

VINTAGE MESSENGER

VOL. 20 NO. 3

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March, 2011

New Members

RMVR wishes to announce the following new members and returning 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.

- Michael Buchanan -- Livingston, TX
- Kenneth & Rose Marie Johnson -- Grand Junction, CO
- Willis Wood Jr. -- Denver, CO

Tech Sez...

Your SA 2000 helmet will only be good through December 31, 2011!!!

Seatbelts-

- If your seatbelts are NOT expired at time of the Annual Tech inspection at Spring Fling/Annual Tech or other RMVR sponsored tech dates, the belts will be valid at RMVR events for the entire 2011 season.
- If you arrive at *your* first race with seatbelts that are NOT expired and have your Annual Tech done at the track or bring an Annual Tech from an automotive professional, the belts will be valid at RMVR events for the remaining 2011 season.

Confused??? Contact Pete Christensen, Chief of Tech. (970) 631-5610

Additional Tech Date

May 7, 2011
9:00AM to 2:00PM

Denver- John Brosseau's Shop
 3898 S. Jason St.
 Englewood, CO 80110

North- Don Hostetter's
 1830 Delaware Place
 Longmont, CO 80501
 (303) 709-5616

Pete Christensen— 7th Winner of the Bill Temple Memorial Driver's School Scholarship

The Bill Temple Memorial Driver's School Scholarship recipient for 2011 is Pete Christensen. Pete was the first to submit an application and became the unanimous choice of the selection committee. He began volunteering for RMVR in 2009, worked over 100 hours in 2010 and will be the Chief of Tech for 2011. Pete grew up around racing and enjoys all aspects from building, inspecting, and watching race cars and now he has a chance to drive race cars. The selection committee expresses thanks for continued support of the Temple Scholarship to the Vee Group, which has grown as a result of the scholarship program. Thanks also to the workers who make it all possible by support on the track.

Looking for your 2011 License and Membership Card?

New cards will be mailed beginning April 4th. Renew your dues today to ensure you receive your cards without delay. Also be sure to check the expiration date of your medical and get that updated if necessary. Call Carol if you have any questions on your dues or medical status - 303-319-3062.

If you are planning to attend any early Spring races with other clubs and are concerned about having your license - make sure your dues and medical are current and give Carol a call - 303-319-3062.

Spring Fling & Annual Tech Day

Main Event Day to be Saturday April 30th from 8am to 5pm. Mike Ries will be the Chair.

We will also allow track access on Friday from 8am to 5pm, possibly later, TBD.

We will reserve Sunday May 1st as a backup if weather is bad on Saturday.

The Garage will be open for Test and Tune cars and for Annual Inspections. Annual logbook stickers will be distributed on-site for those who pass the tech inspection.

Open Track Time will be available on the Road Course from 9am-4pm each day; fee is \$150.00 per driver, per day, payable at the Gate. Only Drivers with Paid Wristbands will be allowed on track. Separate run groups will be determined by who shows up; typically at least open wheel and closed wheel.

Details on food and drink will be forthcoming.

PPIR will also be offering tours of their new road course that has been cut into the terrain. No pavement has been laid down yet but those interested can preview it via 4x4.

Race Entry Deadlines and Late Registration!

Race entry deadlines have changed. Late registration now begins 10 days before the start of an event. Please make note of this. This change will be in effect for all 2011 events.

Board Meetings will be typically held the 3rd Wednesday of the month, at 7:00PM. Through the end of 2011 the meeting will be held at Piccolo's Restaurant at the intersection of Hampden Ave. (Rt. 285) and Monaco Parkway. Monaco Parkway is located about 2 blocks east of I-25. Piccolo's is on the southwest corner of the Hampden / Monaco Pkwy. intersection. It is located behind the King Soopers Supermarket. The address is 3563 S. Monaco Pkwy.

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

I don't know about you but there's an unmistakable, yet subtle, hint of Spring hitting me. The slow unwinding of winter is beginning and that can only mean one thing – the race season is within sight. Neglecting the racecar is no longer an option. For those of you that are completing repairs or upgrades the time to enjoy the fruits of your labor and money is near.

