

VINTAGE MESSENGER

VOL. 19 NO. 4

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April, 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.

Grady Clay -- Denver, CO
 Larry Dubas -- Denver, CO
 Randy Hablitzel/Linda Perry -- Hastings, NE
 Tom Kay -- Westminster, CO
 Michael & Patricia Lady -- Longmont, CO
 Rhio Mortimer -- Montrose, CO
 Greg & Lynn Noonan -- Wheat Ridge, CO
 Lee Sporney -- Parker, CO
 William & Jo Taylor -- Littleton, CO
 Tyler & Angela Thompson --
 Colorado Springs, CO
 George & Marsha Widich -- Lakewood, CO

DON'T YOU WANT TO RACE?

The first race of the season, at High Plains Raceway, is just two weeks away, April 17-18, 2010. Register now at www.rmvr.com!!! \$25 late fees kick in April 09, 2010!!!

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.

2010 Membership Cards and Licenses

Will be printed and mailed in early April. Members who receive their RMVR communications via email should receive an email with the complete RMVR Roster which they can print themselves. Members, who do not have an email on file with RMVR or do not have a computer, should contact the Club Administrator at 303-319-3062, if they would like a 2010 Roster.

Letter from the President

April 2010

It's "springtime in the Rockies", aka "crunch time" for those of us who drive race cars. No, I'm not referring to wrecking our cars, or the sound of tires on snow and ice, I'm talking about our frantic attempts to get our cars ready for summer fun. Once again, I'll have my race shop open for annual tech inspections on Saturday, April 3rd. It is located at 3898 S. Jason St. in Englewood. I'm located at the intersection of Jason St. and Mansfield Ave. in the two-story building. Other locations for tech inspection can be found on our website; click on the item titled 2010 Tech Inspection. Remember, if you get your annual tech done on April 3rd, it's good for your first 3 events. If we get snowed out, we'll reschedule.

I had a fantastic time this last weekend at the Fire and Rescue school. I feel like a dummy for not attending this sooner. In retrospect, I should have gone to this event twenty years ago. I learned far more than I thought I would, and much of what I thought I knew was wrong... "my bad". I have an even greater respect for our safety marshals than before. They know far more than we realize. Kudos to Tony Peak and all who made this event so successful. I'm impressed!

The Formula Ford, run group is working hard on advancing eligibility to include Club Fords. They will have their 2nd reading at our next board meeting. Bob Dixon and other members of the Sport Racers run group have been discussing possible changes for sport racers. I'm impressed with all the effort and cooperation going into these decisions. Well done.

We have a new Chief of Specialty category. Lori Bush-Engel, our "open-wheel rookie of the year", will be our Email Manager. She will be doing the job that Bob Alder has surreptitiously done these past few years, keeping the emails flowing to appropriate sources. Lori will be working in coordination with Katja Stokely who manages our website. "Welcome aboard, Lori", and "Thank you, Bob" for all that work you have done for us that most were not even aware of.

In closing, let me ask all you drivers out there, please do your best to attend our first race on April 17th and 18th at HPR. We will be driving the west course at this event. That's the one that goes down to "Danny's Lesson" then up to turn 8 and then right to the corkscrew. This track configuration is 2.0 miles long. Friday, April 16th, will be open for lapping at \$90 for the day. This is a special rate since students will also have some school track sessions. The weekend is free for instructors on track with students and for the Sunday final race. We need your race entries to keep this event in the black.

John's Pun of the month:

*The Orchestra ended every concert with a cello solo.
 Everyone knows there's always room for cello.*

John Brosseau
president@rmvr.com

Board Meetings will be typically held the 3rd Wednesday of the month, at 7:00PM. April's meeting will be at Champps Americana Restaurant, 8325 Park Meadows Center Dr, Lone Tree, CO 80124 - (303) 799-1333

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 3/18/10
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
Bob Mitchiner
Bonnie Mortimer
Mike Ries
Jamie Stiehr

Absent: Lynn Fangue

Call to order: 7:05 p.m.

President's Comments

John Brosseau announced Bob Mitchiner's resignation as Eligibility chair after 6 years of great service. Brosseau personally thanked Mitchiner for all his hard work, often without much thanks. Brosseau said he has asked Mark Robinson to consider taking over the position, and Robinson said yes. Pat Hogan motioned to ratify Mark Robinson as chief of Eligibility, Mike Ries seconded the motion, and the motion passed unanimously among those present.

