

# VINTAGE MESSENGER

VOL. 19 NO. 3

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March, 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.

Mahlon & Janet Miller- Erie, CO  
 Jerry & Diane Gollnick- Boulder, CO

## Please note date change!

The PPIR Race has been moved to  
**July 17 & 18, 2010**  
 Please update your calendars.

## Dijano????

April 16-18, 2010 *is* Drivers' School at High Plains Raceway,  
 but.....  
 it *is* also the first race of the RMVR 2010 Season. Be there or miss out!!!!

## Medicals 2010

It is **mandatory** that the physical be signed by your MD or DO. Signatures by a Physician's Assistant or Nurse Practitioner **will not** be accepted.

## Notice!!!

2010 Membership Cards and Competition Licenses will be sent to Sir Speedy for printing and mailing on March 31st. Renew now to be certain you are included in this mailing. For a membership renewal form, go to [www.rmvr.com](http://www.rmvr.com) and click on Form & Publications, then on [Application for RMVR Membership](#) (direct link).

## dé-tente or de-tente \dā-'tānt\

Function: *noun* Etymology: French Date: 1908  
**1:** the relaxation of strained relations or tensions (as between nations); *also:* a policy promoting this

## Letter from the President

**March 2010**

First, I would like to thank all who have renewed their membership in RMVR for 2010. I have received several recent emails from many who have received my reminder regarding membership and have truly appreciated your comments. For those who have not yet responded to my reminder, I would like to encourage you to do this right away so that we may have the most current and accurate membership roster as possible. I look forward to hearing from you. Only with your input can the Board of Directors clearly assess the direction that the membership wishes us to pursue.

I would also like to remind you, that if you are one of us that has to get a physical this year, it is important that the physical be signed by your doctor. Signatures by a Physician's Assistant or Nurse Practitioner are not allowed. Our medical form is based on one that is used by the members of the Vintage Motorsports Council, and is basically an "industry standard."

After several months of work, the Board has passed the 1981 Production Car Eligibility Expansion by a vote of 10 to 1 at our Board Meeting on February 17th. On Sunday, February 21st, our Chairman of Eligibility, Bob Mitchiner, asked me to accept his resignation as chairman. He later wrote a letter to the Board explaining his reasons for resigning.

Mark Robinson has agreed to take on the role of Chairman of Eligibility. Let's wish him success in this new venture. And, let's all give Bob Mitchiner a huge THANK YOU! for the job he has done during the past six years as our Chairman of Eligibility. It's nice to know that his voice will still be heard as a member on our Board of Directors

Now we are in the process of disseminating the details of our expansion of eligibility to members of the sportscar clubs and racing organizations throughout the Rocky Mountain region. This task will take some time and will hopefully help in stopping the recent decline in our clubs race entries.

Get your cars ready..... It's time to go racing! Annual Tech Inspections will be held on April 3rd. See our website for the Tech Location nearest you. Remember, these preseason tech inspections are good for your first three races.

If you've never been to our Fire and Rescue School, now is your chance. There is still time to sign up for this March 20 - 21 training session. See our website for more details.

John's Pun of the month:  
*Atheism is a non-prophet organization.*

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

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 2/17/10  
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.

### President's Comments

John Brosseau said we have our current meeting location through the end of the year but that the midway point for our more distant board members—Bob Mitchiner who lives in Longmont and Mike Ries who lives in Colorado Springs—is at about Hampden and I-25. Brosseau hasn't yet decided whether he'll look for a meeting place in that area but wants to consider it. Ries has to drive about one hour and forty minutes, depending on traffic, and said that, if we can't find a reasonable meeting space (i.e., not a little closet) more centrally located, he'd continue driving the extra distance. Jamie Stiehr said it took him 50 to 55 minutes to drive home.

Brosseau hasn't yet signed a contract with Pueblo Motorsports Park (PMP) because they don't yet have new contracts.

Brosseau, Bob Alder, Arne McDaniel, and Steve Petersen met with the new track PMP manager, Tom Abbott, at the track last Friday to look at the track. Brosseau was impressed that the city sent people out to meet and listen to them. People brought race cars, including formula cars, and drove the track to see where they were bottoming out, etc. They also took people from the city around the track and showed them where some of the problems were.

Alder said he felt more optimistic about the situation at Pueblo than he

## 2010 Annual Tech Day

This year we have scheduled Annual Tech Day for Saturday April 3. There multiple locations currently set up:

### **Denver area:**

- Bob Alder's shop, located at 240 Bryant Street
- John Brosseau's shop, Decade Beyond Motorsports, located at 3898 S. Jason Street

Denver Tech Inspectors will be available from 9:00AM until whenever.