March has already been eventful for racers. The Pueblo City Council approved approximately \$900k to repave the road race course and make other improvements to the drag strip and access road! Jerry Schouten, John Brosseau and Bob Alder led the charge. They put together several compelling arguments that were presented to the Council and a packed gallery on Monday, February 28th. Others representing drag racing, the SCCA and the Colorado Motorsports Council (CMC) were also there. They spoke forcefully on the need to improve the track. The result? This morning we were notified that in a special session of the City Council the money would be loaned to implement the upgrades. While a lot of details have to be ironed out, paving would likely begin in October of this year and the new surface would be ready for racers in April of 2012.

Locally within RMVR, the Race Chairs and Stewards will be meeting on March 5th to refine their plans for our schedule of races. I can assure you that some very creative ideas are being hatched for each of the races.

The Ground School scheduled for March 12th filled almost immediately. If you didn't get in, don't worry. Lynn Fanguie and Jamie Stiehr are working on a similar program and details of that will be rolled out soon.

I'm happy to say that the new budget has been approved and one of the line items was revival of the Apex Magazine. The Apex served as the official RMVR magazine and was shelved in 2006 because of budget constraints. It will return this year and will be produced by Coterie Press. Coterie is responsible for some of the best automotive books produced in the last decade and is headed up by RMVR members William and Jo Taylor. The new Apex will be a high quality publication and will include many full color photos of our members and their machines. Advertising revenue is projected to cover much of the cost. You'll be seeing more details soon.

I want to remind everyone of two special events that come later this Spring. Our well-respected Fire and Rescue school is scheduled for April 16th and 17th. The F&R School is one of the tops in the nation. Not only will other local racing groups (NASA, SCCA) attend but it has developed a national reputation for quality and excellence. In fact, discussions are now taking place to trademark its content and make it available worldwide. Racing is dangerous. If you haven't been to this school in a few years, strongly consider it.

Secondly, the Spring Fling at PPIR is shaping up to be a "can't miss" event on April 30th. Why drive all the way to Fountain for tech inspection? Annual inspection stickers will be dispensed to qualifying cars, the track will be open for test and tune all day (for a fee), tours will be given of the new road course, and food and refreshments will be available. Pete Christensen, Chief of Tech, will be down there with his capable crew. He will make sure the process is thorough yet streamlined.

Finally, plan to do a few races this year. A lot of time and effort is being expended to make the races fun for you, our customers. Make no mistake about it; your entry fees (the lowest in the nation) are what power the Club. Come out and race this year. We'll make it worth your while.

Pat Hogan
[president | rmvr | com]

Last month you were introduced to our new Charity Race beneficiary, The Morgan Adams Foundation. This month, we want to tell you a bit more about what The Morgan Adams Foundation does with the money we will raise at the August Charity Race.

The goal, as the foundation grows, is to fund an ever-increasing number of new research projects and studies that will produce better therapies for children with cancer. They will:

- Continue to provide funding for both basic science and clinical investigations in the areas of pediatric oncology and neuro-oncology which will translate into potential therapies for pediatric cancer;
- Increase overall funding of collaborative trials organizations studies designed to speed the development of new therapies for children with cancer; and
- Assist children, their families and caregivers in coping with the diagnosis and treatment of cancer by providing access to community resources and quality of life programs.

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- One tangible outcome from the work of Morgan Adams is the story of Brystal. Funding from the Morgan Adams Foundation has been critical in developing the research that led to the cure of Brystal, a metastatic PNET patient, who is now a thriving young adult. Brystal recently graduated from college and is a long term survivor after stem cell transplant. During her treatment she was told by neuropsychology that she would be unable to succeed in college due to memory disorder from the tumor, but has excelled in college with a 3.0 GPA!



Minutes

Rocky Mountain Vintage Racing, Ltd.
Regular Board Meeting 2/16/2011
Piccolo's Restaurant,
3563 S. Monaco Pkwy., Denver, CO

Board Members Present:

Pat Hogan – President
John Brosseau – Past President
Mike Ries – President Elect
Ed Milstein – Treasurer
Traci Pearson – Secretary
Dan Berry
Andy Gould
Bob Mitchiner
Kyle Popejoy

Excused absence: Bob Darcey, Christy Hopkins, Jamie Stiehr

Call to order: 6:59 p.m.

