

# VINTAGE MESSENGER

VOL. 19 NO. 2

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February, 2010

## New Members

RMVR wishes to announce the following new members! Welcome to each of you. We hope you will take full advantage of your membership, all the club activities, and the camaraderie of your fellow members. Please help us in welcoming these fine folks.

Charles & Robin Breed- Pleasanton, CA  
Ken & Barbara Lady- W. Dover, VT

## Please note date change!

The PPIR Race has been moved to  
**July 17 & 18, 2010**

Please update your calendars.

## Bill Temple Memorial Driver's School Scholarship 6<sup>th</sup> Year

The Formula Vee Group has renewed its support of the Bill Temple Memorial Driver's School Scholarship for the sixth year. The former Bill Temple RCA Formula Vee #18 was donated by Belinda Temple in 2005, rebuilt by donations from the Vee group, is now owned and driven by Chad Wight. Five scholarship recipients have completed RMVR Driver's School and four have become regular racers. The scholarship provides free use of the RCA #18 for the April 16-18 Driver's School at High Plains Raceway. Chad will provide, fit, and support the car including fuel and supplies. The scholarship recipient is responsible for school application and fee (if any), medical eligibility, and personal safety gear. The scholarship winner will be selected from applications received by January 30. Considerations for selection include history of membership and volunteer work with RMVR and likelihood of entering a car with the club as a regular racer. For further information, contact Chad Wight at 719-592-0561 or [ccwight86@msn.com](mailto:ccwight86@msn.com), Harley VanDeWege at [hdevandwege@msn.com](mailto:hdevandwege@msn.com) or Bill Fleming at [RMVR53@aol.com](mailto:RMVR53@aol.com).

## Letter from the President

February 2010

Race season is rapidly approaching. At present, I have the engines out of all four of our racecars.....

"How you doin'?" It's amazing to me how rapidly the "off season" has gone by; and now it's crunch time and we have to get ready for this year's events. On Saturday, Feb. 13th we will be having our pre-season meeting for race chairman, race stewards and several chiefs of specialties to iron out the details for our 2010 race events. We will all try to make this an exciting and enjoyable race season for all our members. We will try some new things to increase track time for our drivers, and we will continue to provide event highlights that will be interesting to all who attend.

The race season will start off with something NEW! This year we will have our Drivers School and Precision Driving School at High Plains Raceway. Lynn Fanguie and Jamie Stiehr have put together a great event for newcomers to RMVR. On Friday, April 16th, the school will be using the short course that includes turns 1 thru 3, then come off the back straight at 4a, then up to the corkscrew and down the front straight. This will give instructors a good view of how their students are doing. When the students are not on the track, it will be open for licensed RMVR drivers to get the kinks out of their cars and themselves. The West Course (down to Danny's Lesson and up the hill to the Corkscrew) will be used for lapping. This West Course will then be used on Saturday and Sunday for both students and drivers. Friday's lapping fee will be reduced for licensed drivers so as to compensate for students using the track part of the time. Keep an eye on our website for further details.

Thanks to all who have volunteered to help this year. We are revving up and getting ready to roll. So, get your cars ready for annual tech and sign up early for our first event. Don't forget to sign up for the Fire and Rescue School on March 20th and 21st. LET'S GET READY TO GO RACING!

John's Pun of the month:

*I thought I saw an eye doctor on an Alaskan Island, but it turned out to be an optical Aleutian.*

John Brosseau  
[president@rmvr.com](mailto:president@rmvr.com)

## Notice!!!

Failure to renew your membership by March 1<sup>st</sup>, 2010 could result in a delay of your receipt of your 2010 competition license. Show your support for Vintage Racing in the Rockies, renew now!

Board Meetings will be typically held the 3<sup>rd</sup> Wednesday of the month, at 7:00PM, at the Thornton City Hall, Training Room, 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

# Minutes

Rocky Mountain Vintage Racing,  
Ltd.

Regular Board Meeting 1/20/10  
Thornton City Hall,  
9500 Civic Center Drive,  
Thornton, CO

Board Members Present:  
John Brosseau – President  
Pat Hogan – President Elect  
Mark Robinson – Past President  
Bob Alder – Treasurer  
Traci Pearson – Secretary  
Dan Berry  
Bob Darcey  
Lynn Fanguie  
Bob Mitchiner  
Bonnie Mortimer  
Mike Ries  
Jamie Stiehr

Call to order: 6:58 p.m.

