

VINTAGE MESSENGER

VOL. 23 NO. 11

Editor: John Mihalich, Jr.
messenger@rmvr.com or FAX: (970) 824-3737

November 2014

Annual Banquet

Will be January 17, 2015 at the Lakewood Country Club, 6800 West 10th Avenue, Lakewood, Colorado 80214. (near 6th and Wadsworth) Click [here](#) for map. Time to be determined.

Minutes

Rocky Mountain Vintage Racing
BOD Meeting Minutes: 10/14/14

The meeting was called to order at 7:10 PM by President Graham Nessel.

In Attendance:

Mark Robinson, Ron Sholar, Pete Meyers, Tony Peak, Camille Fangue, Bob Miller, Tom Chapman, Bill Fleming, Roger Ritzdorf, Ron Randolph.

Absent:

Len Marino, Dick Chase.

Chief of Specialties:

Frank Leslie, Willis Wood Jr.

Guest: John Brosseau, Peg Miller, Bill Miller, Lynn Fangue

President's Comments: Graham went to the COTA race. There he discussed a possible SVRA event in conjunction with RMVR at HPR in

Mailbox Watch

Watch your mailboxes for the special mailing containing Membership Renewal packets. They will be mailed to **ALL** members and will contain:

- Election 2015 information- a ballot and the candidates' bios. Please remember to return your ballot ahead of the deadline-12/31/14!!!
- A membership renewal form- renew early so that you are included in the printed roster.
- Annual Banquet information and registration form- RSVPs and payments are needed by 12/31/14.

2016. He said that the club is in a strong financial position and on track to have between \$25,000 and \$35,000 in profit for this year.

Approval of September minutes: moved by Bill Fleming, seconded by Mark Robinson. Unanimous vote.

Treasury's report:

Graham said that there was \$66,000 in the checking account and \$27,000 in PayPal account. All of the expenses for the Enduro are not in so no final accounting as to a profit or loss for that event.

2014 Fall Feedback Session

The **2014 Feedback Session** is now booked for Sat, Nov 22nd from 11am - 1pm. It will be held at the [Unser Karting and Event Center](#). Unser Racing is located at 7300 Broadway, Denver, CO 80221. [\[map\]](#)

Probable subjects for discussion: Entry fees, membership fees, eligibility expansion, ways to increase "fun" event/race formats (e.g Enduro format change?), and "exhibition" cars. **Come express your thoughts and ideas.**

After the meeting, attendees will be welcome to buy food and drink at the on-site *Trackside Tavern*, run a simulation lap at COTA in a ALMS Prototype on an iRacing Simulator and of course some go-kart racing. Pricing is on their website. Some karts are equipped with hand controls. Even more information can be found [on their website](#).

If you are planning on racing after the meeting, please come 30 minutes early so you can get registered if you have not been there before. You are allowed to bring your own helmet

Looking forward to seeing everyone there.

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

Timing and Scoring:

Frank reported that the Enduro went well from their stand point. It was a little difficult getting enough runners but people finally stepped up. The question of Race Monitor came up. Frank said that he had not been able to check it out, yet. Graham said that they had it at COTA and it worked really great.

Chief Steward:

Tony reported one metal to metal at the Enduro. It happened on the start which is when we seem to have the most problems this year. He suggested making up a sign the show the competitors as they leave Grid or shown at the black station on the pace lap - "You can't win this race on the first lap, but you can lose it!"

Marketing:

Willis had several items to discuss. He asked for a formal budget of funds to use for marketing. The point was made that advertising was not the same as marketing. The question was asked if there was a way to track the results of some the advertising. It was agreed that we should place a spot of the entry form for out of state driver's to say how they heard about that specific RMVR event.

Willis was asked how the funds would be budgeted. He indicated that about \$3000 would be spent on several ads in Victory Lane. Some would be for some flyers which Willis had printed up 25 of each of two different versions out of his own pocket. The remainder would be used for some car shows. Mark Robinson made a motion to approve a \$5,000 marketing budget. Seconded by Graham. Vote was unanimous.

Willis will come up with a list of car shows that we should consider

attending. He discussed the plaques for the van and getting the back door painted. The stainless steel plaques are in honor of Anita Boucher and Andy Keller. He was asked if he would see if Victory Lane would help us out with a deal on an ad for RAKC.

Old Business:

Enduro Recap- The race steward, Camille Fanguie, confirmed the one metal to metal in the FV group. In addition, there were 22 spins during the weekend. One competitor spun twice during the Sunday afternoon race and was put on the trailer. There was discussion about the possible use of a pace car. Suggestion was proposed that it be something for the race chair to set up a pace car and driver. No further action was taken.

New Business:

PPIR Spooktacular- The discussion revolved around the number of entries, and did we have enough to hold the event. With 52, it was decided the race was a go. Question was asked if the Precision Drivers were invited. No one seemed to know for sure.