President's Comments

Pat Hogan announced that Traci Pearson was resigning as secretary and thanked her for her service to the club.

The race chair and race steward meeting will be on March 5.

A ground school, held by Walt and Chip Hane and Jim Valdez (of the SCCA) will be March 12. The 30 available positions were filled within 12 hours of the announcement of the ground school, and there are already 16 people on a waiting list for another possible school. Lynn Fanguie and Mike Ries may hold a version of the school at the Spring Fling at Pikes Peak International Raceway (PPIR). Hogan thanked John Brosseau and Arne McDaniel for donating space for the ground school.

Old Business:

International Motor Sports Association (IMSA) Eligibility Proposal

The second reading and discussion of the IMSA eligibility proposal was moved up on the agenda to allow Chris Wening to leave early.

Bob Mitchiner said he did not favor the proposal. He said that, though 44 members responded to the survey sent out, he hasn't seen that many big bore drivers race in quite a long time. The proposal wasn't endorsed at the last eligibility meeting, which he attended,

and he considers it a bad precedent for the board to go against the eligibility group. Whether or not the board adds the '76 IMSA rules, the eligibility group should be in charge of adding any exceptions. And he thinks the whole idea is getting away from the vintage concept.

Matt Ratcliff said surveys were sent out to 75 or 80 big bore and C Production drivers. Forty-four responded. Eighty percent of those were in favor of the proposal; 20% were not, but some of those would have supported it if it didn't include the exceptions.

Mitchiner said that cars ought to be built to fit the rules, not the rules be made to fit the cars.

Chris Wening said that, with the declining number of big bore cars running, it was hard to get enough at a race to be fun. He added that it would be key to get out the word about this expansion. Mitchiner agreed.

John Brosseau said it was important to listen to what the club members want and that the eligibility group doesn't make decisions about eligibility but rather facilitates them.

Guest Jeff Winter discussed how the SCCA handles such issues and said their eligibility committee's job is to make sure new cars applying to the club meet any relevant eligibility criteria.

Pat Hogan said that the economic reality is that our grid is dwindling and his concern was that a strict reading of the IMSA proposal wouldn't add many cars. Mitchiner said he was concerned that, by going in that direction, we'd end up letting people race any car they wanted to. Hogan stressed that a compromise was necessary, that we had to deal with the economic realities but stick to vintage racing ideals. Maybe we can't have both all the time, he said, but he felt that this proposal would both add cars to the grid and stick closely to IMSA rules.

Mitchiner pointed out that we haven't added a lot of cars with our other eligibility expansions. Hogan said that was an excellent point and it was

incumbent on us to get the word out about these eligibility expansions.

Chris Wening said he and his wife together have two cars and, because they love the people and the club, they would love to race with RMVR but would run with the National Auto Sport Association (NASA) if that was their only option. He said there are other people waiting to see how RMVR votes on this proposal.

Mike Ries said he understood Mitchiner's position. Last year, when we voted on the proposal to add Club Fords, there were a couple things in the proposal he wasn't comfortable with, but he voted with the desires of the people who would be on the track with the Club Fords and he would do the same with this proposal.

Hogan said our big task was to let people, both within and outside the club, know we've expanded eligibility. He told Wening that he expected Wening's people to come to the races and show us their support. Wening said that, because of the late timing of the vote on the eligibility proposal, some people had already committed to other races. Hogan said that, if the proposal passed tonight, he would like to see ten new IMSA-eligible cars at our first race.

John Brosseau motioned that we approve the IMSA proposal as written, and Mike Ries seconded the motion. John Brosseau, Ries, Milstein, Pearson, Berry, Gould, and Popejoy voted for, and Mitchiner voted against.

Past Minutes

It was motioned and seconded to approve the January minutes without corrections; the motion passed unanimously among those present.

Treasurer's Report

Ed Milstein said Bob Alder did a tremendous job as treasurer, running the accounting side better than most he's known in larger organizations.

Pat Hogan said we've already put down 25% on our High Plains Raceway (HPR) races, which comes to about \$4500. We've paid \$3000 to Pueblo,

and soon we'll have to pay at least \$4000 to Hastings.

