

VINTAGE MESSENGER

VOL. 18 NO. 12

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December, 2009

Letter from the President

December 2009

This will be my last letter, as my term officially comes to an end at the Annual Banquet, January 9th, at the Lone Tree Country Club. I am writing this on Thanksgiving, & I have many things to be thankful for, both personally, and for RMVR. Since I joined in 1993 as a corner worker, to racer, to Secretary, to President, I have found a beautiful wife, many great friends, and many fun (& some not so fun) weekends playing with cars.

For 2009, I am very thankful for being a part of seeing High Plains Raceway go from a concept to a real track, and I am extremely proud of how we all made this happen. My sincere thanks & appreciation go to all the volunteers who make RMVR work: the Safety Marshals, Chairs, Chiefs, Stewards, the Board I had the pleasure of working with, and the members who have told me they appreciate my efforts on their behalf. Special appreciation goes to Diane Hively, who served as our prior Administrator, and so ably eased the transition to her replacement, Carol Stiehr. Carol has been a joy to work with.

I want to thank Bob Alder, Marty Fidrich, Jim Gray & Jess Neal for bringing their race cars to be in the HPR booth at the Rod & Custom Show, and the 22 people who volunteered to work a shift at the show Thanksgiving weekend to promote our sport & attract new members. This is part of our efforts to stem the tide of declining race entries; expanding eligibility can be another. I hope you will support the proposals when they get into a form for approval by the affected membership.

2010 promises to be a great year with John Brosseau at the helm, with a new Board that you will elect. I look forward to serving as Past-President. It is my hope that you will support our schedule of events, with your race entries and volunteer efforts. RMVR gets 92% of revenues from your entries. I have already offered to be a Race Chair. During the August break in the RMVR schedule, a new vintage club is holding their very first event, and they would like our support as they reciprocate by supporting our Labor Day weekend race. The O'Reilly Auto Parts Vintage Grand Prix at Heartland Park Topeka will be held August 19-22 by Heartland Vintage Racing. Details at www.HeartlandVintageRacing.com.

Your mailbox will soon have some important information requiring your attention: a ballot for the election, Annual Banquet ticket purchase, and membership renewal. Please respond accordingly.

Thank you for electing me to serve as your President, & giving me a chance to give back to this club that I have enjoyed so much, and will continue to be a part of. See you at the Banquet!

Mark Robinson
president@rmvr.com

Annual Banquet

Mark your calendars for the Annual Banquet, to be held on Saturday, January 9, 2010, at the Lone Tree Golf Club & Hotel, near I-25 & Lincoln Ave.

There are 15 rooms available for those wishing to spend the night; 14 Standard rooms, at \$89 per room, and one Premier Suite at \$111. Contact the Lone Tree Golf Club & Hotel directly for reservations.

<http://www.lonetreegolfclubandhotel.com/>

Mailbox Watch

Watch your mailboxes for the special mailing containing Membership Renewal packets. They will be mailed to **ALL** members and will contain:

- Election 2010 information- a ballot and the candidates' bios. Please remember to return your ballot ahead of the deadline- 12/31/09!!!
- A membership renewal form- renew early so that you are included in the printed roster.
- Annual Banquet information and registration form- RSVPs and payments are needed by 12/31/09.

!!!!!!!!!!!!!!!!!!!!!! Note Location Change for remaining 2009 Board meetings !!!!!!!!!!!!!!!!!!!!!!!
Board Meetings will be typically held the 3rd Wednesday of the month, at 7:00PM, at the La Familia Recreation Center at 65 S. Elati Street, Denver, CO 80223 [MAP](#)

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

Minutes

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

Board Members Present:

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

Excused absence: Bob Alder
(Treasurer)

Call to order: 8:30 a.m.

Past Minutes

Dennis McIlree corrected the October minutes: at next year's Enduro, even though time cards will not be handed out the last 15 minutes of the race, the pits will remain open.

Lynn Fanguie motioned to accept the October minutes, Bonnie Mortimer seconded the motion, and the motion passed unanimously.