[Election results: Pat Hogan, President Elect; Traci Pearson, Secretary; Bob Mitchiner, Mike Ries, and Jamie Stiehr, Directors at Large]

## President's Comments

John Brosseau welcomed everyone. He made a special point of welcoming the new and re-elected board members and asked each one to introduce themselves to Pat Hogan and Mike Ries. He then asked the guests in the room to introduce themselves as well.

## Past Minutes

Bob Alder motioned to accept the December minutes, Lynn Fanguie seconded the motion, and the motion passed unanimously.

## Treasurer's Report

Bob Alder said the books officially closed with a profit of \$1300 for the year, but that amount included income and expenses for 2010 that came in or were paid in December. Ignoring those items, we actually lost about \$5000 in 2009, compared to the \$10,000 surplus for which we'd budgeted. A big part of that loss was caused by the snow storm on the drivers' school weekend.

John Brosseau asked whether Alder had sent a check to PPIR. Alder said

# 2010 Annual Tech Day

This year we have scheduled Annual Tech Day for Saturday April 3. There are currently two locations set up in the Denver area: Bob Alder's shop, located at 240 Bryant Street and John Brosseau's shop, Decade Beyond Motorsports, located at 3898 S. Jason Street. Tech Inspectors will be available from 9:00AM until whenever. It is possible that there will also be Tech locations in Longmont and Colorado Springs so watch your email for an announcement.

Annual Tech Day is a great opportunity to get your car inspected and still allow a couple weeks for necessary "tweaking" prior to our first race and, as we did last year, we will allow 3 races without an Event Tech Inspection for cars that are inspected in the pre-season. Be sure to bring your jack and lug wrenches for wheel removal and be prepared to take your car off the trailer for inspection. And, don't forget your suit, helmet, shoes, gloves, etc.

If you have any questions or would like a list of shops and individuals who can do your pre-season inspection (if you just CAN'T get to Annual Tech Day), contact Tech@RMVR.com.

Have a Great 2010 Racing Season!  
Andy Kitchens

he had, the very day Brosseau had asked him to.

## Special Reports CAMA (Colorado Amateur Motorsport Association)

Bob Darcey's written report to the board:

2009 Financial Results: The year-end financial results for HPR are complete, and reports are attached. Profit before depreciation totaled ~\$246.5K on revenues of ~\$709K. As you may recall, debt service payments for the \$2 million CAMLC loan program were deferred until September '09 to allow HPR to accumulate cash, so the earnings are inflated by the eight months deferred service, approximately \$144K. Normalized for a full year of debt service, the profit would be ~\$102K. The combination of the deferral and strong operating results has allowed the formation of reserves as follows:

Six months operating reserve:  
\$150,000 (non-recurring)  
Repaving fees:  
\$70,350  
Track maintenance surplus:  
\$24,249  
Total reserves:  
\$244,599

*A few notes on the first year of operation:*

- 1. While it may appear that HPR made a healthy profit in 2009, the normalized \$102K profit (reflecting 12 months of debt service) includes ~\$95K of paving and track maintenance reserves. In a normal year of 12 months debt service, this would generate only a small amount of free cash.*
- 2. Of the revenue streams, lapping day fees and weekend event rentals combined for over 70% of income. Some 28 of 30 prime 2010 weekends are currently under contract, and there is little room for revenue improvement from weekends.*
- 3. Lapping Day revenue was very strong, accounting for ~37% of gross revenue, realized primarily on Fridays before weekend events. While the HPR Friday lapping policy has been criticized (for not allowing clubs to rent the facility on Friday), it is clear that this policy helps keep the weekend rental rates low.*
- 4. Exclusive rentals (non-lapping Monday through Thursday) generated only 9% of total revenue. This revenue stream must be increased and CAMA has to focus on marketing the facility to these users. It is also apparent that additional amenities are needed to attract this segment.*

2010 HPR Budget: *An operating budget for 2010 is completed and approved. Fuel sales are expected to add considerably to the revenue stream, and we hope to increase weekday track rentals.*

Projects: *CAMA is planning the construction of a 40' X 40' pavilion shelter (the "gazebo"), using funds donated by the member clubs in lieu of renting tents for their events. We are also researching the possibility of purchasing a restroom trailer, but permit and building code issues may be difficult to overcome.*

Darcey also shared CAMA's current balance sheet and income statement with the board.

