

VINTAGE MESSENGER

VOL. 24 NO. 6

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June 2015

New Members

RMVR wishes to announce the following new members! Welcome to each of you. We hope you will take full advantage of your membership, all the club activities, and the camaraderie of your fellow members. Please help us in welcoming these fine folks.

Please see full page announcement further down in this issue. Ed.

New Merchandise

Dee sez... I will have some hoodies and some drink bottles to sell with RMVR logos on them, in addition to some ladies tee shirts, all new this season.



By the time you read this, the new MSR online registration for this year's RAKC will be up. Don't delay entering. Help us plan the event by registering early. Remember, now that we're using MSR, your credit card won't be hit upon registration, but only just before the event; so no reason to not register early. You know you're coming to this premier annual event.

Special Fund Raising Incentives for 2015

This year our fund raising incentives are designed to make it easier for you to get your race car on the track. The Top Fundraiser will win some really great stuff including a full set of Hoosier tires (racing or street) plus free mounting and balancing from On-Track Tires. The total you raise will also determine to which of two other drawing pools your name will be added. Those pools will also have great stuff, most of which will help you go racing.

- Top Fundraiser – Only one winner here, so get going!
- Pool #1 – Those raising over \$2,000
- Pool #2 – Those raising over \$500

The exact prize packages are still being determined, but we know it will be great stuff. Can you say “free mount and balance”, “Coupons for Pegasus stuff”, “Unser Karting coupons,” “Wine Tour & Tasting”, “Racing Gear”, etc.? All fantastic stuff and you won't be disappointed.

All participants who raise over \$50 will receive the **2015 Race Against Kids' Cancer t-shirt and poster**, and the top male and female workers & volunteers who obtain sponsorship and make donations will be **treated like royalty!**

Board Meetings will be typically held the 3rd Wednesday of the month, at 7:00PM. The **NEW** Board Meeting location is: Thornton City Hall, 9500 Civic Center Drive, Thornton, CO 80229, Main Floor - Council Conference Room. 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

MESSAGE FROM CAROLE ARNOLD

Dear Fellow RMVR Racers,

On behalf of my family I would sincerely like to thank you all for your kindness and messages of support. John did indeed love the sport of historic vintage racing and was an honest supporter of the club racer all his adult life.

He really appreciated the honour of being a life time member of this great club.

Carole Arnold

Minutes

RMVR Board Meeting
May 20th, 2015 –
7:00pm until 9:30pm
Thornton City Hall
9500 Civic Center Drive
Thornton, CO 80229

Meeting Agenda:

1. Call to order was delayed 20 minutes to allow for an accident on I-25 which was delaying Board members. While we were waiting, there was discussion about whether the Accident Avoidance and Spins document created by Lynn Fangué should be sent via email blast to everyone (all members) or to just those that have spun and/or had accidents. The “spin policy” is currently buried in the Operations Manual in Appendix J. Bob Darcy said the current spin policy should be strictly enforced and discussed at all drivers’ meetings. Mark Robinson agreed, but said it should also be distributed to everyone. Kris Ellis also said that it should be distributed to everyone AND be front and center on the website so it would be easy to see. Bill Miller agreed, and Bob Miller voiced a concern that metal-to-metals are being classified as “racing

incidents”. There were a number of heads nodding in agreement. The Board agreed that the piece should be sent to Bob Alder to forward as an email blast to all licensed drivers.

2. Roll call of members present (7:20)

Board Members: Frank Leslie – on his way (arrived at 7:25; traffic); Ron Randolph – present; Graham Nessel – absent; Bob Miller – present; Camille Fangué – present; Jim Roelofs – present; Brian Nelson – absent, excused; Richard Bowler – arrived 7:30 (traffic); Roger Ritzdorf – present; Pete Myers – present; Tom Chapman – absent; Mark Robinson – present
Guests: Tom Ellis, Chris Ellis, Rhea Mortimer, Concha López-Fay, Char Blackler, Robert Armstrong, Julie Armstrong, Eric Ladner, Lynn Fangué, Judd Evans, Bill Miller, Mary Sue Powell, and Bob Darcey

3. Reading and approval of minutes from last meeting – Pete Myers made a motion to accept, Jim Roelofs seconded. Minutes passed with a unanimous vote.