### **Colorado Springs:**

- Intermountain Steel Mfg., 825 Valley St., from 8:30 to 3:00 pm. Bob and Jerry will be the inspectors. Indoor facilities are available in case of poor weather. Call Jerry @ (719) 337-5052 for directions or info, if needed.

Remember to bring all your racing clothing, helmet (SA2000 or newer), seat belts must be dated 4/2005 or newer, special tools to remove wheels, a current RMVR Log Book and a completed 2010 Annual Tech Form, which you can get on-line.

Annual Tech Day is a great opportunity to get your car inspected while still allowing a couple weeks for necessary "tweaking" prior to our first race. As we did last year, Tech will allow 3 races without an Event Tech Inspection for cars that are inspected in the pre-season. Annual Tech, at a track event, will not qualify for the three (3) race Tech exemption.

Be sure to bring your jack, lug wrenches for wheel removal and any other special tools required for your car. Be prepared to take your car off the trailer for inspection.

If you have any questions, 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

has in a long time. Tom Abbott is an SCCA road racer and knows how, in the past, the road racers have been neglected. The city wanted feedback on how best to spend their \$150,000. Alder said he thought it was a very good atmosphere.

Brosseau reminded the board he'd had to change our scheduled race at Pikes Peak International Raceway (PPIR) to July 17th and 18th to accommodate racers who wanted to go to the 24 Hours of LeMons race at High Plains Raceway (HPR) the previous weekend. He hasn't yet heard anything about a contract with Motorsport Park Hastings but Roger Hively is on top of that.

### Past Minutes

Bob Alder motioned to accept the January minutes, Dan Berry seconded the motion, and the motion passed unanimously.

### Treasurer's Report

Bob Alder said we were within \$1 of our budget for the banquet, compared to a \$4300 loss last year. Board members generally felt the Lone Tree location was well liked and would probably be used again next year.

### Special Reports

CAMA (Colorado Amateur Motorsport Association)  
Bob Darcey's written report to the board:

*2010 Season: The 2010 season is shaping up nicely. As of February 12th, HPR had received deposits for 29 of the 31 weekends available from April 1 through the end of October, with the two remaining weekends in October. This situation compares favorably with the 2009 result, which ultimately saw only 24 of those same weekends rented, as there were a number of cancellations encountered. We expect that the contract and*

deposit policies for 2010 should avoid a recurrence of those situations.

Current Projects: A number of projects are underway to improve the facility for 2010:

Gazebo: The components for the shade shelter/gazebo are being delivered this week and the structure installed over the next two weeks. The 40' X 40' pavilion will have a concrete slab underfoot, and removable canvas sides can be used for wind protection. The structure will be available before the season begins.

Playground: CAMA is planning the addition of a fenced playground area for children, with swing set and play structure and pea gravel bed. The area will be located west of the paddock, and should be in place before April.

Restroom Trailer: After favorable discussions with Arapahoe County, CAMA has a green light to employ a restroom trailer at the track, which will provide indoor facilities. The trailers are self contained and portable, and will provide a greater degree of comfort until permanent facilities can be built. There are a few units currently under consideration and we hope to make that purchase and get the unit installed by mid-April.

Food Concessions: Sadly, "Mo" will not be returning to HPR in 2010 and we wish him all the best. RFP's for the food concession business have been returned, and CAMA has selected the Byers General Store as the new food concessions vendor. Will Chase and his people are putting together an extensive menu and a high quality facility to meet this need.

Mark Robinson asked whether CAMA was buying the restroom trailer; Darcey said yes, and that they can relocate or sell it when the permanent bathrooms are built. Robinson also asked how the gazebo was being funded; Darcey said donations from SCCA and PCA and track funds were being used.

Progress is slow on the permanent building because of the budget needed for its construction, Darcey said. He added that he thinks it prudent to wait a year before starting on it because he's not sure CAMA should acquire

another \$800,000 in debt this year. The building won't be self-sustaining, financially.

#### CMC (Colorado Motorsports Council)

Mark Robinson handed out a printed summary of last Wednesday's meeting and a breakdown of surcharges for the past few years their treasurer has put together, now that he has managed to get CMC's past banking information.

Most of the meeting discussion was about PMP and the \$150,000 the City of Pueblo wants to spend there. Bob Cancellieri is the new secretary of the advisory council, since Tom Abbott left that position to become the track manager.

SCCA has cancelled their spring event because of concerns about the condition of the track, but they have two other events scheduled there this year.

Nancy Foster, CMC president, pledged \$40,000 of CMC funds to help the city with track improvements, but CMC has not approved release of those funds.