Mark Robinson said he appreciated the board's vote of confidence. He also said he had big shoes to fill, that he'd already gotten a lot of information and advice from Mitchiner and would be asking him for more guidance, and was looking forward to working with Mitchiner and the rest of the eligibility team. Robinson said his first task was to deal with the Porsches—the RSs, RSRs, and similar cars—that have previously run as exhibition cars. He said that the 1981 General Competition Rules (GCR) and Production Car Specifications (PCS) would cover the vast majority of cars we'll see, and we have provisions in our rules for letting cars that have run in other race

May Race at HPR May 15 & 16, 2010

Featuring Special Guests: The U.S. Speedway Series for Indy Cars

A special invitation to the United States Speedway Series has been extended. These methanol-burning Indy Cars, Indy Lights, and Champ Cars will be an exciting addition, and will have their own run group. Prepared as they ran in the IRL, CART, & CHAMP Car Series, most have some Indy 500 history.

Along with our normal run groups of great vintage cars, several special events are happening. Entrants can enter the "Guess the Grid" contest on Saturday. The starting order for the Saturday Races will be gridded by a formula known only to the Race Chair, based on information on the Entry List. A SHOCK DOCTOR gear bag will be awarded to the winner at Sunday's Drivers' Meeting; your guess must be submitted by the Saturday after race party. Before the party, the Love-Air Radio-Controlled aircraft club will return from last year with a flying demonstration of their model aircraft. When our great Safety Marshals are off track, we'll host a party under the new gazebo. A raffle will be held to benefit the Avon Walk for Breast Cancer, with wonderful racing-themed prizes.

On Sunday, the Rocky Mountain Region Morgan Owners Group will bring their iconic British roadsters to display and tour the track at lunch. Boy Scout Troop 238 from Bailey, CO will form a Color Guard for our Feature Races Sunday afternoon.

New at HPR for 2010 will be a fuel depot for race fuel, a new food concessionaire, and new bathroom facilities. Spectators are welcome at all RMVR events—no admission charge.

As always at HPR, the Friday Lapping day is booked directly with the track at www.highplainsraceway.com.

Mark Robinson, Race Chair mtrobinson272@yahoo.com

series run with us. He said that if a car was raced in any recognized series up to and including 1981, we should allow those cars to run.

Hogan asked what kind of documentation would be appropriate or acceptable from such cars. Robinson said, honestly, he didn't yet know, but he thought it would be something documenting the specs for that car in a series. Mitchiner said the FIA website has a list of all their homologated cars and that only two Porsches, both 2.7-liter Porsches, were on that list. Robinson said he's been told the RSRs raced in the International Motor Sports Association (IMSA) and the SCCA Pro series in the early 1970s. But he wants drivers to prove how the cars were supposed to be prepared; it's up to the owner to provide the documentation. So, Hogan said, the driver needs to show up with the specs, and then we

have to make sure their cars conform.

Mitchiner posed the question of how we separate a car built up from parts from a clone, such as real Shelbys versus Fords built up to the same specs. He said the Porsches we're talking about have been modified to be RSRs; they weren't built that way at the beginning. They're replicars. Brosseau said we have other cars that have been modified, such as cars running with larger than original engines or different than original carbs. Mitchiner said, though, that the RSRs have had about 150 things modified, not just a few. Brosseau wondered whether SCCA allowed these cars to run before 1981 and pointed out that, as Robinson said, it was up to the owner or driver to show documentation that these cars, or cars prepared the same way, were allowed to run before 1981.

Guest John Stokley said the factories that originally built the cars would have documentation showing the FIA specs to which the cars were built at the time. Bob Alder said the Society of Vintage Racing Enthusiasts (SOVREN) has accumulated a huge library of FIA papers we could use to check specific cars.

Brosseau said the contract for Pueblo Motorsports Park (PMP) has been signed, that he has the check from Alder, and that both will be in the mail soon.

The contract for Hastings is on hold until Roger Hively can finish it; the big question now is how much money we can raise through sponsorship.

Carol Stiehr reports we have 350 members, more than we did this time last year. Eighty-seven members have not (yet) renewed.

Past Minutes

Bob Alder motioned to accept the February minutes, Jamie Stiehr seconded the motion, and the motion passed unanimously among those present.

Treasurer's Report

Bob Alder distributed his written report to the board members before the meeting. He asked, "Any questions?" There were no questions.

Special Reports

CAMA (Colorado Amateur Motorsport Association)

Bob Darcey's written report to the board:

Denise Longwell: CAMA has contracted with Denise Longwell to provide sales and marketing services for HPR. Denise will start April 1st and will focus on filling the mid-week track rental slots as well as generating marketing communications. Denise brings a great deal of experience and enthusiasm to the table, and we are very pleased to have her aboard.