Pat Hogan asked whether the track was shut down mid-week if it was not rented for lapping days. He said that, in the past, a group has wanted to go out to the track but the online schedule said only Friday was available. Darcey said CAMA's policy was to provide an ambulance and at least a skeleton worker crew for lapping days. They might look into dropping the ambulance, but Darcey considered it an ethical obligation to provide one, since there's a long response time otherwise. To cover the cost of the ambulance and worker crew, they need to have a minimum number of drivers sign up for a lapping day. It costs about \$1100 a day: \$700 for the ambulance and \$400 for the crew.

Hogan asked whether drivers could just sign a waiver to forego the ambulance. If they had a group of drivers out there, he said, they could simply watch out for one another.

Bob Alder asked if there were different types of rentals available. Darcey said there was an Exclusive rental and a Semi-Exclusive rental, which might be good for a group but was still more than \$150 a day.

John Brosseau asked whether Mike Pettiford was using the track regularly. Darcey said yes, about every two weeks.

Guest Andy Keller asked if there was much opportunity for professional race teams to rent the track. Darcey said they were pursuing such rentals, but the teams want at least flush toilets. The track needs more amenities to attract that type of business.

Mark Robinson asked what the \$134,000 income from Services was on CAMA's income statement. Darcey thought it was from all the other services at the track that people could rent, such as electrical hookups.

Brosseau asked whether the Gala was included in that income. Darcey said the Gala was a fundraiser, not a service. Alder thought the Gala had brought in about \$25,000; Darcey said he's never seen an accounting of the event financials but he thought it was closer to \$8000 or \$9000. Brosseau said he wanted to know, and Darcey said he'd find out for certain. Brosseau asked whether another Gala would be held this year. Darcey said he wasn't sure the incredible participation last year could be duplicated again. Alder said it would be enormously difficult and that it probably had been a one-time event.

Brosseau said he had a problem with CAMA presenting us with a budget and then charging us for the shelter they want to build. Darcey said he'd been up front with the board about the funding for the shelter. Brosseau said he needed clarity on where the CAMA money is going; that we should have that in front of us.

Alder asked for Darcey's guess on what the profits from the fuel depot would be. Though Hill Petroleum has estimated they will sell 60,000 gallons a year at the track, Darcey thinks it will be more like 30,000. The track makes \$1.50 on each gallon, so he thinks they'll bring in about \$45,000. He also said that the price of race fuel at the track is no more expensive—maybe even cheaper—than buying the same fuel in Denver.

### **CMC (Colorado Motorsports Council)**

Mark Robinson said he'd attended his first CMC meeting last Wednesday. Representatives of seven of the 14 member clubs were there.

CMC has over \$80,000 now that can be used for tracks if a majority agrees. There are still no complete financial records available.

The Pueblo City Council is going to allocate \$600,000 over five years for repaving at Pueblo Motorsports Park (PMP); \$150,000 has been approved for use this year (although the drag strip users have requested \$200,000). The council does not want to allow open lapping days, but the advisory council is trying to change their minds. The RV electrical boxes from Second Creek have been disposed of, but RV upgrades are planned. SCCA has some concerns with the track surface and may cancel their April event at PMP and go to Pikes Peak International Raceway (PPIR) instead if their concerns aren't addressed. The city council has selected a manager for the Honor Farm property and is looking for one or two track managers. (Jay Gilman is under consideration for one of those positions.)

Nancy Foster has been unable to go to La Junta to meet with the city, but Mike Pettiford has volunteered to go, and John Arnold volunteered to go with him. Dan Eveatt, the city engineer, is frustrated that no progress has been made with CMC and that no one has booked the track for a race this year.

Robinson made a point of asking whether, if CMC managed the La Junta track, CMC or a separate LLC would actually be able to pull off successfully managing the track. There was no clear consensus from those present.

Robinson will provide Sean Gould, CMC's secretary, with an updated list of RMVR's officers. Also, club dues (\$100) are due by the March CMC meeting.

Brosseau asked what we get out of our CMC membership. Robinson said that the most important reason now was to keep our eye on CMC's \$80,000. Guest Bill Miller said we have a lot of control over the money too, especially when blocks of clubs vote together. CMC also has clout with the City of Pueblo and can influence what happens at that track. He strongly recommended we continue our membership with CMC.

Mark Robinson motioned to renew our CMC membership, Dan Berry seconded the motion, and it passed unanimously.

Robinson asked whether RMVR wants to continue paying CMC a \$10/car/day surcharge for using PMP and La Junta. Dan Berry said that funds collected for PMP races could be used to support the La Junta track (and vice versa). Bill Miller said he didn't think the proposal to reinstate the surcharge at PMP will pass; he thought only one SCCA group would support it. Bob Alder motioned that we instruct Mark Robinson not to vote for reinstating surcharges at either track. Mike Ries seconded the motion, and it passed unanimously.