There's been some vandalism at the track. The city has planned a general cleanup of the area, possibly with community service labor, and they're also going to make some repairs to the entrance road February 22nd through March 24th. It is unknown whether NEK has paid their contractual 10% for track repairs; Bob Alder added that NEK is still the track's largest single customer.

PPIR will allow lapping at \$100/day on the weekends if no events are scheduled. No further progress has been made with La Junta.

The CMC board voted 8 to 3 against imposing surcharges for 2010. Robinson voted No as instructed by our board.

Bob Darcey said there seemed to be some discrepancy between some of CMC's financial numbers, and Robinson said he'd question those at the next CMC board meeting.

#### Old Car Council of Colorado (OCCC)

Dan Berry handed out copies of OCCC's draft budget for 2010 and a list of their member clubs and contacts. There was a quorum at the last meeting, and they mostly discussed the legislature. Five or six bills are coming up that would affect the old car clubs and collector cars, including potential modifications to the FASTER law. There was a motion to raise dues by \$10 per club, to show that the smaller clubs are willing to help pay OCCC's expenses. Berry then introduced guests Leo Boyle, OCCC's lobbyist; Joe Baker, OCCC president; Dick Thompson, first vice president; and Tom Kay, treasurer.

Pat Hogan asked what OCCC does. Leo Boyle, who has been OCCC's lobbyist for more than 25 years, said he helps pass legislation to help old car collectors and prevent or amend legislation that would hurt them. Baker said Boyle has helped save about \$600,000 for collector clubs here in Colorado.

Boyle said there are more than six bills this year that would affect old car owners; HB 10-1212, for instance, would give greater power to county clerks to modify late registration fees. Boyle also helps influence vehicle licensing, such as what vehicles are eligible or not.

Hogan pointed out that most of RMVR's race cars are not licensed vehicles so there's no real benefit to us, only for classic cars. Boyle said that members of most of OCCC's member clubs own multiple vehicles and that he's talking collectively about the hobby.

Hogan asked whether there was a connection between what Boyle does and the "clunker" or emissions laws. Dick Thompson said that, three years ago, Colorado tried to enact a "crusher" law that would affect the supply of parts people could get from salvage yards, and OCCC and Boyle helped defeat it. Thompson said that the club needs to tell OCCC what they want, what they can do for us. He pointed out that Boyle is a senior lobbyist at the state house and was responsible for two of the three exemptions to the FASTER law; Boyle monitors potential legislation

so he can head off problems before they arise.

Boyle said he maintains working relationships with the people at the government departments that write rules and regulations and works to make them aware of car collector's concerns.

Hogan asked whether they could recall any specific requests from RMVR; none of the guests could recall any. Guest Bill Miller said RMVR hasn't made any specific requests of OCCC or Boyle, but he'd bet a majority of our members have classic cars other than our race cars. Hogan pointed out that that probably meant they already belonged to other clubs that belong to, and therefore support, OCCC.

John Brosseau asked whether the \$2650 club dues OCCC proposes for 2010 is the total for all the clubs. Joe Baker said yes, but that the \$50 club dues are treated differently than the club assessment fee; the club dues apply to each club equally, whereas the assessment fees are charged on the basis of the number of members in the club. Bob Alder said that RMVR pays the maximum (capped) amount of \$850. Thompson said that only the Model A club, the Looking Glass Corvette Association, and RMVR are subject to the cap, because of the number of members each has.

John Brosseau said that RMVR is a racing club. Personally, he has five collector cars, and belongs to other relevant collector clubs through which he belongs to OCCC and, therefore, supports OCCC that way. He said that the board is responsible to handle the money for our club and questioned whether we should support OCCC as a club when many if not most of our members already support OCCC through other clubs.

Traci Pearson asked whether there was some way to find out what our members would want us to do. And if the board voted against renewing our OCCC membership, whether we could actively encourage our members to support them through other clubs or individual memberships.

Bob Alder said we're all feeling torn. OCCC doesn't directly support our racing, but perhaps there's a valuable

trade-off. We could encourage our members to join their marque clubs, although he suspects they already have, or join individually. He questioned whether we should be voting our members' pocket books for them.

OCCC individual memberships cost \$18 but don't give the individuals voting rights.

Thompson said OCCC does a lot besides the legislative function. They started the Havana and Colfax cruises to raise money and awareness for both their member clubs and OCCC itself, and they're attracting about 4000 cars to each event. Cruizin' Havana will be on June 19th this year and the Colfax Avenue Cruise will be on September 18th. They welcome RMVR's participation, an opportunity for RMVR to promote itself.