Treasurer's Report

Mark Robinson passed along Bob Alder's report. We're close to losing money in 2009, instead of having the \$18,000 income we'd budgeted. Our High Plains Raceway (HPR) events came in about \$6000 over budget, we lost money on the La Junta drivers' school and race, the transition between administrators, and some unanticipated hardware and software expenses. The Trans-Am race also wasn't as profitable as expected.

In response to a suggestion to ask Motorsport Park Hasting (MPH) to work with us on the cost of racing there, Mark Robinson said we can't expect tracks to absorb our losses. He said Bob Raub of 3R Automotive may sponsor some of the Hastings race next year. Jamie Stiehr said the Hivelys and George Anderson (who owns the track) helped this year by paying some expenses out of their own pockets. One club member emphasized that club members also have a responsibility to attend races to support the club.

John Brosseau said we've always lost money on the drivers' school and his goal is to not lose money at any events. One club member said they understand us losing money on drivers' school because it helps us attract new members. Another suggested that some members could donate more when they sign up for events. Brosseau said that, if we can get through next year, he thinks there will be better days ahead.

Robinson said we lost about \$2300 on the Pikes Peak International Hill Climb (PPIHC) this year, mostly on the car show. Keith Davidson said they'll fix that this year because the entire event needs to be self-sustaining. Of the eight cars we ran this year, four were from RMVR.

Robinson said the board tried hard this year to make events pay for themselves and that we continue to discuss how to do better. He said we're learning what didn't work well enough.

Special Reports

CAMA (Colorado Amateur Motorsport Association)

Bob Darcey said today is the last scheduled regular season event at HPR; they'll now begin their winter schedule.

Through September 2009, CAMA made \$612K, about \$50K over budget. Their net profit for the year was about \$304K. While that sounds like a lot, he said, the service on \$2 million loans had been deferred until this past August. If it hadn't been, CAMA's net profit would be more like \$175K. CAMA now has to get by with little revenue until next April.

The original plan called for CAMA to have six months operating expenses in reserve. They also have \$90K in their repaving fund.

Their next big project is a 36-stall garage with a concession, small dining room, meeting rooms, bathrooms with showers, and an observation deck above. The project is only in the feasibility assessment stage now. They want to fund the project as much as possible with pre-sales of garage rentals and loans serviced by garage rentals. The

project won't be cheap, and they will have to expand the paddock to make up for the space on which the garage will sit.

When asked if there were any plans to build the garages and other facilities in phases and if they had priorities for those, Darcey said the issue was how to fund it. The garages themselves were both the cheapest to build and the best source of revenue.

When asked if they were planning to put in a real timing and scoring tower soon, Darcey said that's not a priority. What they have isn't ideal, but it works. Arthur Santomango asked if the rented trailer now used could be modified to allow us to mount our radio antennas more easily. Darcey said they're working on the whole communication issue and that we should have our repeater and a permanent antenna there next year.

When asked how long the original paving will last, Darcey said it might possibly last ten years, but he wasn't sure, partially because non-polymerized asphalt was used when the track was built. Except for turn eight (which they will repair this winter), the paving is holding up so far. CAMA started with a \$5 million budget to build the track and got it down to \$3.5 million by redesigning the structure underneath the asphalt. Today, it would take about \$750K to repave the track. Bill Howard said he thought they'd only need to add 2" of asphalt on top and they'd add more curbing at the same time.

When asked what is being done to mitigate the erosion on the edge of the track, Darcey said it was a real issue that will take more time and money to fix. They've redirected a lot of the runoff, but there are still some places where it's a problem. It will probably always be a bit of an issue, but they're doing what they can about it.

When asked why there hasn't been more national press coverage of the track, Darcey said they're still looking for a marketing/publicity specialist for the track.

Darcey said the fuel depot is complete...just in time for winter. It was a far more complex process than they expected and ended up costing 2½ times as much what they'd initially expected. It should take 2½ to 3 years to pay for itself.

CMC (Colorado Motorsports Council)

Bob Mitchiner said CMC has about \$80K from surcharges in their treasury, and they're looking for the best ways to use the money. The City of Pueblo is now running Pueblo Motorsports Park. CMC's president Nancy Foster is in contact with them and CMC seems to have some influence.

Old Car Council (OCC)

Dan Berry said Wednesday's meeting was short. There's no current legislative report, and the OCC will have the same officers as last year.