4. President’s comments – There were no President’s comments.

5. Officers report –Treasurer’s Report

HPR Spring race revenues have not come in yet – are not recorded until a couple of days post-race in order to expedite refund credits for cancelled entries. We budgeted for 110 entries and had an entry count in the mid-120s, so we should significantly exceed the budgeted profit of \$8,975; the checkbook is down to \$30K right now, but there’s \$40K in the MSR system; the MSR system gives a deposit on the 15th of the month and a deposit at the end of the month, so that money will be coming to us at the end of

Social Corner

With Pueblo less than a week away, the dinner plans for Saturday will be. BBQ! ...Along with your favorite beverage.

I have been working on locating a venue / movie house to show Paul Newman’s new film WINNING. It has been not shown on a large screen for general admission.

The proceeds will go to the Morgan Adams foundation. Right now we are looking at July for this event to happen. What better way to enjoy a hot summer evening than in a cool theater watching a great movie!! Tell & INVITE all your friends.

Dat’s all folks.
Robert

the month; we have \$14K sitting in PayPal.

The tax return 990, the W-9 for Dee, and periodic reports for the year have been filed.

Bob Miller had 3 expenditures for stamps, Quickbooks compatible checks and Quickbooks compatible envelopes, which he is reporting to the Board because there is no method for review where costs incurred by the treasurer is concerned. The safety kits for the van came in at roughly \$438 with \$12 left over (check issued to Gary Merrifield for \$450 to cover those costs) that he put in the van for gas this past weekend.

Bob Miller noted a discrepancy between asset values and depreciation amounts recorded in our accounting records and our informational tax return (Form 990). We have not recorded depreciation expense in our

accounting records and continue to carry unidentified assets purchase on, or before, 2010 at full value. However, our tax reporting indicated depreciation amounts for these assets in 2010, thru 2011 of 60% the value of the assets. These assets continue to be reported on our tax returns at the net value (purchase price less accumulated depreciation). This causes a discrepancy between the amounts we have recorded in our financial statements and the amounts reported in our tax return. Since these assets appear to have passed their depreciated lives Bob recommended that they be written off as a noncash entry to the income statement in the amount of \$5,755. Mark suggests Bob Miller proceed as he feels is best and made a motion that Bob be allowed to write off the \$5755 as a line item.

The motion was seconded and passed unanimously.

Mark asked about Kirk Peterson being our "audit guru"; when having someone perform that duty came about and why; Bob Miller said Bob Alder made the decision when he was appointed as Treasurer. The audit position looks at the bank statement and compares amounts reported by the treasurer to the board to the amounts recorded in our bank statement. I think the history comments on when and how this position came about can be summarized to Mark inquired, I replied started when I became treasurer, but should have always been there because it is a valid financial control and is in the ops manual as "Treasurer oversight".

6. Chief of Specialties reports Bob Darcey (Eligibility and CAMA): CAMA – The state is doing repaving out US 36 and we were

able to get a 40% discount on paving the entry road in conjunction and will get a lot of the millings from the highway, so it is a pretty good deal. CAMA made the decision to go ahead and do it even though it wasn't on their short-term plan. Everything is fine. CAMA is in the throes of appealing property tax valuation.

Mark asked about the paving costs and the lights; Bob Darcey said \$80K for the paving and the lights are not in yet because Glen wants to finish the whole camera system before he does the lights; he does have a start-up guy coming in for the camera system, but the lights are going to be secondary.

Eligibility – It is a hectic month. MSR messed up about 40% of logbook numbers. (Specifically with anyone who had multiple profiles or duplicate cars in their garage.) So, "we" had to go in and merge accounts and clean up the garages. It's a one-time problem, so they will get through it. Users Darcey has talked to are really pleased. Eligibility pushed another 8 cars or so through in the past couple of weeks and cleared a bunch of provisional log books; people have logbooks for cars they purchased, but nobody ever notified eligibility and eventually the car falls out of the database and now there's a car, a logbook and no entry in the database. It's hard to get people to notify eligibility. The seller doesn't do it and the buyer thinks I've got a car and a logbook, so I'm good to go. Nobody reads the rules.

Frank Leslie (Timing & Scoring): Timing and Scoring does a physical car count to get to Glen for payment; on Saturday we had 126 cars on track and Sunday was 123.

