

VINTAGE MESSENGER

VOL. 23 NO. 6

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June 2014

Race Against Kids' Cancer Fundraising opportunities and tools!

That's right; we are approaching that sweet spot in the year to begin your fundraising effort for the Race Against Kids' Cancer. Hopefully, you've already heard that we're off to a great start in our fundraising efforts for the year with some very generous donations to give us that extra speed off the starting line. It's a great start but we still really need your engagement and efforts to finish strong, to meet our \$87,000 goal this year.

To help you with that, we have a number of resources to make your life a little easier this year. Visit the RMVR.com web page for links to sample letters that you can modify to suit your style and needs which will help you ask your friends, family, work colleagues and anyone else you can think of to ask for support this year.

We've also got new materials for your social media presence (if you do that sort of thing). Sample Facebook posts and Tweets have been composed to help you let your network know about this great opportunity to support pediatric cancer research through the Morgan Adams Foundation. You might be pleasantly surprised at who in your network might want to make a donation.

Watch for our fun new video that details these and more. But don't wait - get started today with your contact list and plans to get out there. And if it isn't obvious, we hope that you will be considering your own tax deductible donation in support of the race this year.

Pueblo Grand Prix @ Pueblo June 14-15, 2014

Registration is open for the Pueblo Grand Prix at Pueblo Motorsports Park, June 13-15, 2014. Visit www.rmvr.com for additional information and on-line registration.

Event Chair:
David Chase

Event Registration:
[Register online](#) [Register by mail](#)

Track Website:
[Pueblo Motorsports Park](#)

Test & Tune is available from the track at regular rates.

Board Meetings will be typically held the 3rd Wednesday of the month, at 7:00PM. The Board Meeting location is: Garcia's Mexican Restaurant, 5050 S. Syracuse St. Denver, CO 80237 303-779-4177 [CLICK HERE](#) for map.

FOR MORE INFORMATION: RMVR c/o Dee Rosetta, RMVR Administrator
Mailing: 1376 Columbine Drive, Franktown, CO 80116 - phone (303) 319-3062 FAX (866) 895-1578 email- admin@rmvr.com

Minutes

Rocky Mountain Vintage Racing

Board Meeting 5/21/14

Garcia's Restaurant

5050 S Syracuse St

Denver, CO 80237

Board members present:

President Graham Nessel

Past President Bill Fleming

President Elect Ron Randolph

Treasurer Dick Benson

Mark Robinson, Roger Ritzdorf,

Pete Myers, Ron Sholar, Camille

Fangue, Tom Chapman, Tony Peak

Excused: Secretary David Chase

Call to order 7:05PM

President's Comments

Graham expressed his thanks to all the volunteers that made the May race at HPR May 17 & 18 a success, and made his first experience as Assistant Steward easier.

Minutes

Graham noted that Secretary David Chase had to resign due to business commitments. A replacement is being sought. Approval of the April Board meeting minutes as published in the Messenger were approved by unanimous vote of Board members present.

Treasurer's report

Dick Benson reported that the May race has a preliminary profit of about \$10,000, including some expenses not yet received. The Drivers' School posted an approximate loss of \$2,400. Current membership is at 342.

Chiefs' of Specialty Reports

CAMA

Bob Darcey reported that possible small scale improvement projects at HPR will be taken into consideration, dependent on budget and revenue generating potential. It was mentioned at a previous meeting that RMVR was going to send a letter to CAMA requesting confirmation of HPR's meeting A.D.A. standards, out of concern for our members with disabilities. Ron Sholar & Graham Nessel will write it for submission to Bob Darcey to present at the next CAMA meeting.

Social

Social Chair Robert Armstrong commented that the Saturday Potluck at the HPR May race turned out very well. It was a great venue for social interaction among members, and was very cost effective. Kudos were given to Robert & his helpers for pulling off a fun evening.

Chief Steward

Tony Peak is in process of investigating the May race incidents as appropriate. He is in need of the F & C log sheets for review & will contact F & C's BJ Kellogg.

Eligibility

Bob Darcey has noticed a glitch in our on line entry process that enables cars (not Exhibition or VMC guest cars) that are not in the RMVR database to enter an event. Graham will investigate the process to see if it can be resolved.

Timing & Scoring

Frank Leslie wanted to recognize former RMVR driver Darrel Brown, who after selling his Porsche racer, donated his transponder to the Club for rental use. Frank also noted that

any changes in transponders are needed before a race weekend. (Post meeting note: Bob Alder is altering the online entry procedure to allow members to indicate if a transponder change has been made; a process will be enabled to get the changes to Timing & Scoring). Frank also noted that our procedure to request a run group change needs to be followed to assist the T & S process. The request starts by obtaining the change form from the Administrator at the race, and the racer obtaining the needed approvals on the form before submission to T & S.