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

Dan Berry, though he wasn't at the OCC meeting, reported that a quorum wasn't present.

Guest Bill Miller, who was at the meeting, said that the big question OCC faced was what the new governor would do with our hobbies and cars. He thinks Hickenlooper will support the current state of things.

John Brosseau asked how many times we haven't gotten a report from OCC. Berry said that a lot of what goes on in the meetings is irrelevant to RMVR. The main reason we belong to OCC is to support their lobbyist, Leo Boyle.

Miller said the OCC dues are \$50/year for each club, plus \$4/member within that club, up to a maximum amount, which he thinks is \$800. Berry said that three clubs

within OCC are subject to that cap. Brosseau asked what it will be this year. Miller and Berry said it will be \$800 + \$50 for RMVR this year.

Brosseau said he wants to table deciding whether we will rejoin OCC this year until we have our budget in place.

Pat Hogan asked what was the downside of not being in OCC. Berry said that the main part was supporting OCC's lobbyist who, for instance, was able to get Horseless Carriage plates completely exempt from last year's FASTER law.

Brosseau asked how it affected RMVR. Bob Alder said our own members have a lot of street and collector cars and many also participate in OCC car shows. Darcey said we're the only race club in OCC. Miller added that there are a log of racers on the council and other council clubs rent HPR.

Guest Bill Rosenbach said we're a major player with OCC and it would be a travesty if we stepped back. He said more people and more clubs should get involved and that our membership in OCC has benefited our members.

Brosseau suggested we table the issue until our next meeting and until we get a report.

Guest Andy Keller said another reason to support OCC was their connection with SEMA, which supports all offroad activities and aftermarket parts. Berry said SEMA also monitors all state legislatures for relevant issues.

Pat Hogan suggested we invite Leo Boyle to come to one of our meetings and talk to us about what he does. Berry said that was a good idea and that he would pursue it.

### **Chiefs of Specialties Reports**

#### **Flagging and Communication**

Pauline Wilson said that BJ Kellogg and Tony Peak are getting things together for Fire Rescue School, which is scheduled for March 20th and 21st. She does not yet have a

contract with the fire department for the school because her usual contact is being replaced.

### **Tech Inspection**

John Brosseau said Andy Kitchens will be assisting Greg Kyde, the chief steward, this year and will be very busy, so Brosseau will be helping Kitchens. They will soon post a list of shops where people can get their annual tech done; regular annual tech will probably be in March.

### **Timing and Scoring**

Dennis McIlree said their new software allows them to assign and track championship points. He hasn't shown the points to anyone else yet, but he's been playing with it and can do it for real if a particular group is interested. It's also a good method of tracking who participates and how often.

### **Open Discussion**

John Brosseau said he has selected the event chairs and will soon get them all together to plan for the year.

### **Advertising and Marketing**

Arne McDaniel took the opportunity to urge the board against complacency on the issue of expanding eligibility, saying that the board should lead, take initiative.

He said that expanding eligibility is our best hope for a significant increase in new race entries and that the more information about the change we can get out as early as possible in the year, the better off we'll be in 2010 and especially in 2011.

He's planning to present our expanded eligibility to other car and race clubs and explain how they can get involved, to invite new drivers to join RMVR. He also wants RMVR to be more inviting to potential new members. He will concentrate on people who already own cars that will be eligible under the new rules. He also plans to go to race prep shops and is considering throwing a beer-and-pizza thing to get together a bunch of people from such shops.

McDaniel wants to see what other clubs' licensing requirements are and talk with their own driving instructors to see if we can let their drivers participate without going through our drivers' school.

He also wants clear and consistent rules and policies for their participation in our races. In the past, he said, we've had chief stewards and other officials making inconsistent decisions among races.

He wants to continue to invite guest groups to our races.

Because he's concerned that our current members will attend fewer races this year, McDaniel wants to work on making sure we do what we can to get them to race as often as possible. He wants the board to express certain expectations to the club members, to not be passive.

He said he advocates that our licensing process include mandatory corner working and that we should expect all our drivers to bring a guest to work corners at least once a year. He wants us to try to make it an obligation for drivers to help recruit new volunteers. One of the selling points, he added, was that a lot of corner workers become drivers.

He also wants to work on recruiting new people who haven't raced before. Steamboat, he said, did this well for us in the past. He's glad we're reinvigorating the mentor program.

