racing and I am going golfing next door. All are welcome to golfing. Then Saturday night is the steak dinner at the track. I can only assume that the bacardi bus will be on track in the evening.

The track is on Hwy 6 east of town. From the hotel, take Osborne Dr. East north to the bypass road (26th St.) and take a right - it's the only road between the hotel and North Shore Drive. Follow this east, then south (it curves) to Hwy 6(traffic light). You will see the track across the highway on your left. Cross the highway and the entrance will be on your left. We'll probably be at the Barrel Bar Thursday for dinner. Best steaks - best prices - 5 minutes from the track. Go west on South Street (Hwy 6) towards town - the Barrel Bar is on the left. I will be at the Barrel Bar.

Our last race of the season is the Enduro at HPR on Oct 3&4th. We are going to need the whole crew and your friends, neighbors and family members to help out with this event. I am thinking that it will be the biggest race of the season.

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

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Pikes Peak International Hill Climb 2009

Mighty Falcon Racing Driver's Report

Keith Davidson

The vintage cars ran first this year. It was sunny and warm at the start line. This meant that we would spend the whole day at the top watching everyone else make their run up the mountain. At the top, we got snowed-on and rained-on but it was great fun.

We got a good high revving burn-out start and went sideways about 50 feet before the tires grabbed and we went out of sight around the first left hand corner with the pedal to the metal. We ran clean and avoided some previous mistakes in the bottom and middle sections. The car was great, driver ok. We fixed the low-end power problem Saturday at the car show. We apparently went in the right direction by changing the power valve. Thanks to the entire MFR crew for a great weeklong effort both on and off the mountain!

The pavement was fast and the dirt was loose. During practice, I counted similar corners on the bottom and middle sections. The key was: four right-hand switchbacks in the dirt on the bottom, the 3rd being fast, so don't lift! and 6 left-handers in the middle section, the 1st and 5th being the fast ones so don't lift there either! Now if you miss count, well.....better not on Pikes Peak. We sacrificed the slow ones and hammered the fast ones. It worked.

Our tires were awesome. They were good old fashion G60 15s which fit the car perfectly on the 7-inch wheels, but a little too poochy on the 8s. The tire wear rating is triple 000, in other words soft. They hooked up in the pavement and the dirt. We hit the dirt at Devil's playground coming off the pavement fast and carried speed thru the right kink and then left-hander out of sight. When the road straightened out, we accelerated downhill and got a pretty good run thru bottomless pit which needs to be fast. Climbing to the top, the back tires would bite with the application of throttle and we chain-sawed the road all the way up the top section like the big dogs do.

Marta and Jeff rode the cog train up and saw the Mighty blast across the finish line. At the top, Max Papis came up to me and asked who was driving the second car, the Ford Falcon? The guys around me said I was, and he reached out and shook my hand and said nice driving, he said he liked the way I was going through the corners. Dude, that was before we got the timing results over the radio.....



Race photos: http://www.flickr.com/photos/mike_rogers/sets/72157621576300548/

Rally guys: <http://www.youtube.com/watch?v=K8nptFx1jug>

Newspaper: http://news.yahoo.com/s/ap/20090719/ap_on_sp_au_ra_ra_su/car_pikes_peak_hill_climb

Race results:

<http://www.ppihc.com/contentx.aspx?tabid=20&xslfilename=PPIHCRaceDay&xmlfilename=~-/Results/PPIHCRResultsRaceDay&contentid=258>



EVENT • Race

SHOWBOAT GRAND PRIX

MOTORSPORT PARK HASTINGS

September 4, 5 & 6, 2009

CHAIRS: Roger Hively (303) 233-7462
Diane Hively (720) 563-7292

CO-STEWARD: Jamie Stiehr (303) 886-2111

CO-STEWARD: Camille Fangué (720) 981-5363

RACE ENTRY FEE: **\$350.00 for all three days.**
\$250.00 for Saturday and Sunday.
Dinners will be \$18.

LATE ENTRY FEE: \$25.00 after August 28, 2009 (at the track \$50.00)

DEADLINE: **August 28, 2009**
Fuel WILL be available.

*****To reserve an RV or Big Rig site call Diane.*****

EVENT SCHEDULE

PADDOCK OPENS AT 10:00 AM ON THURSDAY

TECH(at the grid): Thursday 11:00-4:00 PM
Friday 7:00 AM

REGISTRATION (at the Guardrail Club House):
Thursday 2:00-5:00
Friday 7:00-12:00 1:00-3:00
Saturday 7:00 AM

GO CART RACES Friday after the races.

WELCOMING PARTY sponsored by MPH and the Hively's
@ The Guardrail Club House
Friday 6:00 PM

STEAK DINNER Saturday 5:00 PM

RACE SCHEDULE

Thursday – arrive and park. No track time.

Friday - 8:30 Driver's Meeting
Practice Session
QUALIFYING
RACE

Saturday - 8:00 Driver's Meeting
Warm-up
QUALIFYING
RACE ONE

Sunday - 8:00 Driver's Meeting
Warm-up
RACE TWO
FEATURE RACE

The complete schedule will be handed out at registration.
All drivers and crew must sign a waiver 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.