Current Projects: An update on the projects currently underway:

Gazebo: Materials for the shade shelter/gazebo are on site, but the construction has been delayed. Arapahoe County Zoning will not approve the construction permit until CAMA revises the original USR drawings to show the shelter and resubmits them for approval. Bill Howard is working on this and other minor revisions, and expects to have the drawings completed this week. CAMA still expects that the structure will be available before RMVR's mid-April event.

Playground: Construction of the fenced playground area for children has started. The playground area adjoins the existing fence west of the paddock, just north of the bleachers.

Restroom Trailer: The restroom trailer was delivered this morning. The trailer is six months old and has four toilet stalls and two sinks on the ladies' side, two toilet stalls, three urinals and one sink on the men's side. The center section is a unisex ADA unit with a single toilet and sink, but the ADA section will not be available until a ramp system can be built or a wheelchair lift procured. The water storage tanks and supply pump are on order, and the ladies' and men's facilities will be in service very soon.

Corner Exit Curbing: Concrete curbing has been installed at the exits of Turns 1, 6 and 8.

Potential Paddock Project: CAMA is looking very closely at a project to construct 16 to 18 shaded paddock parking spaces. The shelter would be approximately 20' X 240' long and run east to west along the south edge of paddock. Each unit would have electrical outlets available, and the revenue projections show a reasonable payback for the shelter. Final quotes are being prepared and a decision will be made soon. If approved, I would expect the units to be completed by mid-season.

Darcey said the restroom trailer had been delivered that morning. And he described the new curbing as having only a little ripple that won't upset a car, unlike Pueblo's.

CMC (Colorado Motorsports Council)

Mark Robinson handed out a printed summary of last Wednesday's meeting.

The SCCA Continental Divide region owes CMC \$5760 in surcharges; they want those surcharges, if paid, to go to the Pueblo track.

Robinson said he asked about the apparent discrepancy on the last treasurer's report, and the current treasurer said he'd look into it. Bob Darcey said that he'd since looked again at that report and discovered that the math was correct but the report was mislabeled.

The advisory council to the Pueblo City Council is trying to get the city council to approve the repairs requested at the Pueblo track. Nancy Foster is concerned that the interaction between the city council and the advisory council isn't going well. The PMP contracts have been mailed and the provisions in the contracts have improved some, although the track is no longer providing portable toilets and the cost of security is higher.

John Brosseau said the original fee for the track was \$2000 per day plus \$35 per day for every car over 57. Now it's \$2000 plus \$35 for every car over 100 each day.

Guest Bill Miller said the track has no portable toilets now but they can be rented for \$65 each. He suggested Brosseau have the requirement to have worker's compensation insurance stricken from the contract and ask track manager Tom Abbott to initial it.

According to Mike Pettiford, Pikes Peak International Raceway's (PPIR) planned road course will be six miles long, to be built in two 3-mile, connectable sections. Brosseau said PPIR wants to have the longest track in the United States. He said they have about two miles graded so far, and it has about a 90-foot elevation change. He said we are going to use the usual track with the infield.

John Arnold had a long discussion with the La Junta city manager, Dan Eveatt, and that Arnold's proposed contract to manage the track has been approved by the city, although the specific details have not been worked out. Arnold, Mike Pettiford, and Nancy Foster planned to go down to La Junta Monday or Tuesday of this week to inspect the track and talk further with Eveatt.

Bob Darcey asked whether, if the transfer of management took place, a separate entity such as an LLC would be formed to manage the La Junta track. Robinson said that is how CMC wants to do it; Alder said that's what RMVR requires CMC to do. Robinson said that one outstanding question is whether CMC actually has the resources to manage the track. Bill Miller said CMC has voted two or three times to make it mandatory to manage the track with a buffer organization and that half the clubs would drop out of CMC if they did not. He also said, however, that it's not practical for CMC to manage the track, that they don't have the necessary resources.

Glen Conser, the track manager of High Plains Raceway (HPR), said that there will be portable toilets at every corner except 4 and 15. There will be a guard shack at the gate, and the fuel depot is nearly ready to use. Conser also asked CMC to consider making HPR a potential recipient of CMC funds. The consensus among the CMC representatives was that that might be workable.

Old Car Council of Colorado (OCCC)

Dan Berry said Leo Boyle said that HB 10-1212, a modification of the FASTER law that would give greater power to county clerks to modify late registration fees, will pass. The rest of the bills he's monitoring will not.

The OCCC will meet on March 19th to discuss the Havana cruise. Berry said Arne McDaniel will call OCCC's Dick Thompson to talk about possible RMVR involvement. Guest Arne McDaniel said he

doesn't do car shows himself, but he already has a call in to Thompson.