He's presented an idea for a small guerilla marketing project. He took an old Victory Lane, stapled to it a "You promised yourself you'd go racing" flyer and an RMVR business card, and left it with the other magazines at his barbershop, where it was a big hit. Bob Alder got 50 free copies of Victory Lane; McDaniel thinks we can get 300 by spring. He wants the board to ask the membership to take 3 copies and drop them off at relevant places. He said we need to get people's butts into cars on the track.

He and Mike Rogers don't think advertising our club events in paid advertising vehicles have worked well. McDaniel suggested we reduce our advertising spending in 2010 to \$2700 and spend less on the glossy/slick magazines but maintain our relationship with Victory Lane. He also thinks we should reduce our involvement with car shows (although, he said, the recent Rod & Custom show went well) and do more diligent follow-up from the car shows we do get involved with.

He restated that he wants to create and discover interested people and acquaint them with RMVR in an orderly manner, with a soft landing. Our members, he said, need to get guests to come to our events more than once.

He said he'll really begin working on this after the expanded eligibility passes (or not).

Bob Mitchiner said we have 173 eligible small bore cars in the club, but typically only 55 at a race. He'd like to see an organized effort by participating small bore drivers to contact the 120 or so who are not racing, not by snail mail or e-mail but with actual phone calls, to try to renew their interest. These non-participating members, he said, ought to be easier to bring back than to attract that many new members.

Lynn Fanguie said that, in the Vee group, Harley Vandewege started an e-mail list of all their drivers so they can keep in touch with each other. Six of the more active drivers called the rest of the approximately 52 FV owners in the club at the beginning of the year and before each race to encourage them to race and it has resulted in more FVs at the races. He also said that posting McIlree's list of who participated and how often might prompt some people into participating more.

Bob Darcey pointed out that we used to run charity events, which really get people out to the races, but stopped in 2004.

## 2010 Budget

Bob Alder presented his budget, which he and the rest of the board have worked on by e-mail over the past few weeks. We came to a consensus on the price of the driver's school, but the race entry fees are the main variable now, and he has based his budget on a \$25 increase in those fees. The other key assumption, of course, is the number of race entries.

His 2010 budget aims for a surplus of \$22,000 this year, which, though it sounds like a lot, has to make up for the \$5000 loss in 2009.

He doesn't think we'll have as many race entries this year, and track rentals are going to be more expensive this year: La Junta was cheap, but we've moved that race to HPR, which is more expensive, and we probably won't get the \$4000 discount at Hastings again this year. On the other hand, we've already bought all the new radios we need for HPR, we saved money on the January banquet, we won't have additional administration fees this year, we're not mailing the roster and we're mailing fewer Messengers, we have a cheaper cell phone service, we're cutting the marketing budget by at least \$2000, and we won't have the HPR Inaugural race this year, which we spent additional money on in 2009.

Alder estimated the following numbers of race entries:

Drivers' School:	30
HPR, Spring:	80
HPR, May:	120
Trans-Am Invitational	130
PPIHC	12
PPIR	100
Showboat Grand Prix	100
Enduro	100

Lynn Fanguie thinks there will be more entries for drivers' school. Jamie Stiehr said LeMons race at HPR the same weekend as the PPIR race will probably draw away some of our drivers.

John Brosseau said PPIR has a new manager, Bob Boileau. Bob Alder said PPIR is going to let us rent out

a minimum of 36 garages and keep the money.

Dan Berry pointed out that we might have to charge \$35 more than last year, instead of \$25, at our HPR races if we decide to help CAMA fund their proposed shelter.

Bonnie Mortimer said she has been working with Dan Davis, the editor at Victory Lane, on putting together a FV Grand Prix. They're looking for a good location for the event, and if they use HPR, it could have a significant effect on attendance.

Bob Alder thought his estimates were good and conservative, but he emphasized that "Stuff happens." For instance, in 2009 we budgeted carefully and conservatively for a \$10,000 surplus, but ended up losing \$5000 because of unanticipated problems.

We will keep the format and pricing for Hastings the same as last year: \$100 for Friday and \$275 for Saturday and Sunday. John Brosseau asked about the budgeted \$1600 loss at Hastings. Alder said he included the usual, full \$14,000 Hastings track rental in the budget, which could change, but thought Roger Hively was also working with Bob Raub on a sponsorship deal that could make sure the race breaks even.

