

VINTAGE MESSENGER

VOL. 20 NO. 4

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April, 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.

- Paul Kuchay - Denver, CO

Looking for your 2011 License and Membership Card?

New membership cards and licenses are in the mail. Honest, they really are. Presuming you paid your dues for 2011, of course. You also should have received an email with the 2011 Member Roster. Again, presuming you paid your dues. If you have questions on your membership or medical status or if you don't receive your cards in the mail by April 15th, call Carol 303-319-3062.

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

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.

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

Minutes

Rocky Mountain Vintage Racing, Ltd.
Wednesday, March 16th 2011
Piccolos Restaurant,
Denver, CO.

Board Members Present:

Patrick Hogan – President
Mike Ries – President Elect
William Taylor – Acting Secretary
Bob Mitchener, Dan Berry, Bob Darcey,
Dennis McIlree, Christy Hopkins,
Andy Gould, Jamie Stiehr, Kyle Popejoy

Excused Absences: John Brosseau, Ed Milstein

The meeting was called to Order at:
7:05pm

Pat Hogan announced that due to the resignation of Traci Pearson, William Taylor (Secretary for the VMC) would be standing in as RMVR Secretary for this meeting, whilst a new volunteer for the position is found.

Past Minutes

A motion to accept the February minutes as presented was proposed, seconded and passed unanimously.

Chiefs of Specialty Reports

Treasurer's Report – Ed Milstein (via e-mail)

RMVR financial statements were provided by Ed to all board members via e-mail.

CAMA Report – Bob Darcey

2010 Financial Results:

Revenues for 2010 were up by 16% over 2009, due primarily to better weekend utilization and the addition of fuel sales. Profit from operations (before depreciation) was ~\$225K, applied to debt principal reduction of \$112K, equipment purchases of \$26K, and facility improvements of \$158K, yielding a planned decrease in cash reserves of ~\$70K. As of January 1st, cash reserves total ~\$250K, which satisfies the mandatory six-month operating reserve.

CAMA is planning relatively minimal capital improvements for 2011.

First Tracks II:

As many remember, the *First Tracks* appreciation day was snowed out in 2009, and attempts to reschedule were preempted in 2010. Nonetheless, *First Tracks II* is now scheduled for Sunday, April 3rd (with a back-up date of April 17th if the 3rd is snowed out). Invitations have been sent to all the Grand Prix and Gold Patrons (contributions of \$5000 or more, those who participated in the CAMLC loan program and to individuals selected by their clubs for contributing major time to making HPR a reality. Lunch, drinks and snacks will be served, followed by a champagne celebration at the end of the day.

2011 Schedule:

The 2011 event schedule opens on March 19th and 20th with the NASA driving school. Assuming that weekend is not weathered out, the track will be available the weekend of March 26/27th for open

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

2011 Race Against Kids' Cancer



Yep, you guessed it, the 'Charity Race' has now been rebranded and renamed the Race Against Kids' Cancer! We want you and your sponsors to know that this is not just any old charity event, it really is a Race Against Kids' Cancer. That's right, we are raising money to help these kids and families in our community in their fight against these terrible diseases.

This is important because whether our dollars go towards the funding of a \$100,000 lab instrument that Morgan Adams wants to provide for one of their research partners; or to contribute research materials and supplies; or to underwrite a lab position to advance a cutting edge study, you and your sponsors need to know that these dollars are making a difference.

So, are you lining up your sponsors? Are you sending a "Save the Date" note to your friends to come out and support this race? Maybe you're wondering how you can help. Well, if you get a call or email asking for your time and talent to help make this event a success. Please say "yes".

lapping. Starting in mid-April, the track is booked until the last weekend in October.

2011 Projects:

Following a somewhat aggressive capital improvement program in 2010, CAMA has no major projects planned for 2011. We hope to install a septic system in 2011, which would reduce operating cost and generate a relatively quick payback. Minor projects completed as of this writing include: fencing along the east wall of the paddock; a broad walk and stairs for the restroom trailer; and the purchase of a tow/fire response truck. CAMA is hoping to realize additional revenue from the 2010 improvements

(restrooms, fuel station and paddock carports) before contemplating additional debt to fund future improvements.