He said there are other things they can do to promote RMVR. We can advertise for free in their cruise programs and their new newsletter. They also have access to large lots such as the Stampede and the Kaiser lot on S. Havana that we could use for a mini autocross or to demonstrate vintage racing in some way. They also rent the Invesco field parking lot for the Colfax cruise, and we could use part of it. OCCC wants to show the public what's available.

Pat Hogan said that, even though OCCC wasn't germane to racing, we could leverage our OCCC membership to promote our club. He thinks the \$850 is down the drain if we don't exploit the membership, but if it gets us new members, a few new racers, it might be worth it.

Joe Baker said that OCCC isn't about just one club or marque but about the entire motorsports and collector car group. "If one of us fails, we all fail," he said. There has been a lot of anti-car mentality recently, including efforts to crush old cars and limit the number of cars a person could own. He mentioned a few instances of local attempts to force people to "hide" classic or collectible cars, and said that Boyle has been able to get a lot of such legislation killed before it ever really got going. Lots of people have modified cars, he said, and there have been efforts to rule out any

aftermarket suspension parts. OCCC is trying to protect the whole hobby.

Alder said we're absolutely in concurrence with the value of what OCCC is doing.

John Brosseau said RMVR has taken a beating, financially, for three years in a row. The \$850 may not seem like much, but it is.

Traci Pearson said that, compared to the \$10,000 loss last year, \$850 wasn't a huge amount, and she felt strongly that that money would help OCCC and our members in important ways.

Bob Mitchiner said we've said we wanted to look at other ways to promote RMVR and that we should make an effort this year to better use the OCCC resource.

Bob Darcey asked how OCCC communicates with their member clubs other than through their website or meeting minutes. Joe Baker said OCCC's new newsletter would be coming out at the end of February and will be available to all members of their member clubs by e-mail. Darcey said the only direct benefit to us from OCCC is the marketing potential, which we should use. Through OCCC, we could reach thousands of local people.

Thompson said just advertising won't attract people, that we have to get out and talk to them. Darcey asked if we could advertise our events; Dan Berry said we already do. Bob Alder said we try to get our members to go to the cruises every year, but our races take up a lot of time. We will simply have to make it happen, since the board recognizes we need to step up our marketing for the healthy future of the club.

Mark Robinson asked about setting up an autocross event at one of OCCC's locations, since it would be good to put people in our cars. He also asked about noise limitations at the venues; Thompson said they haven't had any problems so far. Robinson and Berry, however, both expressed concerns about the club's liability.

Jamie Stiehr commented on the insane sorts of restrictions some

legislators have tried to effect, wondering, for example, when we were going to have to monitor our weekend carbon output. The \$850, he said, is not that much to make sure this kind of stuff doesn't happen, just as long as Leo Boyle understands that issues related to racing are really important to us.

Bill Miller mentioned past OCCC events where RMVR has had a presence and attracted new members.

Pat Hogan said he'd like to support OCCC and what they do but he thinks our members can support them in other ways.

Dan Berry motioned to spend the \$850 to rejoin OCCC. Pearson seconded the motion, and it passed 10 in favor and 1 (Hogan) against.

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

Fire Rescue School is March 20th and 21st. It's limited to 80 people; 12 are signed up now. BJ Kellogg said we might get ten from NASA; they would pay the \$20/person fee. The contract isn't yet signed, but the chief has said the price will be the same as last year: \$1300 to rent the room for two days plus the instructors.

If you're going to come only one day this year, Kellogg said, Saturday is the day to do it, because they'll be covering flagging and then going to U Pick and Pull to burn cars. As a bonus, attendees get a free pass to go through the yard and look at cars and parts they might be interested in.

### **Timing and Scoring**

The McIlree's weren't at the meeting, but John Brosseau passed along that Dan Berry will become a pace car driver and will need a helmet with a receiver and a microphone to communicate with Flagging and Communication.

Pauline Wilson asked if there would be a pace car in front of the first group, or if there would ever be more than one pace car during racing. She also said that the earbud in the helmet had to be individually fit, so the same one wouldn't work for another driver.

### **Tech Inspection**

Andy Kitchens said the Annual Tech Inspection is set for Saturday, April

3rd, from 9 a.m. to whenever. The locations will be: Bob Alder's and John Brosseau's shops in Denver, Intermountain Steel in Colorado Springs, and a shop in Longmont. Kitchens reminded the board that, if a person gets their Annual Tech done before the first race, they get three races at which they don't have to get another tech inspection.

Brosseau said he's trying to contact other clubs and let them know about Annual Tech and that he's willing to open his shop and do those cars in a group.