Bob Mitchiner said it would be nice to find more event sponsorship. Guest Arne McDaniel said it's not about selling advertising or sponsorship but about causing customers for those sponsors.

Traci Pearson asked how money was budgeted for the chiefs and how much. Alder says he budgets \$200 per chief, which they can spend as they want. They just send in their receipts and he pays them back.

Mark Robinson said "Kudos" to Alder for doing such a good job on the budget and making it easy to read. He asked about the \$5600 allotted for "Event Expenses" in 2009 but not in 2010. Alder said it was for extra event expenses such

as tent rentals. Robinson said we could make the Hastings weekend rate \$295 and actually make some money on the race; Alder said he'd talked it over with Hively, who said \$275 was acceptable.

Pat Hogan said that other Midwest clubs such as Heartland and CVAR have three-race points championships and wondered if we could work with them and maybe do one of the races at Hastings some year.

Bob Alder asked that we approve the budget as is.

Dan Berry motioned to accept Bob Alder's proposed budget, based on a \$25 race fee increase. Bob Mitchiner seconded the motion, and it passed unanimously.

Dennis McIlree asked where transponder rentals went on the budget. Alder said he put them in Miscellaneous Income for each event.

#### **Eligibility Expansion**

John Brosseau said a number of surveys have been sent to the membership, with different results each time. He thanked Carol Stiehr for her help, saying she's been marvelous.

He and Matt Ratcliff combined the small- and big-bore proposals into one, the basic premise of which is, for any new classes we add, the cars should race as they did in 1981.

Safety issues have changed since 1981. For instance, certain slicks could be run then, as well as retreats.

Initially, 75% of the small bore drivers and 90% of the big bore drivers surveyed supported expanding eligibility. A subsequent survey went out to more than 150 small bore drivers, but only 80 to 85 were returned. Of those, four respondents indicated they didn't care. Seventy percent favored the expansion, 26% opposed it. Brosseau pointed out that the eligibility expansion doesn't affect

many of our current drivers because they don't have to change their cars.

Guest Matt Ratcliff said the big bore drivers held two meetings and sent out a follow-up survey to their 50 drivers. Bob Alder said the e-mail surveys had more detail in them.

Bob Mitchiner said he has counted 219 small bore cars in the club, including the Porsches, and asked where the 150 number came from. Alder said they went through the membership records and added a few people; he doesn't think they missed many. Mitchiner said that, to be valid, a survey has to have a 60% response rate. Alder said they had a 50% response in small bore. Ratcliff said fewer than 40% of the big bore drivers didn't respond. Brosseau said they included C-Production cars in the small bore survey recipients.

Brosseau said the surveys basically included the current proposal plus the '81 General Competition Rules (GCR), Production Car Specifications (PCS), and GT category specifications. They surveyed people three times and don't know what more they can do to raise the response rate. Mike Ries said that if people didn't respond, if they chose not to express their opinion, they don't care. Alder said that the surveys sent out specifically said that, if the person didn't respond, they were agreeing with the majority opinion. Mark Robinson said only 55 small bores show up and race anyway, and a non-response can't be counted as a No vote.

Mitchiner asked why the small- and big-bore proposals were bundled.

Brosseau said that, after three surveys, both proposals have a big majority of support. It's ironic, he said, that most of these people won't even be driving in the new classes. He said he wants the board to make a decision now. All the information is out there and he wants to get the first reading out of the way and accepted by the board or not. Each proposal, he said, has

been already accepted by the both the small bore and the big bore drivers.

Mark Robinson motioned that we accept the first reading of this proposal, and Bonnie Mortimer seconded the motion.

Mitchiner said we picked up only a small number of drivers the last time we expanded small bore eligibility. Lynn Fangué said the Vees have added four or five FV2 cars in the three years since they expanded their eligibility and those drivers participate in three to four races a year. Expanding eligibility won't fix all the club's problems, he said; a lot more is required, but he thinks expanding eligibility is required to stop the losses we've had in recent years.

Brosseau said the average age of our club members is 55½ years and the median age is 59 years. We need younger members, he said. And right now we're asking these younger members to buy cars older than they are. Other Vintage Motorsport Council clubs are dying, cutting back on the number of races, he said.

Bob Alder called for a vote. Ten board members voted to accept the first reading of the eligibility expansion proposal; Bob Mitchiner voted against it.

Mitchiner pointed out that the '73 Porsche RS's that run with us now as exhibition cars won't be eligible in the proposed eligibility expansion. Matt Ratcliff said that was correct. Such cars will be handled on a case-by-case basis, and the onus is on the owner to argue for the car's eligibility or make the car eligible. The RS's were FIA Group 4 cars, and the SCCA rules are limited to Group 2 cars.