Red flag procedures: Frank was always taught under Kevin Rutherford and Chad was that vehicles would be brought onto the hot pit lane, Timing & Scoring would generate a report of running order of those vehicles (via a snapshot of the vehicles on the track and their positions at the time of the red flag); that report literally gets run down to P & G and then P & G would use that snapshot for lining up the vehicles. With a lot of vehicles in the hot pit lane, sometimes it is easier to bring them back through the paddock, back onto the grid, line them up in order and send them back out single file under yellow flag conditions until they get the green at start/finish.

There was an issue on Saturday; Control/Steward decided that we would line cars up (in the hot pit) and send them right back out again. The first 9 or so cars did not see the black flag at 13 because they had already passed the corner, but saw the red as they passed Start/Finish, which meant they had to go around the track to come into the hot pit. In the meantime, cars in positions 10+ came saw the black at corner 13 and came into the hot pit and were lined up on the drivers' right lane, leaving cars 1-9(ish) to come in and line up on the drivers' left lane. The problem: The slower cars (lined up drivers' right) were sent out 1st, leaving the faster cars (lined up drivers' left) to go out BEHIND the slower cars, which caused some potentially dangerous problems in trying to retake the lead positions. The snapshot is really the best point of reference we have since there are no photo cells or multiple antennas on the track that would give more exact car positions at the time of the red flag. But, even if we follow our procedure using the T & S snapshot, we aren't going to make everybody happy because there are drivers

passing other vehicles (sometimes 3, 4, or 5 vehicles) before they really know there is a red flag (i.e. long back straight at HPR) and all of a sudden he/she is behind those cars again (because they haven't crossed the Start/Finish line for their position to be recorded) for the restart.

There was a long discussion which ensued regarding the dangers with the way the cars were returned to the track, the possible options in better ways to handle red flag situations, and questions regarding writing official procedures. Ron tasked Frank to come together with Conchi & BJ, Ken Tisdale, the Chief Steward, and the CDI to create a written procedure, so we can tell drivers (and workers) what's expected of them under red flag procedure.

Frank gave a hand to Alder, Darcey and Katja for all their work regarding the integrations of the MSR system! No transponder issues. Approximately 18 cars without transponders (some of which were Precision students), but in general drivers seem to be checking their garages and coming to T & S to report their transponder numbers because they noticed they were not in MSR. Anomalies need to go through Eligibility. Darcey clarified they drivers DO need to have transponder numbers in the MSR system. It is believed that drivers can add their own transponder numbers.

Conchi Lopez-Fay (Flagging & Communications):

Question about workers in the MSR system; Dee called her saying there were no workers in MSR for the Spring race, but Conchi said her workers always sign up for races the same way they always have and doesn't see any need to change, so

she was confused. Frank said he didn't see any reason to change either, just gives you a snapshot. Pete asked if MSR would be a useful tool. Neither Conchi nor Frank said they thought it would be beneficial.

Situation this weekend where we had very, very few workers and it was very touch and go whether we would be able to run the full track or not- and the HPR camera & light system: Conchi spent some time with Glenn on his cameras and really felt like he has it very well set up where certain spots on the track would be very visible. She still sees that the response time would be a lot longer if someone goes off or is on fire or whatever because we would have to send responders from where we are instead of a worker being right there with a fire bottle. She thinks we should still have workers at the bunkers as much as we can, but we had a couple of people that had to leave early and so we sat Bill Rosenbach in front of the monitors as corner 12 and he watched the target area of that corner, so it would be a nice back up for when we are short corner workers. Glenn was showing her the whole lighting situation and she thinks it's going to take some getting used to from the drivers' perspective. Pete clarified that Glenn said (at the meeting a few months ago) that the corner workers are primary responders and this is just an augmentation. The Board agreed we should NOT be running a track absent corner workers in key spots, but Conchi got the impression that Glenn thinks you should only need 5 people (10 at the most). She feels we need the corner workers for primary response and back up in the case of a power outage.

Because we were short 13 corner workers for the HPR Spring Race, he supplemented our workers by hiring HPR workers for \$1800 in order for us to be able to run the full track, feeling it would be more costly to run the short track and lose entries (present and possibly future) than paying to supplement our own workers. This was followed by a discussion about driver expectation (with regard to both track length and volunteering for working corners). HPR is particularly a problem because of the number of corners and configuration of the track. Conchi said there is a stipulation in the Ops Manual regarding recruiting corner marshals from the driver pool and Lynn brought up that making a decision to shorten the track needs to be made well in advance because T & S have to build the system based on the track configuration and cannot be easily changed. Frank concurred with Lynn's assessment. Darcey cited SCCA's spiral downward and believes this same situation is a large part of their problem. Robert Armstrong suggested we recruit from the 2-3 years of students that may not have worked their required day volunteering to get their license. Ron said students haven't been required to work before getting their competition license for the past 2 years, to which many of us agreed would be one source to alleviate the problem and per RMVR rules is a requirement of the competition students. Rhea commented that perhaps we could shuffle some of the 8-10 people on P & G to corners when we are short. Pete asked Conchi if she is seeing a trend in diminishing corner worker volunteers. She said "yes and no"; a lot of our corner workers are "vintage" also and have had several with health issues and/or death; all are aging and we aren't getting any new blood, which is key.