Pat Hogan asked if there were any other shops that can do Annual Techs. Kitchens said he has a list of shops and individuals who can do them, and while he won't put those lists on the website, people can contact him if they want to know who is on those lists.

### **Drivers' School**

Lynn Fanguie said three students were signed up for drivers' school and he's talked to a lot of others. He talked to the 5280 Mini club, and one of their members has signed up for the precision driving school. He needs to talk to Glen Conser about getting the instructors some track time.

### **Eligibility Expansion**

Because of some confusion about just what SCCA cars were eligible, John Brosseau added the following footnote to the section titled "Car Eligibility for Cars Not Listed in the 1981 GCR":

*"All production, sedan, or GT category cars that were eligible cars in pre-1981 SCCA GCRs are eligible to run under the 1981 GCR if they are prepared to the 1981 specifications."*

Brosseau explained that SCCA puts out new car specs every year, but every five years, if certain cars have not raced in those five years, those cars are dropped from the list. This is done to save space, not to indicate a car is no longer eligible. This means that any car that has ever raced in SCCA up to and including 1981 can be raced with us.

Bob Darcey asked for clarification about the RSR Porsches, saying that Matt Ratcliff has said our new expanded eligibility rules don't cover them. Brosseau said that it's already

in our rules, in the Historic and Factory Prototype section, that cars raced in other venues can be raced with RMVR. This could be applied to Porsche RSs and RSRs. Bob Alder said that the rule could be applied on a car-by-car basis. Bob Mitchiner said that the Historic and Factory Prototype rules were meant to be applied to actual cars that had raced, not to cars only similar to a car that had been raced. There was some discussion about specific Porsches in our club and whether they would be eligible under our current or expanded eligibility rules.

Mark Robinson motioned to accept the second reading of the eligibility expansion proposal, with Brosseau's addition included. Jamie Stiehr seconded the motion and it passed 10 in favor and 1 (Mitchiner) against.

Brosseau asked Mitchiner how much he thinks his job will change. Mitchiner said he didn't think it would change at all, that he would continue to follow RMVR's rules, old or new, and rely on the other members of the eligibility team as usual.

### **Annual Chiefs of Specialties Meeting**

John Brosseau passed out his agenda for the annual meeting of the chiefs of specialties, a list of the race chairs and stewards for 2010, and his expectations for the chiefs and race chairs and stewards for this year, which included his "purposes" for events this year and his "requests" of the chiefs and race chairs and stewards, which he read to the board. The one he emphasized the most was his request that sports racers not be run with A or B sedans but with the open wheel or small bore A groups.

### **Open Wheel Eligibility Expansion**

Jamie Stiehr handed out copies of the open wheel group's survey, which they sent their members after the feedback session, and results. They surveyed 83 people and got 65 responses. He said they have not yet decided on specific recommendations. Most people are in favor of some sort of expansion but don't agree on the details. The Wings and Things drivers definitely want more people to race with.

Most respondents (about 60%) didn't think the value of their cars would be impacted by expanded eligibility, but some are definitely concerned. Forty-one percent expressed moderate or high concern about incoming drivers driving with "vintage spirit."

Currently, the open wheel group is considering letting the Wings and Things figure out their own expansion rules. There seems to be no clear feedback or preferences as to what those rules would be; some suggest that there be no year restrictions at all.

The Formula Fords probably would not adopt all the Monoposto formula rules, but they're looking at the 1981 eligibility list and considering restrictions that would maintain similar performance characteristics for all FFs, such as steel heads, treaded tires, and no aerodynamics.

Stiehr said the open wheel group was considering putting their rules in place for a trial period of one or two years, and giving drivers of cars now allowed under the expanded eligibility rules provisional logbooks for that time, before they make the new rules permanent.

The next step is for the Formula Ford group to write their final rules and submit them to the FF drivers.

Traci Pearson said that, one good way to build confidence among our current drivers and set a precedent for new drivers was to stringently enforce our "vintage spirit" driving rules, to pull any questionable drivers off the track immediately and even send them home. Lynn Fanguie said he and Greg Kyde, the chief steward, had discussed that and that they were going to be consistent about explaining and enforcing our driving style. Mike Ries pointed out that the proposed trial period really isn't about the cars, it's about the drivers. Bob Mitchiner said they'd tried such a trial period with B-Sedans; they had only one B-Sedan for years, and then the class grew quickly.

Stiehr said there were also concerns about the performance advantages the newer cars might have. One of our current FF drivers has already said that if we allow newer FFs to run with us, he'll sell his car and quit the club. Stiehr said we're going to have to help people adapt to having newer cars in the club.