CMC Report – Mark Robinson

Mark reported that he had paid the \$100 due to renew RMVR membership of the CMC. A motion was proposed by Dan Berry to re-imburse Mark. Seconded by Christy Hopkins the motion was passed.

At their Feb meeting the Pueblo City Council proposed the loan of \$747,000 to help re-surface the track and make other improvements at Pueblo Motorsports Park. The President of CMC committed \$80,000 of club funds to help with this. It was reported that hopefully

the paving would start in the Fall of 2011 and that the first racing would take place on the new surface in April of 2012. At their March 9th meeting the City Council voted unanimously to go ahead with the loan.

Flag & Communication Report – Tony Peak

Tony reported that several cases of Magnesium and Methanol had been given to the club for use at the Fire & Rescue School. Conchi reported that the Fire & Rescue School is confirmed for 16-17th April, details of which are posted on the RMVR website.

Tony asked that a clarification be made on the 'Flag Sheets' that were currently being used, and given to corner workers and competitors. There seems to be some discrepancy over the definition of use on the 'Yellow Flag.'

Timing & Scoring Report – Dennis McIlree

Nothing to report.

Driving Instructor Report – Lynn Fangue

Lynn reported that the evaluation forms they had sent out on the Ground School had received very positive comments. The 40 places for the 'School' had been filled within 6-hours of release of event details, even though the last minute nature of the notification had been criticized.

The club needs better communication of events like this and certainly needs to make more use of club members who have such a wealth of knowledge. An "ask the expert" section has been proposed on the website with Mike Pettifer and Jim Valdez having already volunteered to help with questions. Lynn also feels we need to use things like the bulletin board on the website much more to promote the education of all club matters to members.

Old Business:

Marketing Committee Report

With RMVR Member survey results now completed, Phil Shires and Ross Robbins circulated the results and conclusions to the board. With 255 replies from the 375 surveys sent out, the response rate was considered amazing. The following questions and answers were discussed at the meeting.

Letter from the President

April 2011

1. I would be willing to work one day a year as a corner worker in order to limit cost increases and to increase track time.

This question registered a moderately strong affirmative response in the actual numbers although the comments associated with it raised some concerns that the vote was more wishful than an actual "put ones money where their mouth is" kind of response. Therefore our recommendation to the Board is to implement this with cautious logistical forethought. Among the issues to be aware of are: 1. It is already mandatory for new licensing, and re-licensing. 2. It requires a choice between entering and working; the forfeited entry fee may be worse than the benefit of additional corner help. 3. If someone wished to work one day and race one day of an event, entry fee pricing must be addressed. No one was interested if a full entry fee is required while working one day. 4. Rather than a requirement, an incentive program may be a wise first step. If a point system is implemented (see question 3) additional points could be awarded for working, or alternatively, a person working Saturday and missing qualifying could be given a qualifying position 2 or 3 places ahead of where his previous times at that track would place him on the grid on Sunday.

2. I am willing to commit to participate in one out of state race per year.

This question has a moderately positive response which, when taken with associated comments, says to us that automatically including Hastings on the schedule will probably not generate good entries without some additional incentive. While there are several mentions that Hastings is the "local" track for some Nebraska members, there is also sentiment that it is not worth the tow. There were a number of suggestions to have an alternate out of state event, especially if jointly sanctioned by another club, at a venue such as Hallett with CVAR or Heartland Park with the Heartland Club.

3. Recognition awards for race placement would enhance my race experience.

This question was specifically about awards, i.e. trophies or flags as used by some other clubs, for finishing first and was clearly unfavorably received. Therefore, awards are not recommended. These awards should not be confused with a season long point system which emphasizes full participation and the proper vintage attitude with recognition at season's end.

4. I would support the addition of a more contemporary run group such as Spec Miatas or Porsche 944s.

This question generated some polarity with strong feelings expressed in the comments. While it has a mildly positive response it seems two major caveats attach: 1. No separate run group that would reduce track time for the rest of the cars and 2. Clearly defining the vintage racing rules with strict monitoring, especially for overly aggressive driving out of the box. There is strong concern that the leash should be short and these cars carefully watched for their first few races until they "get it" and respect the nature of the vintage spirit.