Robert Armstrong (Social):

Spring race worked out pretty well. Michael Arnold was a great addition for the movie. Julie really stepped up along with several others to help since Robert and Char were not able to be there for the set up. Kris Ellis asked if there was a video available. Someone was taking a video and Robert hasn't seen it yet, but will keep us all posted.

Eric Ladner (Equipment):

Status of the expense card for the van; Bob Miller said that there had been some problems with the mail and asked Alder to check on it. We had about 3 weeks' worth and among all of that was the card for the van expenses. Alder was going to forward to Bob Miller and he will get it to Eric. He also asked about the permanent card for insurance and Bob Miller commented that we haven't received it yet, but he will check on it. The Arnold family gave us 4 helmets and said we have too many for the space we have available.

7. Special orders – Important business previously designated for consideration at this meeting

- Corner worker cost reduction suggestions for Hastings race weekend – Camille Fangué

Based on answers from a worker survey that Conchi sent to Corner Captains and 100 hour workers – thanks to Conchi, Patrick, Christy, and Lynn for their help with the survey – and the original figures per Ron's proposal for 19 MPH/RMVR workers (used for comparison only – consisting of 12 corner workers, Dusty, MPH Starter + RMVR T & S, P & G, and Tech at a cost of \$7360.00) versus 25 RMVR workers (Race Control, T & S, P & G, Tech, Starter, and Corner Marshals) + Dusty at a cost of \$5097.00. These figures were

derived using 2 nights lodging versus 3 nights from previous years (also less per night rate from previous years) + a \$60 travel stipend for 9 vehicles (assuming 3 workers carpool per vehicle). This is a savings of \$2263.00.

Camille is working on a “scholarship fund to help further offset costs (3rd night lodging, travel & meals) from both the worker and the club. Several people have approached Camille with an interest in donating to a “scholarship”, so there will be a goal of \$2000 additional funds for the 2015 season. Any leftover funds will rollover to the 2016 fund. Camille will be working with Dee, Alder, Katja, and Bob Miller to find the best way to make this happen. More will be coming soon, but in the meantime, if you are interested in donating toward the worker fund, please let Camille or Dee know.

Camille asked the Board for permission to move forward to work with Dee, Alder, Katja, and Bob Miller to set up and/or expand upon a scholarship/donation program to support RMVR workers who would like to travel to Hastings (and perhaps other) races, but cannot afford the expenses associated. Frank Leslie so moved and Mark Robinson seconded. The motion was unanimously passed.

Camille will bring forth more details at the July Board meeting.

- Incorporating FIA Spec Cars into RMVR Eligibility – Bob Darcey, Tom & Chris Ellis, and Rhea Mortimer

There was a review of the Memo Darcey sent to the Board: Feasibility of Adding FIA Production Car Classes ; some discussion ensued about how complicated the FIA rules are and that we need to be careful of

unintended consequences, so there needs to be some further discussion among the Eligibility Committee as to how to proceed (i.e. merging 1972 and 1981 classes), but the committee feels that it is feasible and that the FIA Appendix “J” for 1972 and 1981 would be the appropriate set of documents as opposed to Appendix “K”; summarized, the class structure would be (based on some distinctions within the classes for the two years:

1972

Group 1:

Series Production Touring Cars

Group 2:

Special Touring Cars

Group 3:

Series Production Grand Touring

Group 4:

Special Grand Touring Cars

Group 5:

Sports Cars

1982

Group 1:

Series Production Touring Cars

Group 2:

Touring Cars

Group 3:

Series Production Grand Touring

Group 4:

Grand Touring Cars

Group 5:

Special Production Cars

Ron tasked the committee to bring 1st reading of the rules change by fall 2015 to have time for the Board to have 1st and 2nd readings and vote so, if passed, the changes can take place before the Spring 2016 race. Mark Robinson so moved and Pete Myers seconded. Motion passed unanimously.