RMVR Van

Graham noted that the need for a replacement for former van driver Rick Boucher has been resolved, with the formation of a committee headed by Gary Merrifield. The Committee will draw from a pool of qualified volunteers to fill the various functions needed, i.e. drive to track, drive at track, stocking & loading supplies, maintenance, etc. Thank you, Gary!! And thanks to Tony Peak for filling in in the meantime before the Committee was formed.

HPR Spring Race recap

Race Chair Ron Sholar noted that despite a power outage, the event was able to continue with minimal delays. Unfortunately, there were a few on track incidents. Inviting the Precision group graduates from our Drivers' Schools was a definite plus, both financially & socially. The Saturday potluck was a great way to bring people together. As part of his post-race wrap up, Ron will submit suggestions for tweaking the budget for such an event.

Race Steward Bill Fleming wanted to express his gratitude for jobs well

done during the power outage, big oil cleanup, & a red flagged race session. The new Spins policy for on track incidents allowed for much better resolution to the enforcement of penalties, by having a clear-cut document that all drivers were presented with in their race packets, and emailed to the membership.

Flagging & Communication

Conchi Lopez-Fay encouraged all race chairs & stewards to attempt to keep to the event's schedule, to ease the burden on volunteers who have to stay late on Sunday afternoons. Scheduling an earlier Sunday end to events would be most appreciated by our hard working folks. Some of the corner marshals were unclear as to what safety equipment is required by Precision drivers, compared to Competition drivers.

Formula Ford Eligibility Proposal

Bob Darcey presented a proposal for allowing aluminum heads and replacement blocks in the FF ranks:

Background:

Over the past few months, there has been discussion in the Formula Ford group about allowing the use of the Pierce aluminum cylinder head on RMVR Formula Fords. Ford Motor Co. no longer produces the cast iron cylinder head, but Pierce Aluminum produces an aluminum replacement. The SCCA allows the Pierce aluminum head in both their modern FF and their Club Ford (CF) classes. RMVR rules currently do not allow the aluminum head in either the FF (pre-1973) or CF (Club Ford) classes.

A related issue is the availability of usable blocks. Ford Motor Co. stopped producing the Kent motor in the mid-1970's. About three years ago, FMC responded to racer requests and began producing a

replacement cast iron block, P/N M-6010-16K. RMVR rules are currently silent on allowing the replacement block.

Group Consensus:

A survey was taken of FF drivers with the questions as listed below. Note that Question #3 was advisory and does not require Board action.

Question #1: Should RMVR adopt a rules exception to allow Club Fords to use aluminum cylinder heads? **(40) Y / (7) N**

Question #2: Should RMVR adopt a rules exception to allow pre-73 FF's to use aluminum cylinder heads? **(15) Y / (31) N**

Question #4: Should pre-73 FF's be allowed to update and run as CF's? **(31)Y / (15)N**

Question #5: Should RMVR adopt a rules exception to allow the use of the Ford-manufactured replacement Kent block, P/N M-6010-16K? **(45) Y / (1) N**

Proposed Rules Changes:

For the FF (pre-1973) class, RMVR rules are defined by the 1972 SCCA GCR, with RMVR Exceptions. For CF (Club Fords), RMVR adopts the 2009 Monoposto Racing rules, with RMVR Exceptions. We propose that both *Exceptions* be modified to:

- a.) allow the use of the Pierce aluminum head on CF's (Club Fords)
- b.) allow pre-1973 FF's to update to CF specifications and run as CF's.
- c.) allow the use of the Ford Motor Co. replacement block in both FF and CF
- d.) delete the footnote from the CF Exceptions, from "*If after..*" to "*..on anyone's part.*"

The current "*RMVR Exceptions to 1972 GCR (Formula Fords)*" and "*RMVR Exceptions to 2009 Monoposto Rules (Club Formula Fords)*" are attached with the proposed modifications shown in **red**.

RMVR exceptions to 1972 GCR (Formula Fords) 2/02/2002

(7.2.B)

Original and uprated blocks may be interchanged. **The replacement block manufactured by Ford Motor Co. (P/N M-6010-16K) may be used.**

(7.2.C)

FEL-PRO model 8360 PT-1 may be used.