Dan Berry asked about the two-brake-light rule in the proposal.

Ratcliff said that was a conscious decision for the '81 classes.

### Drivers' School

Lynn Fangué said the drivers' school information was posted on our website and very useful. They've reinstated the precision drivers school too, and five to eight people have said they'll show up for that. Fangué said Don Suiter, who belongs to the Mini club, said there's a driver from Vermont who has signed up for our drivers' school (but paid only the \$250 2009 fee). And a few more drivers from the Z-car club plan to come to the precision driving school.

Fangué is going to contact the Porsche club about their licensing requirements, and he and Jamie will contact the BMW club's instructor. He's also dropped off cards and brochures at 3R.

Mark Robinson asked whether Fangué's goal is to see if we can accept the competition licenses of other clubs. Fangué said that was one goal, but the other is that he wants to standardize the process. In the past, we'd issue student license books to drivers from other clubs and assign an observer to watch them and see if they qualify for an RMVR competition license. Fangué will be adding a "Provisional" license, so certain people don't have to go through having a student license (and for drivers on probation). Bob Alder said we've always handled drivers from other clubs as student drivers, told them not to take it personally, and then observed them until they prove they deserve a competition license.

Fangué said they will require students to volunteer one day this year, which Jamie said they'll put in writing.

Dan Berry suggested asking other clubs for their drivers school requirements and curriculum and see if they're comparable to ours.

### HPR Shelter Funding

Bob Darcey said he was ambivalent from the beginning about CAMA's plan for funding the shelter. We weren't going to rent tents this year anyway, and he feels no obligation for RMVR to contribute. We did rent a tent once in '09; the Porsche club and SCCA rented tents in '09 as well.

On the other hand, we will use the shelter. Other clubs are contributing or promising to contribute anywhere from \$1000 to \$6000. CAMA has been told the shelter will cost \$14,000.

John Brosseau said he was concerned about setting a precedent that every time CAMA comes up with something they want to build or add, they come to the racers to fund it. CAMA needs to budget for such expenses, he said.

Darcey said the plan started as an idea to save clubs money on tent rentals and doesn't think it will become a precedent. Mark Robinson said we'll get the benefit of the shelter whether we pay for it or not, but rather than add another \$10 to our race entry fees for HPR races, he'd like to see it paid for with voluntary contributions. Traci Pearson proposed we could give them the cost of a tent rental (\$2000) this year and again next year. Bob Alder said we could urge people to contribute voluntarily and that they can do so directly without RMVR having to handle the money. Darcey said he'd prefer RMVR did not contribute, because we have to watch our expenses. He is going to look at other ways of funding the shelter. Pat Hogan volunteered \$200 on the spot.

Next month's meeting will be in the same building but across the lobby, in one of the small rooms to one side of the city council chamber.

Meeting adjourned: 9:29 p.m.  
Traci Pearson, Secretary

## Classifieds

**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 165/70



Yokohama’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- Moss Monaco body on a 1970 Triumph Vitesse chassis.** 2000 cc straight 6, four speed w/electric overdrive 5th.



4/11 gears. 5000 miles on new engine and trans. New electrical and front suspension. The only area not rebuilt is the rear suspension and gears. Right hand drive. Car is a real screamer. Drives straight and fast. Questions or more photos @ <http://s811.photobucket.com/home/stevetat> call Steve @ 303-641-0003 \$8500

## Titan Motorsport North America, LLC

970-963-8297

970-704-0305 (fax)



Andy Antipas



Peter Denty Racing

North American Reseller



www.TitanNorthAmerica.com www.titancars.com

**For Sale-1998 Interstate Supercoach Car Hauler,** 24' box, insulated, rear ramp door and side access door, double axle, electric brakes, heavy axles for a 10,000# capacity, full lights, white, no winch, no bench inside, diamond plate aluminum front rock guards.. Used very little by older classic car buff and in excellent shape. Asking \$5100. Wood Eppelsheimer- woodgsa@aol.com 970-290-0160

**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 719-210-6055 E-mail [Janet\\_wal@msn.com](mailto:Janet_wal@msn.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](mailto: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](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:

- Fire & Rescue School •

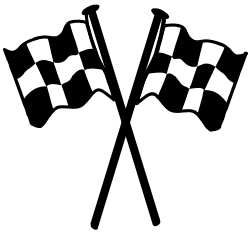
### 2010 Event Schedule

March 20 & 21, 2010	Fire & Rescue School
April 16-18, 2010	Drivers school at HPR
April 17-18	Spring Races @ HPR
May 15 & 16, 2010	HPR in May
June 12 & 13, 2010	Trans-Am Invitational at Pueblo
June 27, 2010	Pikes Peak International Hill Climb
July 17 & 18, 2010	Pikes Peak International Raceway
<b>(Please note date change!!!)</b>	
September 3-5, 2010	Show Boat Grand Prix at Hastings
October 2 & 3, 2010	Enduro at HPR

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

32024 Snowshoe Road  
Evergreen, CO 80439

ROCKY MOUNTAIN  
VINTAGE RACING  
NEWSLETTER



# ***RMVR VOLUNTEER NEWS***

***February, 2010***

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**By BJ Kellogg**

Well it's that time again. Fire and Rescue school is on March 20 and 21st that's just around the corner. You can sign up online at RMVR.com. (Click on 2010 Fire Rescue school and then on BJ's name to e-mail him).

The Saturday and Sundays sessions will be both held at the classroom at North Washington Fire Department, 8055 N. Washington St., Denver, CO 80229.

We are very fortunate to have Mr. Tony Peak as our instructor again. We will start off Sat. at the N. Washington street location at 8:00 with coffee and doughnuts then at 8:30 we will start the classroom instruction- video, flags radios and track situations. After lunch we will have Fire Science at the U Pull and Pay, 390 W 66th Ave., Denver, CO 80221.

On Sunday we are back at the North Washington classroom. We are back and forth from outside and inside with extrication in the morning. In the afternoon we are having our First Aid class. Please wear comfortable non-flammable (No Nylon) old clothes both days since you will be getting dirty.

We would like to say thanks to:

- Arthur Santomango, our Worker of the Year for 2009. Arthur works very hard at keeping the radios and headsets together. He also has trained most of us rookies on how to work a corner.
- Jim and Deb Rowledge for their positive outlook, our Rookies of the Year for 2009.

The Kenny (aka Golden Flamingo) went to Rick Boucher, the Spinning Car Award went to Andy Gould and Kenny's Magic Lamp was awarded to Lori Bush-Engel Congratulations to all the award winners. The banquet was held at the Lone Tree golf club a great new venue for us. Thanks to all who put on a great event.

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

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

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

Membership information - The annual dues are \$60.00. With membership you are assured of getting all of the latest information about every upcoming event through the "Vintage Messenger" and the "RMVR Volunteer News". You can vote and run for the Board of Directors. You can speak your mind at Feedback. You will be part of Rocky Mountain Vintage Racing. As a worker, you will receive a free membership for working just 3

events (6 days)! If you are new and don't want to sign up until you know what you are getting into, you can work 6 days (3 events) before you must become a member.

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

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

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

2010 is looking like it will be one of our finest years yet. With races at HPR, PPIR, Pueblo and Hastings we welcome everyone to come out and join in the fun.

**PLEASE SEND IN RESPONSE TO THE APPROPRIATE CHIEF LISTED BELOW.**

If you have any preferences as to whom you share a room with, please be sure to let your chief know. Remember that all specialties are limited as to the number of workers for whom they can provide accommodations, so send in your reply form before the deadline.

<b>FLAGGING &amp; COMMUNICATIONS</b>		<b>GRID</b>	<b>TECH</b>
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>

# *Fire & Rescue School 2010*



As in prior years, we are kicking off the racing season with our Fire and Rescue School on March 20 & 21. The Saturday and Sunday sessions will be in the classroom at North Washington Fire Department, 8055 N. Washington St., Denver, CO 80229.

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

## **SCHEDULE AND AGENDA FOR 2010 FIRE RESCUE SCHOOL**

### **Saturday March 20, 2010**

8:00 - 8:30 Registration

8:30-12:00 Classroom Instruction - Videos, flags, radios

1:00-4:30 Fire Science at: U Pick and Pull  
389 W 66<sup>th</sup> Ave  
Denver, CO 80221

### **Sunday March 21, 2010**

8:30-9:00 Registration

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

1:00-4:00 First Aid

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

We are limited by space to 80 students, so get your reservations in early please! Sign up on-line – [www.rmvr.com](http://www.rmvr.com) - Schedule- Fire and Rescue School – or e-mail BJ Kellogg at [marshals@rmvr.com](mailto:marshals@rmvr.com) by March 13, 2010.