Chiefs of Specialties Reports

Eligibility

Bob Mitchiner deferred his discussion of eligibility until later in the meeting.

Flagging and Communication

Pauline Wilson said we'd managed to staff all the corners at HPR this year, but we were short at Hastings and should take more of our workers next year. Flagging and communication has about 20 new members, although they've also lost a few. Some of the new members are from Nebraska! Luckily, some of our workers didn't need rooms in Byers this year, but she hopes they build another motel soon.

Wilson has noticed that not too many of the people who, at the various car shows, express interest in volunteering actually come out to the track, and she'd like to see us work on this. It's mostly word of mouth that attracts new workers.

When asked how many new workers we need to attract each year, Wilson said it depended on attrition. In any case, she said, we need a larger pool of workers; we barely got by at HPR this year, even with the workers from SCCA who helped us.

Timing and Scoring

Dennis McIlree asked how many of those present used MyLaps; over half raised their hands. He said the Enduro went well and thanked the driver volunteers for their help. He reiterated that although they're proposing to stop handing out time cards the last 15 minutes of the race, the pits will remain open. He also pointed out that they changed the format of the race

result printouts so that drivers' position within their class was also shown.

When asked if the make of the cars could be included in the MyLaps results, McIlree said AMB wasn't very interested in implementing such a change. Bob Darcey suggested the car could, perhaps, be embedded in the driver's name.

Mark Robinson thanked Dennis and Eloise for their hard work this year. He said it would be great if they had someone to help them in timing and scoring and be able to take over their duties in case they couldn't attend a race.

Technical Inspection

Andy Kitchens thanked the drivers who'd helped with Friday afternoon and Saturday morning tech inspections this year.

Lynn Fangué asked whether Kitchens intended to continue allowing drivers to skip their first three event inspections after their annual inspection; Kitchens said yes. Mark Robinson asked if there was a big surge of event inspections when drivers had used up their three "passes"; Kitchens said no. When asked whether he'd consider having two annual inspections each year, Kitchens said he thought the current system worked well enough. Kitchens said a lot more car owners got their annual inspections before their first race this year than in past years; he thought probably half of those used someone on the list of "approved" shops and inspectors. John Stokley said we should soon republish that list, and John Brosseau suggested that a map of the locations be included with the list.

There was some discussion about drivers needing to take responsibility for preparing their cars for the races.

Fangué said there was some confusion about what drivers needed to provide tech inspectors at the track after their annual inspection. Kitchens said they just needed to bring their inspection sheet and their logbook.

Bob Darcey said he thought that the biggest threat on the track was not failures such as wheels falling off but fluids on the track, and said he'd like

to see more emphasis on inspecting cars for correct plumbing. He'd also like to see some articles written to help drivers plumb their cars correctly. John Brosseau said he thought tech did a good job of inspecting cars for plumbing failures. John Stokley said he thought pit and grid did a good job of catching leaking cars and overflowing catch tanks.

Stokley asked how drivers can communicate to corner workers that the car ahead of them is leaking fluids. Pauline Wilson demonstrated that drivers can point at the car ahead of them or use their hand to make a wiping motion across their visor.

The issue of drivers forgetting to pull the pins on their fire-suppression knobs was raised. Drivers need to be reminded to pull their pins before they go on the track. Perhaps pit and grid can also check for this.

Kitchens said drivers can use SA-2000 and SA-2005 helmets through next year. Starting in 2011, SA-2000 helmets will no longer be allowed.

Pit and Grid

Chad McCabe agreed we should make sure drivers pull the pins on their fire-suppression knobs before they go on track. He acknowledged that some drivers don't do it because they're afraid they'll accidentally discharge their fire-suppression systems.

Arthur Santomango said corner workers bring their own fire bottles to a disabled car and would generally assume the driver will discharge their fire-suppression system. Mark Robinson said that, if a driver goes onto the track with the pin still in, their safety equipment technically isn't fully operational and they should be black-flagged. McCabe said that, if the race steward says that's the way it will be, then pit and grid will try to make sure the pins are pulled.

Open Discussion

Nominating Committee

Mark Robinson thanked the current board members for serving this year. The terms of the following board members are ending this year: Bob Mitchiner, Traci Pearson, Tom Deats, Jamie Stiehr, and John Stokley.