(7.2.E)

Minimum piston weight with rings and pin: 525 grams for original (Cortina) and 515 grams for uprated (Kent) engine. Piston top may be machined to reduce bowl depth to .470" minimum as required to achieve the legal compression ratio. The CP pistons, manufactured by Ivey Engines, part #81-2-FF1600 (std.) and 81-2-FF1600+5 (+.005" oversize) may be used in the uprated engine.

(7.2.G)

Elgin Cams Model "SCCA" and Kent Cams FF blueprint aftermarket camshafts may be used.

(7.2.J)

Connecting rods may be shortened (by using oversize small end bushings and boring to required length) to increase available deck height.

(7.2.K)

SCCA-approved aftermarket crankshaft may be used.

(7.2.L)

Ford OEM flywheels only may be used. There is no minimum weight requirement.

(7.2.M)

Weber model DFM of DGV carburetor may be used on either "original" or "upgraded" configuration.

(7.2.R)

Bosch distributor may be used. Electronic trigger devices may be used so long as all related components are located within the distributor housing. No outside amplifiers or boxes.

(7.8)

Fuel cell required.

(7.10)

Wheel design and material free.

(7.10)

Dunlop FF treaded tires 9092 compound or Avon FF treaded tire (the ACB9 tire) in the A29 compound must be used.

(7.11)

Formula Ford eligibility list: (Note: There may be cars that meet the Eligibility requirements but are not on the list. With appropriate documentation, those cars will be accepted.) Abbreviations: WB: wheelbase, T/F: track/front, T/R: track/rear, O: outboard, I: inboard

RMVR Exceptions To 2009 Monoposto Rules (Club Formula Fords)

Para. I, Definition:

a.) Pre-1973 cars may be updated to Club Ford specifications and classified as CF's.

Para. II, Engine:

a.) Original and uprated blocks may be interchanged. **The replacement block manufactured by Ford Motor Co. (P/N M-6010-16K) may be used.**

b.) FEL-PRO model 8360 PT-1 head gasket may be used.

c.) Minimum piston weight with rings and pin: 525 grams for original (Cortina) and 515 grams for uprated (Kent) engine. Piston top may be machined to reduce bowl

depth to .470" minimum as required to achieve the legal compression ratio. The CP pistons, manufactured by Ivey Engines, part #81-2-FF1600 (std.) and 81-2-FF1600+5 (+.005" oversize) may be used in the uprated engine.

d.) Elgin Cams Model "SCCA" and Kent Cams FF blueprint aftermarket camshafts may be used.

e.) Connecting rods may be shortened (by using oversize small end bushings and boring to required length) to increase available deck height.

f.) SCCA-approved aftermarket crankshaft may be used.

g.) Ford OEM flywheels only may be used. There is no minimum weight requirement.

h.) Weber model DFM of DGV carburetor may be used on either "original" or "upgraded" configuration.

i.) Electronic trigger devices may be used so long as all related components are located within the distributor housing. No outside amplifiers or boxes.

j.) The aluminum FF cylinder head manufactured by Pierce Aluminum may be used.

Para XI, Tires:

a.) CF cars may run the slicks specified by SCCA (currently American Racer slicks) or they may run the treaded tire specified in RMVR rules for FF (see *RMVR Exceptions to 1972 GCR (Formula Ford)*).

Para. XV, Racing With Formula Classic Cars:

a.) Clubs Fords may race with pre-1973 ("classic") Formula Fords.

[Delete]: If after the end of the 2010 RMVR season, but before 1/1/2011, there is support from within the RMVR ford racing community (both Vintage FF and CF at that point) to rescind this CF rules expansion and revert to the rules as they existed at the

beginning of the 2010 season, a clear majority vote so saying would be sufficient to rescind these new rules. In the absence of a vote by the ford community to rescind, the new rules would automatically become permanent on 1/1/2011 with no further action on anyone's part.

As per RMVR procedures for Rules changes, this is the first reading of the proposal. Motion made, seconded, & approved unanimously by Board members present. Publishing in the Messenger as part of the minutes allows the membership to review the proposal. Barring any sustainable opposition to it, a second reading & vote will be conducted at the June Board meeting. If the Board approves the second reading, the rules change is effective immediately.

Open Discussion

Ron Randolph brought to the Board's attention several members' concerns over the combined Practice & Qualifying sessions at the May race. It was noted that with new drivers on track, as well as regular racers that may be a bit rusty at the first race of the year, this combination is not desirable. Also, at the Feedback session, it was determined separate Practice and Qualifying sessions are preferred. This would also provide an opportunity for non-working transponders to be identified before qualifying. While it is the Race Chair's responsibility to set his/her event's schedules, it was recommended that all Race Chairs schedule these separately if the event program allows it (An exception would be like our Race Against Kids Cancer charity event, whose schedule needs to be set to allow for additional time for fund raising activities). The Race Chair's packet in the Ops Manual

needs to be altered to include this preference.