5. I would pay an "associate" dues fee of 50 percent of the regular membership in a year where I am physically or mechanically unable to participate.

This question was asked because we thought we could determine whether a reduced fee membership was of interest if they were not racing due to broken cars or health problems and found little interest. Instead, we recommend consequences for not

Procrastinate, "to put off or delay until a later time." Some have described it as the art of keeping up with yesterday. I'm guilty of it and maybe you are too when it comes to this upcoming race season. Not that long ago May seemed like it was a long ways off in the distance. Today we're 38.5 days away from the first race! Today I ordered some tires and made plans to get some work done on a racecar. I'm making progress but there are still things to do and RMVR can help.

First, Fire and Rescue school is two weeks away on April 16th and 17 from 8am until 4pm. I am not exaggerating when I say this is a nationally renowned class that many other local clubs will attend. Additionally, there have been credible reports that the content and format will be cloned and made available to other racing clubs worldwide. In other words, it's one of the best and it's worthwhile to attend.

The Spring Fling tech inspection/test and tune/track tour/racing school is at PPIR on April 30th. (It's the Kordell Stewart of events!) Mike Ries has designed a one stop shop to make sure that you and your car are ready to go for the first race. Lynn Fanguie has done an excellent job putting together a great refresher class for all us and Pete Christensen, Chief of Tech, and crew will be there to make sure your racecar is ready. They will be issuing the coveted Annual Tech Inspection Sticker, which is good for three races. The track will be open the whole day so you can practice and the PPIR staff will also drive you around their new road course in their 4x4 so you can get a feel for Colorado's next racetrack.

OK, let's review. Fire and Rescue school on April 16th and 17th. Tech inspection, classroom sessions, test and tune are all at the Spring Fling scheduled for April 30th and all of them are designed to help you put a well-prepared car and your inner Sebastian Vettel on the track in May.

There's more though. We recently started the Ask the Experts section of our web site. Ask the Experts is a forum where local driving and car building experts are available on-line to answer your questions about car set up, performance tuning and driving advice. Jim Valdez, Chip Hane, Mike Pettiford and our Chief Driving Instructor, Lynn Fanguie, host it. I encourage you to ask questions and, in a short while, these wizards will have the answers to the most vexing problems. Best of all, it's free so take advantage of it. The Ask the Experts link is on the right side of our home page under "News". www.rmvr.com

Lastly, if you know someone who wants to do our Drivers School, it looks like it may fill up this year. Also, remember our Precision Driving School. For \$250 you get two days of track time and classroom instruction. It is structured for those who want test the racing waters without making a big financial commitment. Street cars are allowed but no racing on Sunday like the competition students. Deadline for registering for the PDS is April 28th.

I leave you with this, whether preparing the racecar for tech inspection or attending that driver's school you always wanted to do, someday is not a day of the week. See you at the track.

Pat Hogan
[president | rmvr | com]

renewing such as loss of car number or other things as determined by the board.

6. I would support an increase in the yearly membership dues to \$75.00 (from \$60 currently).

This question got surprisingly strong support and affirms the board's decision to raise the dues for 2012. There were several comments that we should leave the dues alone and get more members which clearly beg the question.

7. I would support an entry fee increase of \$25.00 per event weekend.

There is solid support for this fee increase with the comments reflecting how low RMVR fees are compared to both other clubs and to the total cost of a race weekend. This increase is effectively the same as 10% more entries, and with the dues increase approaches the economic effect of the 100 additional entries sought.

8. I would support an entry fee increase of \$50.00 per event if it included a quality dinner.

This question had almost the opposite response to the one above and was effectively DOA. It was worth asking though and suggests that perhaps the club would derive more benefit from sending our racers out to seek dinner on the local economy in places such as Pueblo and Hastings to boost the economic benefits of our being there. Future goodwill may depend on these details.

9. A \$75 discount on each entry fee when participating in a third, fourth or fifth event during the year would cause me to enter more events.