Berry asked Boyle about the possible new Federal law that would require cars to disengage the throttle if the brake and gas pedals were pressed at the same time; this would obviously work well only on cars with automatic transmissions. Boyle said that the Specialty Equipment Market Association (SEMA) was looking into it.

Bill Miller said that, while the next OCCC meeting was going to be held in Colorado Springs, the one after that would be back in Denver, and all the presidents of the member clubs were invited to that meeting.

Chiefs of Specialties Reports Flagging and Communication

BJ Kellogg said 78 people have signed up for Fire Rescue School this weekend, including nine from the National Auto Sport Association (NASA), three from the Porsche Club of America (PCA), and six from Hastings, NE. SCCA's own school is the following weekend. Ron Sholar is bringing the donuts, Traci Pearson printed more manuals for the new students this year, and Kellogg has a bunch of prizes to give away; his wife Jennifer has baked treats for the Sunday coffee break. Kellogg said that the North Washington Fire Department has been more difficult to work with than usual this year and that the school may be moved to HPR next year.

Pauline Wilson said Conchi Fay is taking over organizing Flagging and Communication for the drivers' school. Since we'll be running the short course, which has ten corners, we'll man eight of them. John Brosseau said he didn't know whether we were going to run the short course or the west course. Bonnie Mortimer said that, if they use the short course, the turn after corner 4 is difficult to see at first; it needs to be well marked and mentioned to drivers.

Wilson said RMVR isn't staffing the corners on Friday; HPR's own people will be doing that because

they're having a regular lapping day while we're running our first day of drivers' school. Several of our F&C people will be there anyway to coordinate our drivers getting on and off the track and make everything run as seamlessly as possible.

Guest Christy Hopkins said that she is helping Dan Radowicz, the steward of the 24 Hours of LeMons race at HPR July 10th and 11th, organize the race, and she would like RMVR to rent our radios and equipment van to the race organizers. It would be mostly RMVR people using the radios, she said, and Arthur Santomango, who maintains our radios, would be there. Rick Boucher has agreed to drive the van down and help out as well.

Bob Alder said we've chosen not to rent our equipment in the past to clubs that would use our equipment themselves. In this case, because it was our people using our equipment, it might be OK. Still, there would be wear and tear on the equipment and the van would use up fuel. We could come up with a fee such as \$1000 with the provision that if anything is broken they also pay for repairing it.

Hopkins said LeMons is paying the workers \$100 plus \$10 for lunch. She also said Boucher wants lodging covered for both him and Anita.

Alder suggested that \$1200 might be more reasonable and that Rick and Anita should also be paid. Jamie Stiehr said the LeMons organizers should work out their own deal with Rick and Anita and that RMVR should include only the equipment in a rental agreement.

Pat Hogan asked if the race ran a full 24 hours. Hopkins said the actual race was from 11 a.m. to 8 p.m. on Saturday and from 9 a.m. to 3:30 p.m. on Sunday. There will be some SCCA workers there too. She's not sure whether they'll use the whole track, but she intends to use only the most experienced RMVR and SCCA workers.

Bonnie Mortimer asked whether the race organizers had mentioned a ballpark rental fee. Hopkins said no, she wanted to first see if it would even be possible to rent the radios and van. Alder said he'd write a letter of understanding. Traci Pearson said it should include replacement costs for consumables such as fire bottles and oil dry on the van.

Mortimer said she thought a rental fee such as \$2400 would be too high. Hogan pointed out that the entry fee is \$500, and Mark Robinson said that drivers were another \$100 each and crew members cost as well.

Pauline Wilson said it was a great way to promote RMVR by showing the race organizers that Colorado racers and race clubs are friendly and supportive. They're already calling this race the B.F.E. Grand Prix because it's in the middle of nowhere, she said, and we can do a lot to make the experience as good as possible for them. Hopkins said there are not only RMVR people running in the race but that a lot of other racers there might get interested in the track and our clubs. Wilson said it's a nationally known race and that we shouldn't overcharge them.

Robinson pointed out that the race ran about 15 hours altogether and suggested charging them \$100 per hour, with the provision that they pay for repairing or replacing things as necessary.

No one knew how much it cost to rent a radio like ours for a weekend. Alder asked Wilson how many radios we use on a weekend at HPR and was stunned that we use 40 (he said he would have guessed 15). Bob Alder motioned to offer to rent the radios and equipment van to Dan Radowicz at \$1500, with the provision that they pay for repairing or replacing things as necessary. Mike Ries seconded the motion, and it passed unanimously among those present.

Traci Pearson asked whether there would be time to, say, recharge discharged fire bottles before our race at PPIR the next weekend, and Wilson said absolutely.