Ron also suggested that we work on keeping on schedule at our races (which coincide with F & C's Conchi Lopez-Fay's request above). Possible changes: Close the time gap between when cars exit track & next group goes on. If there are no tows, cleanup, etc., send next group out when last car of previous group is at T8 at HPR, for example. Start time of session at first car on track instead of at green flag.

Precision Drivers Rules Proposal

Last month, Ron had presented a proposal to clarify RMVR rules to incorporate Precision drivers without any conflict with existing rules. The first reading was discussed at the April meeting, then a motion was made, seconded, & approved by email among the Board. Subsequent to that approval, it was determined that there were several issues that turned up that would prevent approval of a second reading in its original format. The changes needed were substantial enough to require a re-presentation of the proposal for a new first reading, which will be readied for the June meeting.

Meeting adjourned, 10:05PM

Respectfully submitted,
Mark Robinson, Acting Secretary

2014 Fundraising Incentives for RAKC

Top 5 fundraisers this year will have a very exclusive, very special all day trackside coaching day with Ross Bentley. Ross coaches drivers at the highest levels of motorsports in the US and this is an amazing opportunity to for you to take your driving to a new level. Put Friday August 1st on the calendar (usual HPR track fees apply) as the day your driving reaches the next level and get going on your fundraising now.

\$500+ - July 31st Ross Bentley seminar at the Lamar Street Center in Arvada (Harry Matthew's old place). a 4 hour seminar to make you a better, safer and faster racer!

\$250+ - August 1st, Join Roger Cadell from AIM Autosports, makers of the finest data acquisition systems in motorsports will host an informative morning seminar at HPR about how the club racer can learn and improve through the use of data acquisition systems that are available and affordable to even the most budget minded racer. This will be followed by an afternoon of track time (usual HPR track fees apply) where some of you will be given data systems to put in your car from which you and the group can read and analyze data at the track

As a bonus, Ross and Roger will be holding a lunch mini-seminar about driver coaching and the use of data to learn how the pros do it.

\$50+ - A snazzy event T-shirt.

Also, 2 free RMVR race weekend certificates will be raffled off at the Saturday evening party so be sure to come out for the weekend festivities!

And especially for the workers - the top male and female worker fundraisers will experience the royal treatment all weekend long including a special ride to your station with snacks, drinks and surprises fit for a king and queen! Trust us, you will love and never forget this!

RMVR Infraction Report High Plains Raceway May 2014

Date	Name	Car	Incident	Penalty
06/17/14	Gerry Tussing	72	Spin resulting in contact	2 active race probation
06/18/14	Neil McCready	67	Contact with another car.	2 active race probation

Classifieds



For Sale: 1970
STURDGESS F-100
SPORTSRACER

#1 of 3, built by Elden
for '70-'71 English F-
100 series; imported to
US, raced SCCA and

vintage; 1600 crossflow, 191 dyno hp, Hewland; prof.
maintained, fully sorted, many wins; great cosmetics,
immaculate condition; RMVR logbook; spares inc;
\$48,000; truck & trailer avail; Bill, 520-572-2448.

For Sale- Fresh FF 1600 Uprated engine. Complete
from carb to flywheel. Balanced, rods re-sized, fresh
head, rings, bearings, blueprinted 4 port oil pump, Ivey
Carb, crank scraper, spot on GT cam, more. Comes
with Tilton Super Starter. \$6,500 or Best Offer. Terry
Allard 303-816-0776

For Sale: Two car Formula Vee (or any thing else that
fits) trailer. Essentially new -about 1000 miles. Two
axle, very heavy duty, with winch, tows great. \$2500
OBO Steve Nicholoff Sncholoff@hotmail.com 720
308-1604

Opportunity: I'd like to find someone interested
'sharing' my racing car(s), any or all aspects, including
driving, assembling a Zink F vee, getting the Sonett 2
stroke back on the track, or restoring my GT 4 Sonett
V4. I'd even partner up on restoring my #108 Sonett
street car. Not having kids of my own it's time to pass
the knowledge (or lack thereof) -and work and expense
-on to another. Steve Nicholoff
Snicholoff@hotmail.com 720 308-1604

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.

THE TIRE GUYS FROM ON-SITE TIRES are returning to
serve RMVR racers, family and friends. We Bring the Tire Store to YOU...
Whenever and Wherever YOU Want! We look forward to a memorable racing
season and to helping each of you with your tire needs.