This question had a mildly positive response with a high percentage selecting the neutral option. This confirms the response to question 7 above and suggests that if it is offered at all it should be for the 4th or later event rather than the 3rd. It would also be revenue neutral at that point.

10. Changes in economic circumstances caused me to race in fewer events in 2010.

While most of the respondents answered that it did not, over a third said it did result in entering fewer races. If we could have had those entries we would have had more than double our 100 additional entries sought, and as the economy improves we would expect these racers to be back.

11. Mechanical problems with my race car caused me to race in fewer events during 2010.

As in question 10 above, about a third said they could not race because of mechanical problems. While we cannot do anything about this it does demonstrate that if someone breaks the economics of speedy repair and getting back to racing have changed. Again we would expect these racers to be back as the economy improves.

12. I would be willing to devote time to mentoring a racing prospect for RMVR.

There was some confusion about this question and the best we could do as a recommendation to the board is to suggest that there is strong willingness to reach out to new racers. The easiest way may be to implement a buddy system for anyone who is new or is a visiting racer to insure that the little nuances of things are passed along. Pitting together with a veteran who is in the same run group can make getting to the grid on time and on the right path a lot easier and make for a more fun experience. While this may happen informally, we recommend it be a formal program.

APEX Report

William Taylor reported that plans were being made to start approaching possible sponsors to take space in the proposed APEX magazine. As discussed with Pat Hogan, Jo Taylor will be taking on the role of Advertising co-ordinator. There was some discussion at the meeting about trying to increase the scale of the Apex in terms or circulation in an attempt to attract larger advertising contracts. It was felt that this could be done as long as the increase in costs was covered by the increased advertising.

New Business:

Secretary Replacement

Jim Riopelle has volunteered to be the new RMVR Secretary. Pat Hogan proposed a motion that Jim be accepted as Secretary. This was seconded by Christy Hopkins and passed unanimously.

Spring Fling – Mike Ries

Mike reported that with the help of Bob Alder, a ‘Spring Fling’ survey had been sent out. At the moment there was no indication of how many people would attend.

RMVR Website – Jamie Stiehr

You may not have been aware that our RMVR web site has been hacked on more than one occasion over the last few weeks, crashing it rather comprehensively. Katja Stokely has put in countless hours rebuilding and ultimately moving our web site to a new hosting service. That move was a great decision as the old hosting service suffered a catastrophic attack and has gone off line and dark just days after Katja was able to move our site.

We tend to be unaware of the efforts people like Katja put in on behalf of the club because things normally happen so smoothly in the background. However, I think we all owe her a special thanks for volunteer work over and above the call of duty in recent weeks.

The meeting was adjourned at 9:20pm.
William Taylor (Acting 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.



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

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

In this Issue:

- Volunteer News • Pueblo Motorsports Park Update •
- Event- Fire & Rescue School • Event- Spring Fling • Event-Race & Drivers' School •

2011 Event Schedule

April 16-17, 2011	Fire & Rescue School @ North Washington Fire Department As in prior years, we are kicking off the racing season with our Fire & Rescue School (a.k.a. Crash & Burn School) on April 16 & 17. Read the full story »		
April 30, 2011	Spring Fling/Annual Tech/Test & Tune @PPIR Event Chair: Mike Ries, 719-963-3411 Event Registration: TBA Track Website: Pikes Peak International Raceway Read the full story »		
May 13-15, 2011	Drivers' School @ HPR Event Chair: Lynn Fanguie, 720-981-5363 Event Registration (Online registration is not available for Drivers' School): • Competition School entry packet • Precision School entry packet • Mentor Program application Track Website: High Plains Raceway Lodging options at HPR Read the full story »		
May 14-15, 2011	Spring Race @ HPR Event Chair: Graham Nessel, 720-939-4407 Event Registration: Register online Register by mail Track Website: High Plains Raceway Lodging options at HPR		
June 11-12, 2011	Trans-Am Invitational @ Pueblo	September 2-4, 2011	Showboat Grand Prix @ MPH, Hastings, NE
August 6-7, 2011	Race Against Kids' Cancer @ HPR	October 1-2, 2011	The Enduro @ HPR