John Brosseau said Tom Deats will not run again, and thanked Deats for the fantastic job he's done this year. Board members John Brosseau, Mark Robinson, Bob Alder, Dan Berry, Bob Darcey, Lynn Fangue, and Bonnie Mortimer will be returning next year. The nominees for next year's board are:

- For president-elect: Pat Hogan
- For secretary: Traci Pearson
- For the three director-at-large positions: Bob Mitchiner, Matt Ratcliff, Mike Ries, Phil Shires, Jamie Stiehr, and John Stokley.

When asked how much time board members spend on board-related business outside meetings, the answer was generally a good amount. John Brosseau, for instance, said board members spend a lot of time discussing issues by e-mail between meetings.

Rocky Mountain Rod & Custom Car Show

Mark Robinson said the Rocky Mountain Rod & Custom car show will be held Thanksgiving weekend at the National Western Complex. We're using it to try to expose our club to more gearheads out there and attract new members. Move-in will be the Monday and Tuesday before, 9 a.m. to 9 p.m. Move-out will be Sunday after the show closes at 6 p.m. or on Monday. In case of bad weather, move-out will be extended to Tuesday.

The booth, which we're sharing with SCCA and Mazda of Lakewood, is basically to promote HPR; people may not know amateur road racing has returned to the Denver area. We'll have a full-page ad in the program. We have room for five or six of our cars, and Robinson would like really nice-looking examples from each of our run groups. He has three already, and he's looking for a big bore, a historic, and a formula car. (Jess Neal volunteered to bring his big bore.) Parking and a show pass will be provided to those who bring cars and volunteer to help with the booth (which he also needs). Robinson is putting together some literature for people who might be interested in getting involved.

Show cars can be driven in and out of the exhibit area.

The comment was made that a lot of people don't really know where Byers is and that a map to the new track might be useful.

Awards

Chris Sundberg asked people to fill out the ballots he'd set on the back table.

Banquet

Mark Robinson said the banquet will be held January 9th at the Lone Tree Golf Club & Hotel near I-25 and Lincoln Avenue. It's easily accessible from I-25, C-470, and E-470, and it's about halfway between Fort Collins and Colorado Springs. It's a nice facility and less expensive than the Arvada Center.

The 1981 GCR and Split Run Groups

John Brosseau explained split run groups. Using small bore A and B on the track at the same time as an example, he said small bore B would start first. Small bore A would be 150 to 200 yards behind them, maybe with a pace car. The lead group would have to get a green flag. If someone jumped the start, they'd get a drive-through penalty. Our new software allows us to score the two run groups separately and print their race results separately. Using split run groups, we could run six groups in the same time we now run three.

Since the '81 GCR would add totally different run groups to the club, split run groups would be necessary to give everyone enough track time.

Brosseau said it would take time for the second group to catch up to and begin passing the first group. At the Enduro, he said, we run 70+ cars on the track at the same time; normally, we run 20 to 30 cars in a group. Bob Darcey said we are allowed to run 62 cars at a time at HPR.

Carol Stiehr said we'd lose a few double-driven car entries. We had a total of 84 double-driven and two-car-per-driver entries this year. Sixteen of those were at the Enduro, all in the small bore A and B groups.

When asked whether the members would vote on whether or not to run split run groups (for instance, if the formula cars did not want to run as a

single group), Brosseau said it would be up to each race steward.

Some were concerned that the faster run group would catch up with the slower one more quickly than Brosseau anticipates. Brosseau said people could discuss the split run groups more when we broke into our individual discussion groups.

Miscellaneous Discussion

Tom Deats asked if increasing the race entry fees \$15–20 would cause people to not be able to race. No one raised their hand.

After some discussion about the Spring Fling, most members present said they'd like to reinstate the traditional party.

After the Breakout Sessions Workers (14 members)

On behalf of the workers, BJ Kellogg thanked everyone for the beer this year. He asked if anyone had any "swag" they'd be willing to donate that could be given away as prizes to the workers. He also said that, if we get many more new workers, we may have to schedule more lunch rides!