Hopkins reiterated that she wants to make sure Rick and Anita Boucher get paid; Alder said we will not be paying them.

Timing and Scoring

Dennis McIlree said, "We'll be there."

Tech Inspection

Andy Kitchens said the Annual Tech Inspection is set for April 3rd in Longmont, at Alder's and Brosseau's shops in Denver, and in Colorado Springs. He has lots of people to help. John Brosseau asked if Kitchens could send someone to help at his shop, and Kitchens said he'd take care of it.

Kitchens will be at drivers school at 2 on Thursday afternoon and asked that Lynn Fangue and Jamie Stiehr encourage students to get to the track early.

E-Mail Manager

Bob Alder said he had been looking for someone else to manage the club's e-mail, and Jamie Stiehr had suggested Lori Bush Engel, whom Alder talked to on Monday and who agreed to do it. Alder said Bush Engel is experienced, enthusiastic, intelligent, and perfect for the job. Alder would support her as needed. John Brosseau asked whether the position required enough energy and knowledge to be considered a chief of specialty. Alder said yes and said they should put it in the operations manual. E-mail blasts to the membership will now go through Bush Engel.

Eligibility

Mark Robinson said the years listed on our Application for Car Eligibility need to be updated to reflect our expanded eligibility.

John Brosseau said that Bob Dixon has sent a survey to the sports racers and wants to have a first reading at the next board meeting. The proposal expands their eligibility to

1984 and includes Sports 2000 cars. Bob Alder said their proposal is still rough and needs to be cleaned up but they've done a good job on it.

Dan Berry asked whether drivers need to specify under which GCR they will be running when they sign up for a race. Alder said that's already in the eligibility database, that each car's class is already assigned and is part of their logbook.

Mark Robinson showed the board one of the stickers with the 1981 designation on them that Bob Raub printed at his own expense.

Old Business

Marketing

Arne McDaniel handed out the new business card schedules he had printed. They have a new picture on the front and the corrected date for our race at PPIR. He said Mike Rogers is working on ad placements, mostly in Victory Lane. He's received 300 more copies of the magazine, too, and needs to staple to them the same RMVR literature as before.

McDaniel pointed out that he's launched a co-op marketing campaign with SCCA; they can advertise in our Messenger (which they did in the March edition) and we can advertise in Redline, their regional newsletter. It doesn't cost much, he said.

On February 16th he and John Brosseau made a presentation to the Triumph Club on RMVR, our expanded eligibility, and the cost of racing. It was well received but it was hard to know whether it will attract any new members. They did, however, really like the idea of coming to the track, touring, and getting a ride in a race car.

On April 7th, they'll be talking to the Z club, and on April 14th they'll be talking to the MG club.

They haven't talked to PCA because they're heard that, at their general meetings, it's mostly "shiny car" guys, not racers. Dan Berry disagreed and said they discuss

racing quite a bit. Mike Ries said the club holds high-performance driver education courses nearly every month from April to the end of the season. Pat Hogan asked if we should try reciprocal advertising with the Porsche club. They've run with us in the past, he said, and Keith Davidson has invited them to the Trans-Am race.

Brosseau is writing an open letter to the membership of SCCA and will probably do one for the MG club and PCA.

Ries asked if they're mentioning that one way to get involved with RMVR is to work corners. McDaniel said yes, that they're saying people can get involved through either drivers school or Fire Rescue School. He also said our URL is on all the materials, plus they're handing out our "Go Racing" and volunteer flyers.

Guest Bill Miller said that the OCCC board members who attended our February meeting appreciated our support and wanted RMVR to get more involved with OCCC events. The Havana Cruise is June 19th, and we don't have much time to take advantage of the money we invested in OCCC last month.

Drivers' School

Jamie Stiehr reminded the board of an e-mail he'd sent a couple months ago about a good driver and sports writer, Frank Amoroso, whom they've invited to attend drivers school for free, in return for Amoroso writing about his experience. He may submit his article to 5280 magazine, and there's a chance he'll be able to bring a camera crew with him.

Eight people are signed up for the competition drivers' school and five for the precision drivers school.

Lynn Fanguie wanted Jamie Stiehr to ask the board whether, for the races on Sunday, the students could start at the back and be classified separately on the time sheets. Bob Alder said he thought there was only one combined race on Sunday,

but John Brosseau said it might be possible to run two races on Sunday afternoon.

Dennis McIlree pointed out that most students don't have transponders and wanted Fanguie and Stiehr to encourage the students to buy or rent transponders. Dan Berry said that transponders would be pretty low on their priority list.