8. Unfinished business – Old business not completed from previous meeting

• Van credit card issue (already addressed – See Eric Ladner above)

9. New business – No new business

10. Open floor discussion – No open floor discussion

11. President’s closing statement – Ron asked the Board for permission

to award a lifetime membership to Dennis & Eloise in appreciation for their many, many years of dedicated service to RMVR. Richard Bowler so moved & was seconded by Jim Roelofs. Motion passed unanimously.

12. Adjournment of meeting – Mark Robinson moved for adjournment,

Jim Roelofs seconded the motion. Meeting was adjourned at 9:50 p.m.

Respectfully submitted,
Camille Fangué - Secretary
RMVR

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Colorado Cars Shows

RMVR is interested in showing its presence at car shows and car events at locations up and down the Front Range. RMVR wants to show who we are, what we do and where we do it; Vintage Auto Racing at its finest. The RMVR Board would like to have your support by attending some of these events with your race car and being an ambassador for RMVR. If you would be interested in attending one or more events, please contact Willis A. Wood Jr., Trade Show Emporium, 4120 Brighton Blvd, Unit A-40, Denver, CO 80216 phone. (866) 764-2968 ext. 13. williswood@tradeshowemporium.com

Colorado Car Shows

Date	Name of Show	Location	Website	Time
8/15/2015	KBPI Rock and Roll Car Show	Bandimere Speedway – 3051 South Rooney Road Morrison, CO 80465	http://www.kbpi.com/calendar/august-24-2014/kbpi-10th-annual-rock-n-roll-car-show-390218/	
8/22/2015	Morgan Adams Concours d'Elegance	Centennial Airport - 7425 S. Peoria Circle	http://morganadamsconcours.org/	6pm -10pm
9/13/2015	British Conclave Car Show		http://www.thecoloradoconclave.com/	
1 st Saturday May - Oct	Golden Super Cruise	Main St in Golden #6	http://www.goldensupercruise.com/	12PM - 8 pm
1 st Saturday Every month	Cars and Coffee Lafayette	2800 Dagny Way, Lafayette, CO	https://www.facebook.com/CoffeeAndCarsBoulder	8am-10am

New Members

RMVR wishes to announce the following new members! Welcome to each of you. We hope you will take full advantage of your membership, all the club activities, and the camaraderie of your fellow members. Please help us in welcoming these fine folks.

Editor's Note: With the migration to MotorSportReg.com from RMVR's homegrown system the New Members welcome has experienced some difficulties. I believe this list welcomes/re-welcomes everyone who has joined RMVR since the 1st of the year. If you are a new member and did not make this list, I apologize! Please e-mail me at messenger@rmvr.com and I'll add you to next month's New Members list. ... and if you're an old member and on this list, welcome back. Ed.