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

32024 Snowshoe Road
Evergreen, CO 80439

NEWSLETTER
VINTAGE RACING
ROCKY MOUNTAIN



RMVR VOLUNTEER NEWS

April, 2011

By Conchi López-Fay

Racing season is close on our heels! How should we prepare for this? Crash & Burn (aka Fire and Rescue School) – that’s how! Is everyone ready to crash and burn? I mean, to learn how to help those who crash and burn? Let’s shake off those cobwebs and get back into racing! Tony Peak will be our instructor again this year. We are meeting on April 16th and 17th at the North Washington Fire Department. They are located at 8055 North Washington Street, Denver, CO. Come to register at 8:00 am and there will be coffee and donuts waiting for you!

Did you know that, if you work with us most of the season, you can get a 100-hour patch? Did you know that this qualifies you to be able to participate for FREE in our Driver’s School? Yes! There are benefits to coming out to volunteer with us! Not only that, but there are other options to those of us who do not have race cars. Tony has been awarded the Ray Jones scholarship to drive a car at Drivers School. He gets start the process in earning an RMVR license to drive behind the wheel of a car named Abby. Also Pete Christensen, our new Chief of Tech, gets to participate at Drivers School under the Bill Temple Scholarship. These scholarships to drive a car at Driver’s School are available to all of us who dedicate our time to the club.

What other perks are there for working with us? Not only do you get to attend Crash and Burn for free and we train you on-the-job, you get way more! Every race that is out of town (Byers, Pueblo, Colorado Springs, Hastings to name a few) we will set you up in a hotel/motel room. We offer you the option of rooming with another worker or, if you wish to have a room of your own, you can pay for ½ the room fee. Also, if you want to stay at the track, you are welcome to pitch a tent or park your RV and RMVR will pay \$40 toward the space rental for the weekend. Aside from your room, we will gladly pay for your lunch each day you work for us and we supply beverages for after the race. On some race Saturdays, the drivers provide us with dinner.

So why not get started? Sign up for Driver’s School coming up on May 14th & 15th, 2011, at High Plains Raceway just outside of Byers. We are lucky to have it a bit later in the year and are hoping for better weather than usual. Contact either BJ Kellogg or Conchi López-Fay (info at the bottom).

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	Conchi López-Fay 13169 St. Paul Dr. Thornton, CO 80241 303-435-4877 conchi_fay@homeautomatic.com	Frank Leslie 7476 E. Arkansas Ave. #3209 Denver, CO 80231 303-868-7018 leslie1067@comcast.net	Pete Christensen PO Box 1136 Laporte, CO 80535 970-797-0712 (shop) 970-631-5610 (cell) totalprecisionengines@lpbroadband.net

Fire & Rescue School 2011



As in prior years, we are kicking off the racing season with our Fire & Rescue School (a.k.a. Crash & Burn School) on April 16 & 17, 2011. The Saturday and Sunday sessions will be in the classroom at North Washington Fire Department, 8055 N. Washington St., Denver, CO 80229.

This highly acclaimed school is for experienced workers, new workers, drivers and crews. Professionals do all the emergency training. It's free to RMVR members; otherwise there is a small (\$20) fee.

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, and about what workers do and why. For novices, it's a great place to start. For drivers, it's the source of great knowledge and comfort.

Schedule and Agenda

Saturday, 16 April, 8:00 am to 4:00 pm

- 8:00 am: Registration
- Morning classroom:
 - Introduction to RMVR
 - Chain of command
 - Corners and construction
 - Personal equipment
 - Flagging
 - Radios and response to incidents
- Afternoon classroom:
 - First aid
 - ABCs of first response
 - Helmet removal
 - C-spine isolation

Sunday, 17 April, 8:30 am to 4:00 pm

- 8:30 am: Registration
- Morning:
 - Actual car construction & extrication
 - Track restoration
- Afternoon:
 - Fire science
 - Hands-on extinguishing with live fire
 - Some surprises

Both Saturday and Sunday training 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.

You must make reservations in order to participate. To reserve your space, contact Conchi Lopez-Fay (303-453-48) or B.J. Kellog (303-646-3784), or send email to marshals@rmvr.com



2011 Spring Fling

Start the year out right!