Small Bore (24 members)

Tom Deats said the small bore group spent most of the time talking about expanding eligibility. Ten voted for it, ten against it.

They agreed to try rotating the order of the run groups each race weekend.

They were concerned about the safety of combining warm-up and qualifying; perhaps the first lap or two could be run under yellow.

The economy has affected the number of races the drivers have run. Deats said that, to run at Steamboat, drivers had to run all the other races; they wondered if a similar incentive would work now.

On the subject of rotating the group order, Carol Stiehr said she works hard not to inconvenience anyone who has paid an entry fee. She keeps track of double-driven cars and cars with two drivers and tries to accommodate all of them, to inconvenience the fewest possible.

Greg Johnson said it was great having the Enduro schedule posted on the website.

Formula Cars (24 members)

Bob Darcey said they didn't reach a consensus that expanding eligibility would increase the number of entries or attract new members. John Stokley and Jamie Stiehr will put together a survey for the formula car drivers about expanding eligibility.

On the subject of rotating the run group order, the group wants to support Carol Stiehr in accommodating the most drivers possible.

Lynn Fanguie said ten wanted to combine warm-up and qualifying, four did not.

Darcey said that, perhaps an incentive of half-off a race for racing four races in a year would help, but in general they felt that saving \$100 or \$200 wasn't that big an incentive. Scheduling conflicts with other clubs affected the number of RMVR events some drivers ran.

Big Bore (18 members)

Matt Ratcliff said that, in general, the big bore drivers support expanding eligibility using the '81 GCR as a guideline, although there's no real consensus on the details. Continuation cars should be handled on a case-by-case basis.

On the subject of rotating the run group order, they think the idea is OK in principle, but they don't want to do it.

They think combining warm-up and qualifying is necessary to accommodate the eligibility expansion, but they want a separate big-bore group.

To get drivers to run more races, they suggest RMVR run a championship series similar to CVAR's and include points for volunteering.

Miscellaneous Discussion

It was mentioned that spectators should be advised to be aware of cars and drivers in the paddock. Perhaps the person at the gate could tell them or hand them a flyer. Drivers try hard to be aware of wandering spectators; spectators should extend the drivers the same courtesy.

Meeting adjourned: 12:05 p.m.
Traci Pearson, Secretary

Classifieds

For Sale 1967 MGB Roadster GHN3L127xxx - British Racing Green/Black. Original three-owner Colorado car. Recently refurbished with new interior (door panels and leather seats), new suspension (bushings, springs, shocks, kingpins and steering rack) and tonneau cover. Paint, chassis, tires, and top quite good. No corrosive rust - engine and drive train first-rate. Right year, right color, right history, right condition - a well sorted car that runs and handles possibly better than new. \$14,500. Additional information 303-525-5704. 02/10



For Sale 1967 Innocenti - 58k miles, Green w/ plaid tartan top. 998 stock motor, LCB header, center exhaust, Nikki carb. - "magic wand shift", wide ratio gears suitable for highway. Solid/reliable mechanical, new quick steering rack, recent brakes & hydraulics, CVs/boots, fresh carb kit, new SU fuel pump, will pass state emissions, brand new 165/70Yokohama's on Cromadora Fergat wheels, Wood dash, w/ all original Italian gauges, Hella H4 lights, Hella loud horns, Recaro seat, fully carpeted, w/sound attenuation backing CD/audio system. Spare hydro front sub frame with u/l suspension incl. \$7,500.00 call Rick Boucher @ (303) 324-6372



FOR SALE 1967 MGB GT- Car # 188- Driver retirement but not the car- Needs good home -Competitive reliable for 13 seasons. Fab Tech engine & lots of parts! - Ready for 2010 Season.last race High Plains Raceway Enduro 2009. Race lap time 2:16.835. Price \$13,000 or best offer. Contact: Bob Walker 719-646-5910.



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.titanorthamerica.com

CAR STORAGE - Need storage or work space for your vintage cars? 5000 sqft. of heated interior space with two-post lift, running water and compressed air as well as 3,000 sqft. of fenced outside parking for your trailers and RV's. Near I-70 and I-25. Bob Fuller 303-333-3320 or e-mail bob@fullerarch.com



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.