New Business

Formula Ford Eligibility Expansion
Jamie Stiehr e-mailed the FFs eligibility expansion proposal to the board before the meeting. He said 39 people responded to the second survey they sent out (45 people responded to the first one), and 30 of those 39 (77%) supported accepting the proposal as submitted for this first reading.

Bonnie Mortimer pointed out that the proposal said "Dunlop FF treaded tires 9092 compound must be used" but that we now have FFs using Yokohamas and Sumitomos. Bob Darcey said that the latter two are cheap but aren't fast and no one complains about anyone using them. Stiehr said the proposed rule was meant to rule out the slicks that the Monoposto rules allow, which give drivers a performance advantage.

Mortimer asked whether exhibition cars could run slicks. Bob Alder said the rules will not allow any car running slicks to be eligible. Stiehr said that the FF group would strongly suggest to any race chair that FFs with slicks not be allowed to run. Dennis McIlree said that other vintage clubs, such as Corinthian Vintage Auto Racing (CVAR), allow slicks and asked whether they'd be allowed to run with us. Alder said that such cars, if they were eligible in their own clubs, would be allowed to run with us as guest cars but wouldn't be eligible as an RMVR car.

There was quite a bit of discussion about whether to include a probationary period for the FF expanded eligibility, which 62% of FF drivers favor, or to make it permanent. If they imposed a probationary period, then by what

objective criteria would they evaluate expanded eligibility at the end of that period to decide whether to continue or not? And would a probationary period discourage potential new drivers from investing in Club Fords to come and race with us? When B Sedans were added to our eligibility, there was a probationary period and it still took the class a few years to begin to grow, although we didn't make a big announcement out of it either. We already have the mechanism in place in our rules to remove the new group if we decide not to continue it. And while some of the concern is about the quality of the potential new drivers, not the new cars, we also already have ways of dealing with drivers who don't drive with the "vintage spirit." Most of those at the meeting felt that not only was a probationary period not necessary but that it was counter to the purpose of expanding eligibility, which is to attract new members.

Pat Hogan motioned to accept the first reading of the FF eligibility expansion proposal as is, with no probationary period included. Dan Berry seconded the motion and it passed unanimously among those present.

John Brosseau said Stiehr and Stokley should figure out what the FF drivers wanted to do about the probationary period and, if necessary, add it to their proposal for the second reading.

Board Meeting Location

After much explanation, John Brosseau announced that our next meeting was going to be at Champps restaurant near I-25 and County Line Rd. He will be sending us more specific location information before the next meeting.

Charity Race

Jamie Stiehr reminded the board that, recently, we'd talked about the charity races we had in the past and how popular and well attended they were. If it's something we want to do again, he can start the process.

Bob Alder said he thought it was an integral part of the club's marketing. Stiehr said he didn't think it would work at HPR, because it's relatively far away from Denver. Mark Robinson pointed out that it's still our closest track, and Alder said the charity races at Second Creek had been very well attended. Dan Berry said we made more from selling sponsorships for those races than from collecting

entrance fees. He also said that, by partnering with an established charity, we can draw on their promotional expertise.

Traci Pearson expressed concern that not only did HPR not have bleachers, which Second Creek did, but there were serious problems keeping people safe trackside without a fence, evidenced by the problems at the Straw Hat Gala last

year. Pauline Wilson agreed that that had been a real problem.

Bob Darcey said that, in the past, we'd asked the membership for help selecting a charity.

Meeting adjourned: 9:14 p.m.
Traci Pearson, Secretary

Classifieds

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: 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

For Sale Porsche Vintage Race Car – 1967 911S vintage racer, RMVR #815, C Production. Raced successfully and competitively in Rocky Mountain Vintage Racing for several years. Extensive race modifications, too numerous to list. A fast car. Lightweight enclosed trailer available also. Car \$25,000. Trailer \$2,000 with car, \$3,000 separate. Contact Mike Norris, (303) 759-4414 ext. 20, mjnorris@qwest.net

For Sale: 1970 Titan Mk 6A Formula Ford. Excellent condition. Has RMVR legal engine built by Bradford Precision Engines. Engine has about 6 or 7 race weekends since built. Have had a chassis up rebuild within last couple of races, and its currently getting a new fuel cell.