#### Marketing Committee Report

In lieu of a real marketing committee report, Bob Alder handed out copies of Victory Lane with our schedule and a card for a free ride in an RMVR race car stapled to the front and an

invitation to get involved with RMVR stapled to the back. They're going to hand out these to members at the first event too. He adjured every member present and, by extension, every club member to do this one thing, if nothing else, to promote the club: to leave these copies at doctors' offices, at barber shops, and at places such as tire stores, where people who might be interested in RMVR can see and read them. The magazines cost us nothing and Arne McDaniel printed the flyers.

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

## The Sports Car Club of America (SCCA)

*Invites all our fellow car clubs to*

# Put Up or Shut Up!

**Introducing SCCA's "Put-Up-Or-Shut-Up-Cup!"**  
Everyone knows Porsche drivers are best. Or BMW. Or 'Vette. Or Mustang. Or women. Or autocrossers. Or ... oh, what the heck: Let's settle it once and for all! Put together your own track-tested team to compete for the first-ever "Put Up Or Shut Up Cup" in **SCCA Club Time Trials on Sunday, March 28!**



High Plains Raceway  
Byers, Colorado  
March 28, 2010

ALSO:  
**2 Cool Racing Schools! SM/S7/ S944 Regional! Advanced PDX! Corner Worker School! Join Us! Go Racing in 2010!**

For details and registration, go to [ColoradoSCCA.org](http://ColoradoSCCA.org) or [SCCATimeTrials.org](http://SCCATimeTrials.org), or email: [Grant Barclay gbarclay@aol.com](mailto:Grant.Barclay@aol.com)



## Classifieds

**Titan Motorsport North America, LLC**

970-963-8297 970-704-0305 (fax)

**Andy Antipas**

**Peter Denty Racing**  
North American Reseller

**OMP** **RED LINE**  
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**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



**For Sale:** Drivers suit, helmet, shoes, nomex underwear, neck support arm restraints, shoes, everything you need to race. Suit is multi layer nomex 2 piece black and white, RJS SFI 3-2A/5, Size large. Helmet: white G FORCE, SA-2000 size large. High top nomex G-FORCE black racing shoes size 8 1/5 with nomex socks. Original cost over \$700 asking \$300 for everything or \$200 for helmet, \$150 for driver’s suit, nomex underwear, shoes socks and neck support. Will try to meet somewhere to try on and see if any or all fit. JIM VANWEY 719-547-7879, Email mini02pbw@earthlink.net



“Blasted woman driver!” Those words may become obsolete if two women racers based in Denver have their way. Sports car racers Christine Jerritts and Denise Longwell have announced a new venture to teach women drivers how to survive and thrive behind the wheel.

Wheels in Heels LLC, a new Denver-based company, offers Safety and Performance driving clinics with a sole purpose of empowering women behind the wheel with safety, confidence, and speed. “Denise and I share a passion for cars and driving and want to share our knowledge and skills with other women. We’ve recruited an impressive group of women instructors, from racecar drivers to police officers,” said co-founder Christine Jerritts.

Wheels and Heels driving clinics fill a void in the safety driving school market by:

- Targeting a women-only audience with all female instructors – no males for miles around, well maybe blocks
- Offering both safety clinics (in parking lots) and performance clinics (on racetracks)
- Giving women an opportunity to drive their cars at the limit – locking up the brakes and sliding around corners is generally left to teenage boys, right?

“Demands on women drivers are higher than ever; there are so many distracted drivers around us, texting, on the phone, etc. The Wheels in Heels courses are exactly what’s needed to help women feel prepared for unexpected situations,” said Ross Bentley, Wheels in Heels advisor, performance coach, racecar driver, author, speaker, and founder of the Speed Secrets branded books and seminars. “After many years of teaching different types of driver training I’ve recognized a hesitation in women to take these types of courses taught by men,” Bentley continued, “Wheels in Heels definitely fills a need in the marketplace.”

Ten days of safety clinics are scheduled in Denver from May through September:

- Clinics will be held at Dick’s Sporting Goods Park complex in Commerce City
- Clinics are limited to 30 women who will experience a variety of safety-focused exercises, over 3½ hours, in their own vehicles
- Corporate team-building and car dealer customer appreciation days are also planned in 2010
- **Safety Clinic registration is open; sign-up now at [www.wheelsinheels.com](http://www.wheelsinheels.com)**

Performance clinics will be conducted at Colorado racetracks, e.g., High Plains Raceway in Byers and Pikes Peak International Raceway in Fountain.