When thinking tires, don't just think about your race car, we also sell and install
tires On-Site for all of your vehicles.

THIS YEAR'S RMVR SERVICES

Tire Sales	Competitive pricing
Mount and Balance	\$25.00 per tire
Nitrogen Fill and Top Off during all race weekends	\$30.00 for all 4 tires
Tire Pressure Modeling (TPM) for the weekend-Fri-Sun	\$30.00 *limited availability
Both Nitrogen and TPM (discounted price)	\$50.00

WE ARE ALWAYS READY TO WORK WITH OUR RACING FRIENDS!!

**Call ahead to order tires and schedule service.*

Contact us at **855-OnSite-5 (855-667-4835)**
or info@on-sitetires.com to arrange your tire
and race day needs.



In this Issue:

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2014 Event Schedule

June 14 & 15, 2014

Pueblo Grand Prix

Event Chair: TBA

Track Website: [Pueblo Motorsports Park](#)

August 2 & 3, 2014

Race Against Kids' Cancer @ HPR

Event Chair: Bob Alder (303-757-0868)

Track Website: [High Plains Raceway](#) [Lodging options at HPR](#)

August 30 & 31, 2014

Labor Day Grand Prix @ Motorsports Park Hastings

Event Chairs: Roger & Diane Hively 303-816-0618 (home)

Roger 303-829-0990 (Cell) Diane 720-563-7292 (Cell)

Track Website: [Motorsport Park Hastings](#) [Lodging options in Hastings](#)

October 4 & 5, 2014

Enduro @HPR

October 25 & 26, 2014

Octoberfast Spooktacular @PPIR

Event Registration: Register [online](#) or [by mail](#)

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

1376 Columbine Drive
Franktown, CO 80116

ROCKY MOUNTAIN
VINTAGE RACING
NEWSLETTER



RMVR VOLUNTEER NEWS

June 2014

By BJ Kellogg

If you miss a minute you miss a lot. Just in the morning of the Spring race we had a car fire and a power outage and we were just getting started.

Thank you to Andy Gould for filling up the prize box and Rupert Berrington for a photo from the Spring Race.

I have a lot to fill your calendar. So here we go!

June 14th & 15th - Pueblo Grand Prix

We have a new hotel!

Econo Lodge

4615 N Elizabeth Street

Pueblo, CO 81008

719-542-9933

Continental breakfast at 6AM. No Train. Good Rate. Indoor pool and hot tub.

Across from the Cactus Flower (5:30pm Fri. or so drinks and snacks)

We have a handful of people signed up but we need more in all areas

Aug. 2nd & 3rd at HPR- Race Against Kids Cancer

We are once again excited about the prospect of making a significant impact on the Morgan Adams Foundation (MAF), a great organization dedicated to pediatric cancer research. Over the past three years we've raised over \$225,000 for MAF and with everyone's help, we can add to this total! This year our goal is to raise \$87,000 for the purchase, installation, and service of a Flow Cytometer, a piece of analytical equipment which allows physicians to better understand, diagnose, and treat tumors more effectively. By participating in the Race Against Kids' Cancer race weekend, you are directly impacting and improving the lives of children with cancer.

The weekend promises once again to be a premier RMVR event. You won't want to miss it either as a racer or as a worker. Main features of the weekend include: Formula Ford feature race, Dinner Sat night, Grid girls, paid lunch rides in cool cars

Aug 30 & 31- Labor Day weekend, in Hastings, Nebraska

Right now we are looking at getting a count for the hotel rooms. It is easier to subtract than it is to add rooms on short notice. This is especially true with the holiday weekend and the Neb State Fair and Rodeo also looking for rooms. Contact Christy Hopkins ASAP about rooms. mx5racegirl@hotmail.com

PLEASE SEND IN RESPONSE TO THE APPROPRIATE CHIEF LISTED BELOW.

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

FLAGGING & COMMUNICATIONS		GRID	TECH
BJ Kellogg 3452 Meadowlark Ct. Parker CO 80138 303-646-3784 Home bigdog356c@aol.com	Conchi López-Fay 13169 St. Paul Dr. Thornton, CO 80241 303-453-4877 conchi_fay@homeautomatic.com	Ken Tisdale 9223 Hoyt Street Westminster, CO 80021 303-432-9942 ktisdale@ix.netcom.com	Pete Christensen PO Box 1136 Laporte, CO 80535 970-797-0712 (shop) 970-631-5610 (cell) totalprecisionengines@lpbroadband.net