Special Reports

CAMA (Colorado Amateur Motorsport Association)

Hogan said that Glen Conser has taken over Denise Longwell's marketing and public relations responsibilities for HPR. The Motorcycle Roadracing Association (MRA) has replaced Glen Conser with Tony Baker as their CAMA representative. Bob Darcey's term as RMVR's CAMA representative has expired, but Hogan thinks Darcey has done a great job and thinks he'd be willing to serve in that capacity again.

Guest Bill Miller, on behalf of the Multi-Car Club, strongly endorsed Darcey's continued service on the CAMA board, saying that he was a major strength on the board and we'd be poorly off without him.

CMC (Colorado Motorsports Council)

John Brosseau thanked Mark Robinson for his help; Robinson will be covering the next two CMC meetings while Brosseau is out of town.

The Pueblo city council met Monday. Nancy Foster did not go, so Brosseau doesn't know what happened at the meeting. He's heard, however, that the city plans to pave the drag strip at Pueblo Motorsports Park (PMP) and leave the rest of the track on hold. They've talked about paving the entire track but Brosseau doesn't know how they could pull it off financially.

Nothing is happening about La Junta. Dan Berry said both the SCCA and the Porsche club have events scheduled there this year. Guest Mark Robinson said the city of La Junta doesn't seem to be pursuing anything more.

Brosseau said CMC is offering the full \$82,000 for PMP, but CMC wants to make sure the money is spent on good paving on the road racing course and they would like to see the city match the funds. Jerry Schouten has offered the city his paving expertise and the city seems to be open to his advice. Brosseau said he'd like to have the money put into escrow; if the track is

paved correctly, then the city would get the funds.

Robinson said the track supposedly has \$100,000 the city can't touch, which they're going to use to repave the dragstrip (their major revenue generator) for 2011, and then they're going to use this year's revenue to pave the road course next fall and winter.

Collector Car Council of Colorado (CCCC)

Dan Berry said the legislature is consolidating collector car laws.

Pat Hogan said he thought CCCC was great for collector car aficionados but that there was a lot of membership overlap between RMVR and street car clubs and that he'd rather see the CCCC membership dues serve more pressing needs within RMVR.

Dan Berry questioned the money we spend on parties and thought that, even if we don't renew our CCCC membership, we ought to spend that money on something more substantial than parties.

John Brosseau said he thought the street car clubs ought to support CCCC, not a racing club such as RMVR.

Guest Mark Robinson said RMVR had representatives at CCCC's Havana Cruise last year but few visitors there were interested in RMVR. He thought the type of people who attended the cruise weren't the type who'd be interested in RMVR.

Dan Berry motioned to pay the \$850 for our CCCC membership. John Brosseau seconded the motion. Berry voted for, and Brosseau, Ries, Milstein, Gould, Mitchiner, and Popejoy voted against. Pearson abstained.

Chiefs of Specialties Reports Flagging and Communication

BJ Kellogg said Fire Rescue School is April 16 and 17. He hopes a 9NEWS representative will be there. He's still waiting for the contract from the fire department.

Tony Peak said he's met quite a few people who want to buy from us the

PowerPoint training program he created for RMVR for training in their own clubs. He asked whether we might be interested in selling the program and whether liability might be a problem.

Pat Hogan said we should at least have an attorney look at it.

Guest Matt Ratcliff recommended having Randy McConnell, a safety and risk analysis expert, look at it and make recommendations.

Peak said he's changing the Fire Rescue class a bit, having a paramedic with 16 or 17 years racing experience come to the class to make it more racing oriented.

Hogan asked what kinds of efforts were made to attract people to the class. Peak said it's mostly word of mouth. He thinks more people should take the course and perhaps it should be mandatory for new members. Hogan said a lot of experienced racers think they don't need it but that it's really valuable.

Guest Jeff Winter said he thinks it's very important for drivers to work corners and would like to see that required. Perhaps it could be required every two years to keep one's license. Hogan wondered whether championship points could be awarded for working corners. BJ Kellogg suggested that points could be given for attending the Fire Rescue School, too. Peak said that some drivers work corners when their car breaks.

Kellogg said other clubs' members attend our Fire Rescue School. Peak said members of Porsche Club of America (PCA), SCCA, MRA, the Multi-Car and BMW clubs, and workers from Hastings and Miller attend.