### About Wheels in Heels, LLC

Wheels in Heels LLC, based in Denver, Colorado, was founded to provide driving clinics in a safe and fun learning environment – just for women – with instruction from top-notch women drivers. The company’s life-saving premise is that if a driver gains just one extra second to react in an emergency, she will prevent 80 percent of life-threatening crashes. Wheels in Heels Safety Clinic “graduates” learn crash-avoidance skills for every day driving and, in the Performance Clinics, how to execute a perfect lap around a racetrack.

**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.

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**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

March, 2010

By Pauline Wilson

Race season is almost here! The weather is finally starting to warm up and the sun is shining. Before you know it, we will be complaining because it's too hot! Fire Rescue School is just around the corner – March 20 & 21 – and there are still a few spots left, so if you haven't signed up yet, contact BJ Kellogg [bigdog356c@aol.com](mailto:bigdog356c@aol.com) right away.

Next we head to High Plains Raceway April 17th & 18th. This is the first time we are holding our Driver's School there, so we are doing it a little differently. We will not need our usual compliment of workers on Friday. We will only be staffing corners on Saturday & Sunday when we are actually racing. Friday will be a regular HPR lapping day, staffed by HPR, with our Driver's School getting some track time on the short track only in between the other sessions. Some of us will be out there to coordinate and help with the school, but for the most part, we will only be in charge on Saturday & Sunday for the regular race weekend. We will be running on the west track configuration for this weekend – corners 1-8 and 15 – so we don't need quite as many workers as we do for all 14 corners. Conchi Lopez-Fay will be in charge this weekend – her first one! So sign up early and make it easy on her, please. Her e-mail address is [RMVRConchi@homeautomatic.com](mailto:RMVRConchi@homeautomatic.com).

We will be staying at the Longhorn Motel again this year. Go east on I-70 to the Byers exit, then turn left on Hwy. 36 under the bridge and the motel is on the right. To get to the track, continue east on Hwy. 36 for 17 miles. You can't miss it! As always, you need to be at the track by 8:00 AM on Saturday and 7:30 AM on Sunday for our corner marshal meeting – earlier to help put equipment out on the track – just look for the van.

Then we are back at HPR for our Spring Race May 15th & 16th. This one will be the entire track – all 14 corners – so we will need everyone and then some. They are in the process of making several improvements at the track for this season. They are building a pavilion with removable canvas sides for shade at lunchtime and for Saturday evening parties. The gas pumps are already in for race fuel. They are building a playground in the spectator area. The best news is that they will have a real bathroom trailer in the paddock this year! Unfortunately, we won't have any more Cajun lunches. Mo will not be back. The Byers Country store will be running the concessions this year. We are still working out the details – I'll keep you posted.

Now is the time to start planning for Labor Day weekend in Hastings, Nebraska. We will be having the annual Showboat Grand Prix on Friday, Saturday, & Sunday. We need more workers than we've taken in the past, as they don't have many workers available at MPH. So start planning now – we need about 16 corner workers, as well as grid & tech.

This would be a very good time to start finding the track bag and getting the whites together. Items you would need to work the events would be a long sleeve white shirt and long white pants, sneakers or boots, hat, sunscreen, beach chair, and snacks. This list can get very long, but it is what you need for comfort during your time out on the track for the whole day. You do not have to sign up for the whole weekend; we can use you either Saturday or Sunday. If working corners is not your thing, we can put you on the grid or at tech. In return, we will give you a room, lunch at the track, and drinks and snacks after the race. We really do have a good time; in fact we have workers who have been doing this 5, 10, 20+ years. That is a lot of races. We can always use the help. For more information, check out our website – [www.rmvr.com](http://www.rmvr.com). You can even sign up there for the next event.

See you at the races!

**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.

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

# *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.rmv.com](http://www.rmv.com) - Schedule- Fire and Rescue School – or e-mail BJ Kellogg at [marshals@rmvr.com](mailto:marshals@rmvr.com) by March 13, 2010.



# EVENT • Race & Drivers' School

For further details visit [www.rmvr.com](http://www.rmvr.com) or call Chief Driving Instructor, Lynn Fanguie, or his assistant, Jamie Stiehr.

DATE: **April 16, 17 & 18, 2010**

LOCATION: High Plains Raceway\*

\* High Plains Raceway is located 17 miles east of Byers, CO on route 36.