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2009 Event Schedule

January 9, 2010

Annual Banquet
Lone Tree Golf Club & Hotel
Near I-25 & Lincoln Ave

2010 *Provisional* Event Schedule

March 20 & 21, 2010

Fire/Rescue School (aka Crash & Burn)

April 16–18, 2010

Drivers school and first race at HPR

May 15 & 16, 2010

Spring Race at HPR

June 12 & 13, 2010

Trans-Am race at Pueblo

July 10 & 11, 2010

Pikes Peak International Raceway

July 22-27, 2010

Pikes Peak International Hill Climb

September 3–5, 2010

Hastings Motorsports Park

October 2 & 3, 2010

Enduro at HPR

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

32024 Snowshoe Road
Evergreen, CO 80439

NEWSLETTER
VINTAGE RACING
ROCKY MOUNTAIN



Annual Banquet

When: January 9th, 2010
6:00 to 7:00 Cash Bar (No checks or Credit cards)
7:00 to 8:30 Dinner
8:30 to 10:00 Program

Where: Lone Tree Golf Club and Hotel
9808 Sunningdale Blvd.
Lone Tree, CO 80124

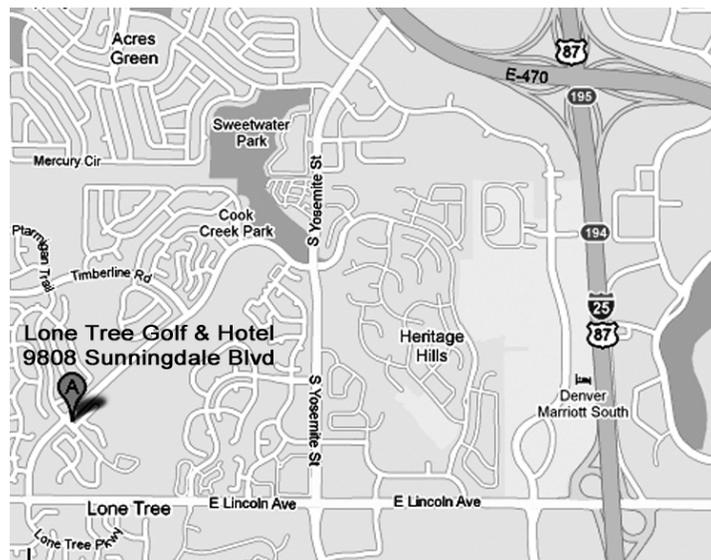
At our **new location this year** the banquet will be a buffet including chicken, beef, vegetables, salad and rolls. If you need a vegetarian meal, please let us know as these must be ordered in advance.

The facility is wheel-chair accessible.

There are 15 rooms available for those wishing to spend the night; 14 Standard rooms, at \$89 per room, and one Premier Suite at \$111. Contact the Lone Tree Golf Club & Hotel directly for reservations:

<http://www.lonetreegolfclubandhotel.com/>

RSVP on your Membership Renewal form.



NEW!
WHAT HAS 13 PAGES OF GREAT PICTURES?
The
RMVR 2010 PICTURE CALENDAR



**Where are you?
Check out 47 pictures and 194 cars
featured in the calendar.
Find yourself among the 83 drivers?
Is that you in the hot pits?
Where are you among the 51 workers?**

ORDER TODAY!

New to RMVR is the 2010 Picture Calendar. It includes pictures from a cross section of all race groups, Pikes Peak Hill Climb, drivers and corner workers. Professional photographers Rupert Berrington and Pam Cox were gracious enough to allow some of their photos to be used along with photos by Michelle Mitchiner and Paul Markey.

Calendars can be ordered on line by credit card (or your PayPal account). Simply go to www.rmvr.com and follow the links on the home page.

Or you can pay by check by mailing in this form with your check.

To Order, please supply all information below

Please send me the 2010 RMVR Calendar @\$18 each.

Number ordered _____

Total Amount Enclosed: \$_____

Name _____

Address _____

City _____ State _____ Zip _____

Thanks for your order. We'll be mailing it as soon as we can.

Checks should be made payable to:

“RMVR”

And mailed to:

Calendar Project
c/o Ethel Mitchiner
2620 Stratford Lane
Longmont, CO 80503