RMVR Credit Card for van use- The purpose is to allow tracking of mileage and expenses related to the van. This will remove the burden of the person operating the van to front the expenses and then wait to get reimbursed. Graham moved to approve a credit card. Second by Pete Meyers. Vote was unanimous.

Eligibility Proposal regarding current rules on scatter shields. Mark Robinson presented an issue brought up by Bob Darcey, Chief of Eligibility. The issue and current and proposed changes in the wording are as follows:

Memo To RMVR Board of Directors

October 15, 2014

Subject: Rules Change Proposal for 1981 Production, GT-1, GT-2, GT-3, and GT-4

Background:

A scatter shield is a structural cover around the flywheel and clutch assembly. It is intended to augment or replace the usual bell housing and protect the driver in the event of a broken clutch or flywheel. There are inconsistencies in our RMVR Exceptions with respect to scatter shields, and this proposal attempts to rectify those issues.

First, it's important to note that both the 1972 and the 1981 SCCA GCR's contain this statement:

Scattershields: The installation of scattershields or explosion proof bell housings shall be required on all cars where the failure of the clutch or flywheel could create a hazard to the driver. Chain drive cars must be fitted with a protective case/shield to retain the chain in case of failure.

Additionally, the 1981 GCR cites the following guidelines:

Recommended minimum material specifications are: .125 inch SAE 4130 alloy steel; .250 inch mild steel plate; .250 inch aluminum alloy; NHRA approved flexible shields.

Finally, the 1976 IMSA GTO rules state:

Scatter shields on all cars where clutch or flywheel failure could injure driver.

There are no RMVR Exceptions re. scatter shields for any of the

following 1967/1972 GCR classes: AP thru AP-3; BP thru BP-3; CP thru CP-3; DP thru HP; BS; CS. For these classes (since there is no RMVR exception), the requirement reverts to the GCR statement above. So, except for A Sedan, our 1967/1972 GCR and 1976 IMSA rules packages allow for discretion re. the scatter shield requirement.

The problems appear in the 1981 GCR classes:

For GT-1, the RMVR exception states: *Scatter shields for the clutch and flywheel must be SFI approved.* Note that it does not say that scatter shields are required, only that they must be SFI approved.

For CP-81 thru HP-81, GT-2, GT-3 and GT-4, the RMVR exception states: *A scatter shield or explosion proof bell housing for the clutch and flywheel are [sic] required and must be SFI approved.*

So, why is that a problem??

1. As written, the RMVR exceptions for the 1981 GCR classes require a scatter shield for all cars, although there is ambiguity for GT-1. This includes mid-engine, rear-engine and other cars where the plane of the flywheel is located such that failure is not likely to present a hazard to the driver. In practical application, this rule is basically ignored for mid and rear engine cars, a practice which could create a liability for the club.

2. The rules are inconsistent. For example, a Datsun 510 running in '72 BS is not required to have a scatter shield because the plane of the flywheel is well in front of the firewall and the driver's

compartment. The same Datsun 510 running in '81 GT-2 would be required to have a scatter shield.

3. In many cases, the requirement for an SFI-approved scatter shield cannot be met. Many of our cars are relatively rare makes and models for which there are no aftermarket scatter shields available, let alone an SFI approved unit. SFI approval is available for aftermarket universal "blanket" systems which can be attached to the bell housing to help contain shrapnel.

Proposal:

The Eligibility Team proposes the following changes to the RMVR Exceptions, to eliminate the ambiguity in the GT-1 exception and reinstate the discretion intended in the '81 GCR for all the 1981 GCR classes:

a.) In RMVR Exceptions and Clarification to the 1981 GCR for GT-1 Cars, Table 1:

Amend the RMVR Exception and/or Clarification for scatter shields to read as follows:

Where required, scatter shields must be constructed per the guidelines in the 1981 GCR Appendix A, paragraph 1.5.1.u. Alternatively, an SFI approved blanket system (e.g., RCI P/N 7808A) may be used.

b.) In the RMVR Exceptions and Clarifications to the 1981 GCR for Production, GT-2, GT-3, and GT-4 Cars, Appendix A, Section 1.5.1 – Technical and Safety Inspection for All Car, Item u.:

Amend Item u. to read as follows:

Where required, scatter shields must be constructed per the guidelines in the 1981 GCR Appendix A, paragraph 1.5.1.u. Alternatively, an SFI approved blanket system (e.g., RCI P/N 7808A) may be used.

Ron Randolph moved to approve the first reading. Bill Fleming seconded. Motion passed unanimously.

Grid Personal: Discussion revolved around the number of grid workers and should more training be provided for these individuals. A suggestion was made to come up with a check list to be given to each grid person. It was determined that it would not be feasible for the Tech personal to come to grid to check cars.