CHAIR:	John Brosseau	(303) 908-0839
RACE STEWARD:	Tom Deats	(303) 347-6345
CHIEF DRIVING INSTRUCTOR	Lynn Fanguie	(303) 263-7920
ASST. DRIVING INSTRUCTOR	Jamie Stiehr	(303) 886-2111

RACE ENTRY FEE:	License Candidate Participants:	\$350
	Precision Driving Students	\$250
	Racers (Licensed Drivers Sat/Sun)	\$250
	Friday Test & Tune (pay at track)	\$100
LATE ENTRY FEE:	\$25.00 after April 09, 2010 ( <b><u>no Drivers' School late registration at the track</u></b> , \$50 for racers at track registration)	

**DEADLINE for School Entry** April 02, 2010 (no late entry)  
**DEADLINE for Race Entry** April 09, 2010

## EVENT SCHEDULE

Thursday:	Tech & Registration	At the track	2:00 PM to 5:00PM	(Highly Recommended)
Friday:	Tech & Registration	At the track	7:00 AM on	
	Students	At the track	8:00 AM	Track tour (Be there on time.)
	Students	Classroom	8:30 AM	Introductions and Instruction
	Racers	At the track	8:00 AM on	Sign in for lapping day
Saturday:	Tech & Registration	At the track	7:00 AM	
Saturday:	Students & Racers	At the track	8:30 AM	Drivers Meeting
Sunday:	Students & Racers	At the track	8:00 AM	Drivers Meeting

The rest of the schedule will be handed out at either registration or at Driver's Meeting. All drivers and crew must sign in at registration. Registration will be open Friday afternoon till 5 PM at location TBD. 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.

# REGISTER NOW FOR THE 2010 SCHOOL

This year, our School will be held in conjunction with our first race weekend, April 16-18, at High Plains Raceway. Actually many clubs routinely hold their school in this combined fashion. Attending the School will require that Students to be at the track on Friday. The School will have priority for student track sessions with Test & Tune available when the School is the classroom. On Saturday, special student-only track sessions will provide for continued instruction. Then on Sunday, students will finish up weekend running in what will be their regular RMVR run groups along side their future competitors. This should be great fun!

The RMVR Annual Spring Drivers' School offers an excellent opportunity to learn about and practice the skills of automobile racing. The School offers an opportunity to do so in environment that is both an exciting and safe. With virtually one-on-one instruction from our capable instructors, you will be introduced and welcomed into the world of our chosen passion — Vintage Racing. It's the best racing school value you'll find anywhere!

Preparation is the key to enjoying a productive, educational and enjoyable Drivers' School. So,

- **Come to the school with a reliable and well prepared car.**
- **Be familiar with your car. Comfort with its basic operation will enhance your experience.**
- **Read the *RMVR Drivers' Manual* (Available for downloading on [www.rmvr.com](http://www.rmvr.com) on the Forms & Publications page) and be familiar with the terminology and fundamental information.**

**It is important to begin the registration process early by completing the necessary steps well in advance of the School weekend:**

- **First, join the club**
- **Submit your race car to Eligibility.**
- **Then be sure to apply early for the School.**
- **You'll also need to specifically apply for a Competition License.**
- **And then there is the necessary Medical Exam which we require of all our racers, students and veterans alike.**

**Forms for all these necessary steps are available on [www.RMVR.com](http://www.RMVR.com)**

What if you don't have a race car (or the car isn't quite ready) and you still wish to participate in the school?

That's OK too. The Drivers' School will help you gain skill, confidence and ability to better control your street car in a variety of situations. For this reason we will allow students to take the school in a street car, although we'd obviously much prefer you to be in your race car. For street car participants, track time and instruction will be identical. However, passing zones will be limited and there will not be wheel-to-wheel practice races on Sunday.

**If you have questions, please feel free to contact:**

**Lynn Fangué**  
**Chief Driving Instructor**  
**(303) 263-7920 or email:**  
**[lpfangué@yahoo.com](mailto:lpfangué@yahoo.com)**

**Jamie Stiehr,**  
**Assistant Driving Instructor**  
**(303) 886-2111**  
**[jstiehr@gmail.com](mailto:jstiehr@gmail.com)**

## Driving Instructors!!!

If you are interested in being an Instructor for the Drivers' School April 16-18, 2010, please call Lynn Fangué, cell 303-263-7920.

**Instructors should bear in mind that classroom instruction starts on Friday at 8:00 AM.** First on track session is at 09:30. You need to be there early enough to meet the students and clear tech. It would be advisable to arrive Thursday afternoon or early evening, if at all possible. The Chief Driving Instructor and Tech will be at the track all day Thursday in support of the students.

There will be no entry charge for instructors running in the student groups. Instructors are eligible to run in the Sunday afternoon feature race, in their normal run group, free of charge. If an instructor wishes to run in the regular race groups in addition to the student groups, a regular entry is required.