Have two sets of wheels, plus other spares. Have not raced the car in past three seasons and ran limited schedule prior two years. Car maintained



by Carl Wells, CW Performance. \$19,000 Call Bob Rowley at (970) 376-4963 e-mail bobrow01@yahoo.com

For Sale: 2002 Custom Pace Stacker Gooseneck Trailer

38ft. Triple 8.5k axles, Alum 16in Wheels, 16ft Stinger electric lift, 4,000lb winch, Honda gas generator. Cabinets and workbench,



diamond plate floors. Carries 2 cars. Very limes use in last 4 years. \$19,500. Call Bob Rowley at (970) 376-4963 e-mail bobrow01@yahoo.com

Vintage Messenger Fine Print- Our goal is to publish the Vintage Messenger at the first of every month. If you wish to assure that your information / announcement / ad is included in the Vintage Messenger, it should be in the hands of the editor three days before the first of the month. Photos should be .jpg or .tiff formats. Attached files should be in .txt or doc format. Ads run on a per issue basis. If you wish to have your ad run in subsequent issues, you must re-submit the ad, monthly. Ads are free for members for auto / racing related items. E-mail to messenger@rmvr.com. FAX to 970-824-3737. The Editor returns a confirmation of E-mail submittals. If you don't receive a confirmation E-mail, your submittal probably did not get to the Editor.

In this Issue:

- Volunteer News •
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- HPR May Race •

2010 Event Schedule

April 16-18, 2010
April 17-18
May 15 & 16, 2010
June 12 & 13, 2010
June 27, 2010
July 17 & 18, 2010
(Please note date change!!!)
September 3-5, 2010
October 2 & 3, 2010

Drivers school at HPR
Spring Races @ HPR
HPR in May
Trans-Am Invitational at Pueblo
Pikes Peak International Hill Climb
Pikes Peak International Raceway

Show Boat Grand Prix at Hastings
Enduro at HPR

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

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



RMVR VOLUNTEER NEWS

April, 2010

By BJ Kellogg

And off we go, Green Flag!! What a great time we had at Fire and Rescue school. 63 workers showed up to learn and work together. We had a lot of fun burning and crushing the cars and playing with the race cars. A big thank you goes to Tony Peak for his leadership. It is a ton of information to get across and Tony did a great job. Thanks to North Washington Fire department especially Daren Greening (Fire Science) and Todd Hedglin (First Aid). Every year I learn something new and this year I learned that the AMKUS equipment is really cool. It was not just work we had some fun also. Brent Sandoval and Pat Walsh both received the RMVR door prizes of a backpacks and pair of flamingos. Ron Sholar brought the doughnuts and Jennifer Kellogg supplied the cookies and treats. Big thanks also go to- this is turning into an Oscar or Grammy acceptance speech- Rick Boucher, Jeff Chase, Alan Wachs, Dennis and Eloise McIlree and Pauline Wilson.

Our next event is Drivers' School April 16-18th at HPR. Conchi Lopez Fay is looking for workers on Saturday and Sunday. You can email her at RMVRConchi@homeautomatic.com. We have many new drivers at Drivers' School that have worn the whites at one time. It would be great for all of us to stand up on the corner and give them a salute for all their hard work. From what I have heard HPR has some new features, porta-potties on each corner, a new shelter, and bathrooms with running water. Much has happened in the past three years that has turned this farm field into a race track.

The weekend of May 15&16th brings us back to HPR. This weekend will be very full with our regular run groups and a special guest group. The US Speedway Series for Indy cars will have their own group to run. On your Corner or Grid or Tech position you will watch former Indy, CART and IRL cars run for the first time at HPR. I will even buy you lunch and a beverage afterwards. Hurry and sign up with me soon, spots are going quickly for this fast weekend.

We ask for a weekend of work but if you are free for a couple hours to volunteer those hours are counted towards the 100 hour patch and free Drivers' School.

Tech, Grid and Corners need wonderful people like you.

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



EVENT • Race & Drivers' School

For further details visit www.rmvr.com or call Chief Driving Instructor, Lynn Fangué, or his assistant, Jamie Stiehr.

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

LOCATION: High Plains Raceway- West Course*

* 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 Fangué	(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)	\$ 90
LATE ENTRY FEE:	\$25.00 after April 09, 2010 (<u>no Drivers' School late registration at the track</u> , \$50 for racers at track registration)	

DEADLINE for School Entry April 09, 2010
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.



May Race at HPR

*Featuring Special Guests-
U.S. Speedway Series for Indy,
Indy Lights & Champ Cars*

DATE: May 15 & 16, 2010
LOCATION: High Plains Raceway, Byers, CO
CHAIR: Mark Robinson (303) 364-8726 mtrobinson272@yahoo.com
RACE STEWARD: Andy Kitchens (970) 635-0276 andyks60@msn.com
Ass't RACE STEWARD: TBA

RACE ENTRY FEE: \$250 Online registration available at www.rmvr.com

LATE ENTRY FEE: \$25.00 after May 7, 2010 (at the track \$50.00)

DEADLINE: May 7, 2010

Fuel WILL be available at HPR's new Fuel depot. Sunoco 98, 100 & 110 octanes. All fuel purchases help fund your track!