Late to Grid: On a somewhat related note, there were numerous examples of open wheel drivers being very late to the grid on both days of the Enduro. There were incidents of cars driving through the grid after the field was released and did not stop to get their gear checked. Current RMVR rules state that any competitors arriving at grid after the two minute signal are not allowed to take his/her normal grid position. This rule was not enforced. It was agreed that this rule would be enforced at PPIR Spooktacular. There was discussion about the challenges of keeping the events on schedule. Race Monitor could be used to send out alerts to help drivers know when there are delays.

Meeting adjourned at 9:07 PM.

Respectfully submitted,
Lynn Fangue, Acting Secretary

Classifieds



For Sale: 1965 Triumph TR4- RMVR Car No. 155 has raced with RMVR since 1991. Competitive and sorted car w/ 2188 cc motor (stock bored 40 thousandths) with 13:1 compression. Carillo forged rods, Greg Solow cam and head, roller rockers, Moss competition lifters, 87mm JE dome top pistons, and custom 4 tube 1 ½" exhaust headers. Two sets of aluminum wheels and tires plus extensive spares. Price for car and spares - \$ 10,000.00 Also available: 4-speed Triumph overdrive transmission \$ 1500 and 20' covered trailer \$ 1500.00. Ron Boone- 620-637-2726 home 620-750-0117 cell, Fred Hodgson 303-296-0979

For Sale: Driver's suit, helmet bag and arm restraints. Used but clean and in good condition. Suit is a 2-layer suit, size medium. No cuts, rips or stains. \$50 for everything. Andy Hiller, Fort Collins, 970 218-3523 smartzah@comcast.net.

President's Message *November 2014*

Hello All,

I wanted to thank everyone for a great year! We are looking solid financially, participation is great and we had another very safe year for RMVR. Looking forward to next year, I think we will see more of the same. With that being said, I feel that it will not be permanent without change. The economy in Colorado is amongst the fastest growing in the country, however, those mostly benefiting from it are in their 30's and 40's. We need to be able to capture them as members by expanding eligibility to an Era in which they are familiar. We will always have our pure Vintage groups, but what is Vintage now? Twenty years? Twenty five years? Thirty years?

For example, thirty years ago the BMW M3 was already widely known as the new standard for the sports sedan. Twenty five years ago Ford RS500's were dominating the British Touring Car Championship and Mazda had just released their take on an old British convertible, the MX-5 Miata. Twenty years ago Japan had entered the supercar markets with the Acura NSX, Toyota Supra Turbo. Mazda RX-7 and Nissan Skyline while the Germans were touting the Mercedes 190E Cosworth, a new Porsche 911 and BMW had unveiled the new inline-six M3. These were all significant times in auto racing and all were close to different types of people. I believe there is room for the enthusiasts of that Era in RMVR, and it is paramount to its long-term survival.

I look forward to discussing this at the feedback session on Nov. 22nd. This year's session will be at Unser Karting! It's your chance to tell the Board how YOU felt the season went and what you would like to see differently next season. After the Feedback Session, we will let our competitive juices flow on the track!

Thank you again for such a great year!

Graham Nessel
[president | rmvr | com]

Only
4.25%
Sales Tax



Wine Country Motor Sports

LLC

RACE GEAR AND EQUIPMENT



► **Highest Quality Brands** ► **Largest Combined Inventory** ► **22 Years in Business**

FREE SHIPPING ON ORDERS OVER \$100
Some Items Do Not Apply

To order, visit us at WINECOUNTRYMOTORSPORTS.COM
or contact us at one of our locations below:

JUPITER, FLORIDA 866-320-3278	SONOMA RACEWAY 800-708-7223	Now Open: ENGLEWOOD, CO 303-799-6606	SEBRING INT'L RACEWAY 863-655-7777
----------------------------------	--------------------------------	---------------------------------------------------	---------------------------------------



MOTUL CLASSIC RANGE MOTOR FLUIDS



In Stock - Free in Colorado Delivery
www.svmotori.com Fort Collins, CO
970.227.9750 :: 970.306.7861

In this Issue:

• Volunteer News •

2014 Event Schedule

November 22, 2014

Feedback Session 11am – 1pm

Unser Racing

7300 Broadway, Denver, CO 80221

Click [here](#) to view Google Map.

TBA

Annual Banquet

2015 Provisional Event Schedule

April 18-19, 2015

Drivers' School

May 16-17, 2015

Spring Race

June 13-14, 2015

Pueblo Grand Prix

August 1-2, 2015

Race Against Kids' Cancer

September 5-6, 2015

2015 Labor Day Grand Prix

October 3-4, 2015

Enduro

October 24-25, 2015

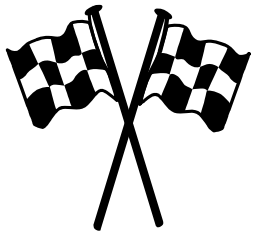
Octoberfast Spooktacular

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

November 2014

By BJ Kellogg

Thank you to all!

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	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