DATE: April 30, 2010, 8:00am – 6:00pm

LOCATION: Pikes Peak International Raceway

What is the Spring Fling?

- **Advanced Drivers Clinic:** Get the edge on your competitors! Learn about Vehicle Dynamics, Advanced Braking Techniques and (if time permits) Track Analysis from our CDI, Lynn Fangué at the BSF (Better Safer Faster) Advanced Drivers Clinic. Then hit the track, practice what you learned and debrief at the end of the day. This clinic will be limited to the first 30 RMVR licensed drivers; contact Lynn at the email/phone below to register. There is no cost to attend, but donations will be requested to cover expenses.
- **Annual Tech Inspections:** Get your annual tech inspection, sticker and a free pass through Tech for your first 3 events!
- **Test & Tune:** Take advantage of this great facility to shake the cob webs out of your brain and your car before the first race of the year (rather than during it). The fee for the full day is \$150 per driver, and the fee for a half-day is \$100 per driver.

The track will be available for test and tune on Sunday as well, in case you want more time or the weather is bad Saturday. Cars and rigs can be left at the facility Saturday night.
- **Tour the New Track:** Tour the new proposed 2.5 mile, 90 ft. elevation gain dedicated road course layout with the track manager.
- **Food, Fun & Bench Racing:** There will be food brought in for lunch and snacks & beer at the end of the day, all in the PPIR's wonderful facilities. Use the time to catch-up with friends and rivals you have not seen since last the end of last season!

Tentative Schedule:

Track Opens:	8:00am
Annual Tech Inspections:	9:00am – 5:00pm (with a break over lunch)
Advanced Drivers Clinic:	9:00am – 11:00am (TBD, but in the Tower somewhere)
Morning Test & Tune:	9:00am – 12:30pm
Lunching & Mingling:	12:30pm – 1:30pm (in the large banquet room in the Tower)
Afternoon Test & Tune:	1:30pm – 5:00pm
Beer & ADC Debrief:	5:00pm – 5:30pm (for Advanced Drivers Clinic students)
Beer & Bench Racing:	5:00pm (in the large banquet room in the Tower)

Cost: Tentative plan is to collect \$10/person to cover food, beer and expenses

Event Chair: Mike Ries (719) 963-3411 Mike129@mrries.fastem.com
Chief Driving Instructor: Lynn Fangué (303) 263-7920 lpfangué@yahoo.com



EVENT • Race & Drivers' School

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

DATE: May 13, 14 & 15, 2011

LOCATION: High Plains Raceway*

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

CHAIR:	Graham Nessel	(720) 939-4407
RACE STEWARD:	Camille Fangue	(303) 809-5479
CHIEF DRIVING INSTRUCTOR:	Lynn Fangue	(303) 263-7920
ASST. DRIVING INSTRUCTOR:	Jamie Stiehr	(303) 886-2111

EVENT 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 May 03, 2011 (<u>no Drivers' School late registration at the track</u> , \$50 for racers at track registration)	

DEADLINE for School Entry	April 28, 2011(no late entry)
DEADLINE for Race Entry	May 03, 2011

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 2011 SCHOOL

This year, our School will be held in conjunction with our first race weekend, May 13-15, 2011, 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 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

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.

2011 Precision Drivers School

Not ready to buy a race car, yet or you would like some quality track time and gain some track skills. We suggest that you sign up for our 3 day **Precision Driving School** using your own street car. You will be assigned an expert instructor and receive the same classroom instruction as our Competition students. You will participate in the same on track sessions on Friday and Saturday. By the end of the weekend, you will be

Driving Instructors!!!

If you are interested in being an Instructor for the Drivers' School May 13-15, 2011, please call Lynn Fanguie, 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.

equipped to safely and confidently drive on the track at speed and be a better driver on the street. It is not necessary to be a member, but we would love to see you join. All for only \$250.00. **A GREAT DEAL!!**

Spots are limited, so register today.

Contact Lynn Fanguie or Jamie Stiehr, if you need additional information.