We can handle a maximum of 80 people, and we charge non-RMVR attendees who don't work our races \$30 each.

Old Business

2011 Budget Ratification

Ed Milstein said he added the \$7,800 cost of producing the Apex to the budget. He increased the number of

entries for the Trans-Am and charity events and included the possible increase in tow truck fees. He'd also already removed the CCCC dues. By adding the extra race entries, even with the addition of the Apex, the budget went from +\$12,000 to +\$22,000 at the end of the year. The budget uses last year's race entry fees and worker expenses.

Traci Pearson asked whether the club was going to print the business cards with the schedule on them again. Pat Hogan said that was a marketing issue. BJ Kellogg said only two of those cards were used for lunchtime rides in 2010. Guest Mark Robinson said a lot of cards were handed out last year at events we won't be attending again. He didn't know how many cards were handed out by individual club members or whether they had any impact.

Hogan said he thought the number of race entries was still pretty conservative and that it was good that just a few more race entries made such a big impact on the budget.

The cost of the Apex and its value as a marketing tool was discussed. Brosseau suggested simply giving the marketing group a certain amount of money and letting them decide where to spend it including deciding whether to produce an Apex this year. Guest Phil Shires, representing the marketing group, said marketing will follow the wishes of the board, although they might make recommendations. Hogan said there's \$2800 in the marketing budget right now.

Mitchiner said the Apex cost \$20,000 to print last time and asked whether the \$12,800 budgeted was adequate. Hogan said that was the cost proposed by William Taylor, who has published a number of books and local promo pieces. That cost includes the expense of mailing the Apex to our members. The difference between Taylor's cost and the cost to RMVR would be made up in Taylor's advertising profits on the Apex.

Dan Berry motioned to accept the budget, Mike Ries seconded the motion,

and it passed unanimously among those present.

New Business **Marketing Committee Report and Recommendations**

Guest Phil Shires thanked Bob Alder for his help providing and compiling data and Ross Robbins for his help.

Shires handed out the committee's report and said the committee started with Pat Hogan's question, why people with current licenses aren't coming out to race. He showed the board the ad they will be running in Victory Lane in March, April, and July for \$816 each month.

RMVR members were divided into four groups: licensed drivers who didn't race in 2010, past members who didn't renew their membership in 2010, members who entered at least one race in 2010, and people who have expressed interest in RMVR but haven't yet joined. The committee then listed questions to ask each group, called many of the people and noted their responses, and distilled the responses in a written report for the board.

The committee also sent a survey to 375 licensed RMVR drivers and tabulated the responses from the initial 190 responses in another report. Additional comments in the responses were included in another report. In general, based on both the phone conversations and the initial online survey results, Shires said people seem to understand that RMVR is cheap and that they need to pay more to support the club.

From the initial survey results, the committee made some tentative recommendations. First, they are advertising in Victory Lane more to make our own membership feel better (such as with corporate advertising) than to attract new members and to ensure placement of our schedule and stories. Second, they support modest increases in both membership dues and race entry fees.

Third, new drivers should be required to work one day on corners; perhaps all drivers should be required to work one day a year. This may help reduce

worker expenses, help educate drivers, and better integrate the drivers and workers. One problem with this, however, is that drivers lose the opportunity to race a full weekend and the club loses that race entry. Another is that some drivers are not physically able to work a corner for a day. Fourth, more effort should be made to not only better integrate the workers and drivers but also drivers in different classes. A dinner at each event, included in the event fee, might help with this. Pat Hogan said that, at the March 5 race chair and race steward meeting, he wants to bring up the challenge of getting people at the races to mingle more and said that it's up to the race chairs to come up with something compelling to keep people at the track and mingling.

Fifth, in an attempt to attract more people to events, featured marques or celebrations should be added to our events. And perhaps RMVR should consider adding a Spec Miata or Porsche 944 class. Phil Shires said that emphasizing the spirit of vintage racing was key if we tried this but that we ought to seriously consider adding something like a Spec Miata class. He asked the board to think about what cars were cool when we were 16 years old.

The committee reported that they received several comments to the effect that we should allow more flexibility in exercising eligibility requirements and make favorable judgment calls to increase participation.