HPR Lapping is available Friday May 14, 2010

Online registration @ <http://www.highplainsraceway.com/lapping-days.html>

\$150 Full Day / \$90 Half Day

REGISTRATION & TECH: Friday 2-5 PM, Saturday 7:00 AM

DRIVER'S MEETING: Saturday 8:30 AM

Sunday 8:00 AM

The rest of the schedule will be handed out at either registration or at Driver's Meeting.

All drivers and crew must sign in at registration.

Any driver that has not signed in, by the above specified times,
will not be allowed on the track.

All drivers must attend the Driver's Meeting.

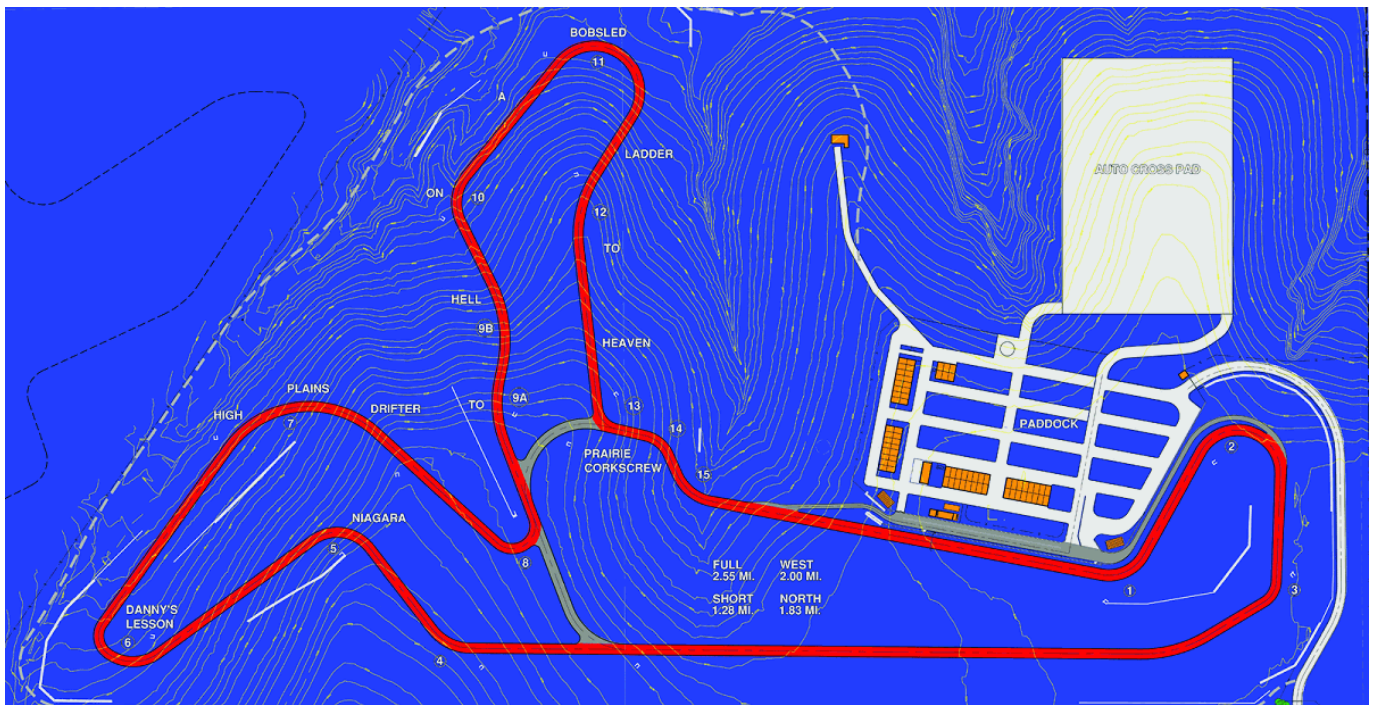
CANCELLATION POLICY: Total reimbursement of race fee will be issued
If registrar is notified of cancellation no later than 72 hours prior to race dates.
Cancellations later than 72 hours or no shows will be assessed a \$25 cancellation fee.

High Plains Raceway

Byers, CO

Official track website:

<http://www.highplainsraceway.com>



Accommodations:

[Longhorn Motel](#) 456 N Main St, Byers, CO 80103
[The Grand Motel](#) 215 W Lincoln Ave, Bennett, CO
[Willow Tree Country Inn](#) 49990 E 64th Ave, Bennett, CO

(303) 822-5205
(970) 474-3302
(303) 644-5551