**Lynn Fanguie
Chief Driving Instructor
(303) 263-7920 or email:
lpfanguie@yahoo.com**

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

Unbelievably Good News About Pueblo Motorsport Park

We've been notified that at a special session of the City Council they approved, by a unanimous vote of 7 to 0, approximately \$747,000 in funds to repave the road race course and make other significant improvements to the drag strip, bleachers, and access road at Pueblo Motorsports Park (PMP)! Yes, \$747,000!

Too good to be true? Well sort of. It is very important to realize this \$747,000 is approved as a **loan** to PMP, not simply a gift, grant or appropriation.

How did this come about? As it turns out, the city of Pueblo recently received a very large one-time windfall payment from their local utility as part of negotiations to build a new plant (or some such project). Of that windfall, the City budgeted \$900,000 for a couple of Honor Farm recreational projects (primarily stick & ball complexes) located elsewhere on the Honor Farm property, on which PMP also sits. But most of those budgeted projects are still only at the drawing board or idea stage. So all of the allocated grants of \$900,000 for those projects won't be needed immediately.

The hearing on February 28th was to approve a **budget amendment which would allow those already-allocated \$900,000 in funds to be used temporarily, via a loan to PMP for capital improvements.** As the PMP loan is paid, those other projects still get funded. Fortunately the Council recognized that PMP needs are much more immediate. The proposed loan is how the City can have their cake and eat it too. (Note: the other projects were outright capital grants, not loans.) Thus the loan arrangement to PMP was approved unanimously after some modifications from the original proposal.

This is very exciting, and unexpected development. It appears that Doug Hunter, president of the PMP Advisory Board, played a huge roll in getting this proposal on the Council's agenda and approved. Doug also presented that local merchants were willing to provide \$20,000 in funding (not a loan) in additional capital if the amendment was approved.

At the Feb. 28th Council meeting Pat Hogan, Jerry Schouten, John Brosseau, & Bob Alder from RMVR and Nancy Foster from the CMC led the charge at a council. They put together several compelling arguments that were presented at the packed council meeting (well over 200 people attending). Others making presentations to the Council in support of the proposed loan were the drag racing community, 1/4 midgets, the SCCA, and even Glenn Conser (HPR track manager). Yes, even HPR realizes the need for PMP to be viable in order to maintain a healthy and growing racing community in the Front Range. All spoke forcefully and convincingly on the need to improve and thus save the track from certain decline.

At that council meeting, CMC's Nancy Foster, with similar individual endorsements from RMVR and SCCA, basically committed to work towards bringing \$80,000 from the CMC funds if the proposed loan is approved and the capital improvements (i.e. paving the road course) are made. By way of background, RMVR, SCCA, and other members within CMC have long felt that the highest and best use of CMC funds is preservation and improvements at Pueblo. This was a golden opportunity to see that CMC funds were used to promote what road racers wanted and needed at Pueblo -- new paving for the entire road course.

The latest information we have is that the expenditures and financing would be along the lines of the following:

\$625,000 for repaving entire track surface (including drag strip)
\$220,000 for new bleachers
\$100,000 for repaving entrance road
(\$100,000) PMP has available now
(\$13,000) Pledged by Doug Hunter(Advisory Board member) from local businesses.
(\$7,700) Pledged by SCCA Colorado region
(\$40,000) Pledged by Nancy Foster from CMC
(\$40,000) Additional CMC funds possibly available

\$744,300

The reasoning is that the PMP loan can be repaid from several sources of new incremental revenue to the track related directly to the improvements. Namely:

- Given the vastly improved facility, especially the road course, more weekends will be booked which now go vacant.
- Pueblo's rental rates, now priced cheaply (commensurate with the very poor current track conditions) can be raised. Clubs will willing pay higher rates, closer to market rate, for the much improved track and facility.
- Pueblo's weekday revenue stream will likewise benefit due to more frequent Test & Tune or private rental for team testing, etc.
- And the \$100,000 from merchants and CMC can help make the project much more viable.

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. At least that's the plan.

Stay tuned for details. This is the first real sign of significant progress for years and years for our beloved Pueblo Motorsports Park. A pleasant surprise, to say the least.