- Daryl Alleman- Grand Junction, CO
- Timothy Allen- Ft. Collins, CO
- Nick Anders- Hastings, NE
- Randy Applebaum- Parker, CO
- Joe Bank- Longmont, CO
- Bruce Baron- Centennial, CO
- Dylan Baxter- Frisco, CO
- Patrick Baxter- Frisco, CO
- Glenn Bilawsky- Spicewood, TX
- Winston Black- Monument, CO
- Nick Boley- Monument, CO
- John Brown- Golden, CO
- Karen Brunswick- McCook, NE
- Jim Cambon- Fort Collins, CO
- Skip Cannon- Erie, CO
- William Chaffe- Albuquerque, NM
- Axiao Daniels- Albuquerque, NM
- David Dilley- Fort Collins, CO
- Mitchell Dilley- Fort Collins, CO
- Shelly Ditter- Erie, CO
- Eric Elrod- ARVADA, CO
- Jordan Evans- Longmont, CO
- Austin Fay- Thornton, CO
- Matthew Feddersen- Albuquerque, NM
- Tish Gance- Lakewood, CO
- Court Godfrey- Denver, CO
- Stuart Gray- Longmont, CO
- Bryan Grigsby- Boulder, CO
- Joseph Guinan- ,
- Lance Guymon- Fort Collins, CO
- Sean Haag- Thornton, CO
- Dave Hegeman- Littleton, CO
- Barry Heuer- Richmond, MO
- Jared Hindman- Denver, CO
- Del Howard- Grand Jct, CO
- Mary Ivanoff- ,
- Steve Jaeger- Erie, CO
- Wayne Jamerson- Ft. Collins, CO
- Bradley Johnston- Denver, CO
- Mike Keutzer- Franktown, CO
- Kim Koehn- Greenwood Village, CO
- Richard Lamonte- Ft. Collins, CO
- Thomas Leeming- Ennis, MT
- Tom Linton- Santa Fe, NM
- Brian Love- Denver, CO
- Lynda Love- Denver, CO
- Mark Mauz- Golden, CO
- Steven Maxwell- Denver, CO
- J Christian McCarter- Denver, CO
- John McNurney- Lakewood, CO
- Ryan McNurney- Wheat Ridge, CO
- Chris Morrell- Boulder, CO
- Callum Palgrave- Indian Hills, CO
- Saxon Parker- Broomfield, CO
- Jack Penley- denver, CO
- David Petitti- Woodland Park, CO
- Patrick Pilcher- Evergreen, Co
- Don Regan- Grand Junction, CO
- Darrell Reynolds- Fountain, CO
- Darrell Schuler- Commerce City, CO
- Bill Shaffer- Colorado Springs, CO
- Charlie Shank- Colo Springs, CO
- Jason Snyder- Thornton, CO
- Charles Socha- Greenwood Village, CO
- Matthew Stattman- Englewood, CO
- David Sullivan- Longmont, CO
- Brandon Sumner- Milliken, CO
- Leigh Swan- , CO
- Herb Swindler- , CO
- Stacy Swindler- , CO
- Wyatt Swindler- , CO
- Michael Thompson- Denver, CO
- Jerry Thompson- Thornton, CO
- Bill Threlkeld- Denver, CO
- Benjamin Treseder- Denver, CO
- Alex Trotter- Highlands Ranch, CO
- John Victoria- Colorado Springs, CO
- David Walsh- Colorado Springs, CO
- Robert Watson- Greenwood Village, CO
- Jon Whiteley- Denver, CO
- Lisa Williams- Bailey, CO
- Tom Wuertz- , CO
- Michael Young- Greenwood Village, CO

June President's Message

Spring Grand Prix at HPR: We had a really good turnout at HPR for the Spring Grand Prix on May 16th and 17th. There were 126 cars on grid on Saturday and 123 on Sunday. The weather turned out to be rather pleasant as the week leading up to the race weekend was very rainy and the week after was also very rainy. We only had a minor ½ hour rain delay after lunch on Saturday. We got very lucky and had sunshine both days with temperatures in the low seventies; Excellent weather for racing. The Saturday night dinner featured chili supplied by RMVR with side dishes supplied by our fellow racers. There was plenty of food for everyone. The party afterwards was started off with Michael Arnold talking about his father John's Lotus F3 part in the movie "Rush" directed by Ron Howard. John Arnold's car was driven by Chris Hemsworth portraying James Hunt racing against Niki Lauda in the beginning of the movie. The director flew John, his wife Carole and his son Michael, along with his car over to England to be used in the film. Michael had many great stories to tell about the filming and stories about how the car was used in the film. Rest in peace John Arnold, you will always be a major part of RMVR and remembered well by all who knew you. The movie "Rush" was shown in its entirety after Michael's presentation. Both Saturday and Sunday had some great racing in all four groups and the Precision drivers had a group of their own all weekend. We had a few metal to metals and quite a few spins and four-offs. Hopefully we can all make an effort to clean this up for the Pueblo Grand Prix and try to keep our cars on the track and going in the right direction for the whole race weekend. Please remember, spins cause accidents!

Pay It Forward: I wanted to talk a little bit about the idea of paying it forward. If there is someone pitted near you having some trouble with his/her car, offer a hand in trying to get their car repaired so that they can enjoy the race weekend. You might have some spare parts required to get their car running, some fuel, some knowledge, advice or experience that they may lack to solve the problem. If someone helps you to get your car repaired, try and pay it forward and help someone else you see struggling in the pits around you in the future. If you see someone new in the pits, stop and introduce yourself to them and welcome to the Club and thank them for coming racing with RMVR. We are all ambassadors for the Club and anytime you get a chance to welcome or meet someone new, please take the opportunity to greet them and tell them about the new RMVR. We are a racer friendly organization that is here to make sure that everybody who comes to race with us has a great time. We want everybody to leave with a smile on their face and some tall tales to share with their friends. That is what Vintage Racing is all about. Please take the opportunity to Pay It Forward whenever you can.