Last, the committee discussed putting more effort into getting potential new members to not only come to the races but to get on the track in race cars. Following up with people who express interest in the club is key, even though it takes a lot of work. More effort should be made to invite guests and the media. Holding a used race car sale day at the track might be a good idea, and perhaps retired drivers could mentor new ones.

Ed Milstein said that, if we raised the membership dues by \$15 each, we'd make an extra \$6000. If we raised the entry fees by \$25 each, we'd make an extra \$19,000.

Shires said that a lot of people didn't race because their cars were disabled. He also said that more people than he'd expected said they'd be willing to mentor new members.

Hogan urged anyone who was going to attend the March 5 meeting to read through Shires' handouts and consider how we accomplish the goals set out therein. He then suggested reconsidering some of the budget items in light of some of the marketing committee's recommendations.

John Brosseau suggested raising our membership dues to \$75 a year. Ed Milstein said about 250 members have already paid their 2011 membership dues. Mike Ries said he didn't think raising our race entry fees \$25 would really make a difference to racers. Hogan suggested raising our membership dues in 2012.

There was some discussion of the free memberships given to volunteers who work at least six days a year. Since RMVR doesn't require people to be

members to work the races, however, it really wasn't an issue.

Mike Ries motioned to raise the annual membership dues to \$75 starting in 2012, John Brosseau seconded the motion, and it passed unanimously among those present.

Meeting adjourned: 9:17 p.m.
Traci Pearson, Secretary

Classifieds

For Sale: 1964 Triumph Spitfire. Well sorted. Extra set of tires & wheels. Extra parts. Lady's small fire suit, shoes & helmet, balaclava, gloves & socks. \$4900 or offers (303) 775-1707.



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Balancing & Blueprinting

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Pete Christensen
LaPorte, CO
970-797-0712
pete@totalprecisionengines.com
By appointment only, please email for directions.
www.totalprecisionengines.com



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2011 Event Schedule

April 16-17, 2011
April 30, 2011
May 13-15, 2011
June 11-12, 2011
August 6-7, 2011
September 2-4, 2011

October 1-2, 2011

Fire & Rescue School
Spring Fling/Annual Tech/Test & Tune @PPIR
Drivers' School & Spring Race @ HPR
Trans-Am Invitational @ Pueblo
Race @ HPR
Showboat Grand Prix
@ Motorsports Park Hastings, NE
The Enduro @ HPR

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

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



RMVR VOLUNTEER NEWS

March, 2011

By BJ Kellogg

It is a bit strange having our Fire and Rescue school in April. We have had it in March for a very long time and I was getting all geared up for the season to start. But I will have to wait another month until I can play with the race cars again.

So make it on your calendars-April 16 and 17th is Fire Rescue School at North Washington Fire Department, 8055 North Washington Street, Denver CO, 80229. The school will be a similar format like last year but with some new first aid and hands on exercises. Please email BJ or Conchi if you want to attend. RMVR members are free. Every year I learn something new. I am sure that Tony Peak is looking for some race cars to have at the school and I am looking for someone who would like to donate the doughnuts and juice for us on Saturday and Sunday.

There are many ways to get your information from RMVR. We send out an email with all the important facts before the race. This is the main way we communicate. Pauline tells a story of having to call people on the phone and mailing information back and forth. Also if you go to the RMVR.com site you will find the bulletin board in the top left corner, click on that and the fourth item down is the Marshal area. This is the spot where news, gossip and stories are posted for and from the volunteer crew. We do have a Facebook page that needs someone to love and organize.

I am just trying out Twitter and I think that is a bit beyond me. I can see the Tweets now-“Cars - c 1 grn” Who needs radios when we can just text the info. We could take pictures of the situations and text them back. I am just kidding- No we do not text on a corner when cars are on track. Come to Fire and Rescue school and learn the proper way to work a corner that is fun and will keep you safe.

May 14th and 15th will be our Driver’s School at HPR. This is an interesting weekend because the licensed drivers come out first and run. Then the students come out and run by themselves. The students will get better and better; then, on Sunday afternoon when we put them all together. We will need a large crew for this weekend so please come and volunteer in any way. We can always use the help.

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
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