Ron Randolph – President
RMVR 2015

Classifieds

For Sale: 1967 MG Midget – Raced all over England and USA with a variety of clubs such as MG Owners Club, RMVR, VARA, SVRA, HSR and SCCA. Very competitive car with many class and first place finishes! All the right ‘parts’ and lots of spares. \$11,500 obo. For more information and pictures call Brian Nightingale at 602-751-6829.



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.



For Sale: Turnkey 1971 Camaro Vintage Trans Am Road Racer. The car has a fresh 302 Chevy small block producing 488HP and 372 ft-lb of torque which is backed with a T-10 4 speed

transmission, the new engine & drivetrain alone has over \$20k invested. The car is completely rust free and very straight without any signs of major damage ever. This car has 2 logbooks that are from RMVR and CVAR racing clubs over the past few years. This is a fine example of a period correct race car and is ready to hit the track. \$39,000 or Best Offer (may consider partial trades, what do you have). In Denver, Colorado. Please feel free to contact me with any questions; 303-659-2227 either leave a message or ask for Eric or e-mail eric@thedbscorp.com

WANTED: Do you have any old automotive related materials you would like to move out of your house, office or garage? Why not donate them to Auto-Archives, the Colorado 501c(3) non-profit Automotive Library and Research Center based in Littleton. We are looking for car magazines, race programs, books, photographs, trophies, and model cars in any condition to be catalogued for research and educational uses. Any donations are tax-deductable.

We are looking for the following magazines to complete collections within the 35,000 items currently in the archive: Road & Track 1961 to 64, Victory Lane 1986 to June 1989, Vintage Motorsports any from 1982, Sports Car Graphic any from 1961, Sports & Exotic 2006/2009/2010, On-Track 1983.

We are also trying to build an archive of motor sport events Colorado. Do you or anyone you know have any Colorado related material? Events from places such as Continental Divide Raceway, Pikes Peak, Steamboat, Aspen, Salida, Copper Mountain, Lakeside, Second Creek, and La Junta.

Help us build an exceptional archive here in Colorado for all car enthusiasts to access. To find out more about Auto-Archives, or to donate any items please contact William Taylor on 303 933 2526, or by email at library@auto-archives.org

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.

Dear RMVR Members,

As you know my father passed away and my mother Carole Arnold is planning to move back to the UK. Therefore Mum and I are selling some of the Cars and Equipment that we can't take back. We would like my father's collection to be passed on to the club he was so fond of. Please have a look at the list below. If you want to come out and buy any of it you can contact me by email (marnold47@gmail.com) or contact by phone 303-898-6378. My father was a man who was very big on authentic cars and he spent his life searching and obtaining the proper bits to make great race and road cars.

Thank You,
Michael Arnold
303-898-6378

CARS: All cars are in need of restoration. NOTHING RUNS, BUT THEY ALL HAVE PAPER WORK.

1968 LOTUS ELAN: This is a road car, it has a twin cam that turns over, but has not been started. It comes with new wheels, tyres, and a second interior. The bad bits are - it needs fibreglass work and new headlights. Any mechanic would have this running fairly quickly

1964 HILMAN (sunbeam) IMP: This is a cracking little car. HSCC in the UK is dominated by these cars. One came second overall last season. It comes with 2 Coventry Climax alloy engines. Full race suspension, roll cage and fibreglass bonnet and boot (Hood and trunk) It's been painted in Fraser Imp colours but needs tlc. Very easy to finish off, comes with repair manual and haynes book.

1959 FORD ANGLIA: This car raced before the Lotus Cortina and dominated in the early 60's. It's also the car from HARRY POTTER 2 (Only this one is black). NO RUST It comes with loads of new parts including suspension and brakes, roll cage and extras. NO ENGINE AND GEARBOX. It's currently not on wheels as it was being prepped for paint. Great car.

1964 AUSTIN MINI COOPER S: She is in a sorry state, but it's the new parts you get. The body has surface rust, but has a solid chassis. Needs fenders, bonnet, boot lid, but has loads of new parts including two engines, new everything else to be honest. Once again it will be a cracking little racer.

1970 LOTUS EUROPA: This one is not for the faint of heart. You're getting two cars and three bodies. I believe you can make one good car out of the parts. NO ENGINE or GEARBOX.

196xS FORD CORTINA: We have THREE Cortina's. Body's are good and they are on wheels NO ENGINES, but they are on wheels. One is a Cortina GT.

MotorHome

Itasca Sunchaser, 35k miles, lots of extras, Telma Retarder, perfect for towing, \$5000 OBO.

TRAILERS:

PACE 26 foot covered trailer: This can hold two Saloon cars or four single seaters. It's got a ramp system and a electric winch. It's a lovely trailer.

Saloon Car Trailer: This is a two axle trailer that can carry any size road car.

Single axle small trailer: This is perfect for any single seater or small car (like a mini or an imp)

SHOP TOOLS LIST

MIG Welder (new)
TIG Welder (new)
MIG Welder
Plasma Cutter (new)
2 ton press
Band Saw
2x Drill Press
Standing Sandblaster
Outside Sandblaster
Large Braising set with bottles
Small handheld Braising set with bottles
Large belt sander
Small belt sander
Metal Band Saw
Sheet metal bender
Solvent Parts Washer
2 x Grinder with stand
Parts carts (I think there are 10)
Tyre bead separator
Wheel changer (Manual)
Compressors
Misc Electric hand tools
Misc Hand tools
Race petrol cans
Misc parts boxes and carriers.

I'M SURE I MISSED A FEW THINGS, BUT THERE ARE LOADS OF TOOLS AND STUFF FOR ANY PETROL HEAD.

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In this Issue:

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

2015 Event Schedule

June 13-14, 2015

Pueblo Grand Prix

Event Chair: Steve Peterson

Event Steward: Camille Fangue

Track Website: [Pueblo Motorsports Park](#)

August 1-2, 2015

Race Against Kids' Cancer @HPR

Event Chair: Frank Albert

Event Steward: Mark Robinson

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

September 5-6, 2015

Showboat Grand Prix @Motorsports Park Hastings

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

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

Event Steward: Art & Betsy Krill

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

October 3-4, 2015

Fall Sprints + Enduro @ HPR

Event Chair: Bonnie Mortimer

Event Steward: Graham Nessel

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

October 24-25, 2015

Octoberfast Spooktacular @PPIR

Event Chair: Lynn Fangue

Event Steward: Roger Ritzdorf

Track Website: [Pikes Peak International Raceway](#)

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

1376 Columbine Drive
Franktown, CO 80116

NEWSLETTER
VINTAGE RACING
ROCKY MOUNTAIN



RMVR VOLUNTEER NEWS

June 2015

By BJ Kellogg

Come and join us June 13-14 at Pueblo for the Grand Prix

We will have our five groups of open and closed with the precision group. Sat night features the BBQ again, Smokin' Sage Grill for lunch, always a good time. There will be no Friday night Drags so set up and camping will go easy. We are still looking for workers; Even if you can come down for a day that would be great.

Aug 1-2nd 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 four years we've raised over \$360,000 for MAF and with everyone's help, we can add to this total! This year our goal is to raise \$100,000 for the fine tuning of, and service of a Flow Cytometer we bought last year, a piece of analytical equipment which allows physicians to better understand, diagnose, and treat tumors. By participating in the Race Against Kids' Cancer race weekend, you are directly impacting and improving the lives of children with cancer.

- Once again, **Formula Ford will be the featured grid**. We will be inviting Formula Fords representing all four decades, both vintage and contemporary, hoping to top last year's 39 car grid. It should be a huge grid showing the evolution of this ever-popular series.
- **Paid rides in race cars** always deserve special mention. On Saturday and Sunday, during the lunch hours, we'll have some very special race cars with passenger seats which donors may purchase in order to have the ride of a lifetime. These will sell out early since the number of cars available and time on track is limited to the lunch hour. Buy your Ticket to Ride at the track.
- The **Morgan Adams Grid Girls** will be back again in 2015! Sign up and make a donation at the races to have a gorgeous grid girl keep you cool under an umbrella while you're waiting for your start on the grid. With your donation, you will receive a keepsake photograph to share with your family and friends.
- There will be **special events and activities** all weekend in the paddock for kids, adults, spectators, and racers.

Saturday Night Dinner/Concert – As usual, tickets for the dinner are available to purchase by racers upon event registration. If you are attending as a spectator and wish to enjoy the Saturday evening dinner and bluegrass/country music concert, please purchase tickets in advance below. Tickets will be at the registration desk under your name. All dinner ticket proceeds go to MAF!

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