<table>
<thead>
<tr>
<th>New Members</th>
<th>Save the Date: August 4-5, 2018</th>
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<td>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.</td>
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<td>• Jim Hiller – Conifer, CO</td>
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<td>• Tex Arnold</td>
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<td></td>
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<td>The 2018 RMVR race schedule is out and the 8th annual Race Against Kids’ Cancer will be held at High Plains Raceway on August 4-5, 2018. This event will once again benefit our charity partner, The Morgan Adams Foundation, to help fund pediatric cancer research.</td>
<td></td>
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<tr>
<td>Cool cars. Wheel-to-wheel racing. Help kids with cancer. A don’t miss event!</td>
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<tr>
<th>Motorsport Reg</th>
<th>RMVR Apparel Now Available On-line</th>
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<tr>
<td>If you need some cool RMVR logo apparel, you can get it here. If you forgot to purchase an event shirt from past events, here they are!! Keep returning as the store will add more products as our members request them.</td>
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<tr>
<td>Support our club and advertise RMVR by purchasing and proudly wearing these cool products!</td>
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<tr>
<td><a href="https://represent.com/store/rockymountainvintageracing">https://represent.com/store/rockymountainvintageracing</a></td>
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Minutes
RMVR BOARD MEETING
Blue Bonnet Café
May 16, 2018

Call To Order Time:  7:00

Roll Call of Board Members:
Brian Nelson (President) - P
Frank Albert (Past President) – P
Patrick Fay (President Elect) – P
Kyle Popejoy (Treasurer) – P
Scott Stekr (Secretary) – P
Ken Tisdale (At Large) – P
Christy Hopkins (At Large) – P
Brant McClung (At Large) – P
Wayne Siebrecht (At Large) – P
Jeff Payne (At Large) – P
Jeff Hall (At Large) – A - Excused
Bob Hancock (At Large) – P

Approval of April Minutes
Motion – Wayne Siebrecht 2nd – Ken Tisdale
Approved – All present voting board members.

President’s Opening Remarks – Brian Nelson
What has been witnessed this year has fallen in line with the financial goals set forth this year. The weather cooperated this year which helped with the overall success of this school. The savings from not having guest instructors has benefited the bottom line. Currently 102 entrants for the Spring Race. The weather is not looking good for the weekend however the financial outlook looks good.

We have worked with CustomInk on a Beta Test for a storefront for purchasing RMVR shirts. People can purchase shirts from past events, current events and general shirts are also available. The website will be made available via media blast soon.

Treasurer Report – Kyle Popejoy
Wayne Siebrecht - Where do the patch expenses fall? Kyle – All of the patches are purchased at the beginning of the year and the costs are divided between the races.

Motion to accept as presented: Wayne Siebrecht
2nd – Frank Albert
Approved – All present voting board members.

Chief of Specialties Report:
Patrick Fay – Open wheel starts at school were “interesting”. For some reason the open wheel group was split which made for kind of an odd split start.

Ken Tisdale – On behalf of Lisa.
– There is a worker shortage this weekend however we will be implementing the lights with our own workers in control of the lights. There are only 3 weeks between the Spring Race and the Thunder on the Arkansas and we are also looking for volunteers for that event.

Special Orders Discussions / Upcoming Events
Driver’s School – Lynn Fangue, Jeff Hall, Brad Leach

The write-ups were very well done by Lynn, Jeff and Brad.

Ken Tisdale – There was some miscommunication between the Steward and the CDI which led to some confusion. The schedule as it pertains to where students needed to be needs to be polished.

Patrick Fay – The same weekend has been booked for the 2019 season – the last weekend in April.

Marketing for the next school will begin soon and be advertised throughout the full year.

Chris Ellis – The Friday session required a license which meant students that arrived Friday could not test their car. For next year this will be looked into and try to address.

Mary has just printed out all of the passing driver’s provisional licenses.

Spring Race – There will be a potluck chili dinner on Friday. This is the Formula Ford weekend so the FF group will be Group 1. There are quite a few students, somewhere around 10.

Snowmass – Wayne Siebrecht, Kyle Popejoy – The company that supplies the water barriers does not have enough that do not leak. They did however just come under new management on Monday. Wayne is going to talk to the new owners to see if they can supply the race with leak-free barriers. There are 51 current entries for the event. Victory Lane is going to do some advertising.

Patrick Fay – Fun Club Idea – We have an underserved Group of Spouses and Kids that attend events that are not having fun. We would need a new “Fun Coordinator”. This person’s job is to find fun things for people to do that are not entertained by the event itself. The job of this person would be to come up with on-site events or off site events nearby.
Time sure flies when you’re having fun!! Our next club race is the 8th annual Race Against Kids’ Cancer on August 4-5 at High Plains Raceway, one of our club’s most exciting and most rewarding events of the year! Here’s an update on the race festivities:

**Preliminary RAKC schedule:**

**GROUPS:**
- **Group 1:** Big/Mid Bore
- **Group 2:** Small Bore
- **Group 3:** FV, FB, W&T, SRs
- **Group 4:** FF – Invitational

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### Schedule

<table>
<thead>
<tr>
<th>Session</th>
<th>SATURDAY</th>
<th>SUNDAY</th>
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<tbody>
<tr>
<td><strong>Marshall’s Meeting</strong></td>
<td>7:30 AM</td>
<td>7:30 AM</td>
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<tr>
<td><strong>Driver’s Meeting</strong></td>
<td>8:00 AM</td>
<td>8:00 AM</td>
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<tr>
<td><strong>Practice &amp; Qualifying</strong></td>
<td>8:30 AM</td>
<td>8:30 AM</td>
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<tr>
<td>Groups 1-4 (15 minute sessions)</td>
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<tr>
<td><strong>Worker Break</strong></td>
<td>10:10 AM</td>
<td>9:25 AM</td>
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<tr>
<td>Groups 1-4 (15 minute sessions)</td>
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<tr>
<td><strong>Lunch and “Ticket to Ride”</strong></td>
<td>12:00 PM</td>
<td>10:20 AM</td>
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<tr>
<td><strong>Race #1</strong></td>
<td>1:45 PM</td>
<td>9:25 AM</td>
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<tr>
<td>Groups 4-3-2-1 (15 minute sessions)</td>
<td></td>
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<tr>
<td><strong>Worker Break</strong></td>
<td>3:25 PM</td>
<td>10:20 AM</td>
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<tr>
<td><strong>Schomp Sponsored ProAm Race</strong></td>
<td>3:45 PM</td>
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<tr>
<td><strong>Racing over - Track Cold</strong></td>
<td>5:00 PM</td>
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<tr>
<td><strong>Post-race social, track-side dinner (ticket required), free music/dancing/revelry</strong></td>
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**Special Schedule Notes:**
- The order of the run groups will be reversed after lunch on both days (Group 4-3-2-1). This is to give Big/Mid Bore and Small Bore Run Groups more time between giving lunch rides and racing.
- Logic: Steve Hargus (Big Bore) commented at the Spring GP that it was announced that only one car was giving lunch rides, but others were scrambling to get their cars out too. The issue is those cars go through a set of tires each week-end, so they have a set just for lunch rides—meaning they must swap them out. If they are scheduled to get on the track first after giving lunch rides, they don’t have time for tire swapping.
Lunchtime Rides

Speaking of lunch rides...As you know, our RAKC lunchtime rides are very popular and a fantastic fundraiser for our event. “Thank you” to those who have already agreed to give lunchtime rides for this year’s race! We are looking for more! If you are interested in giving lunchtime rides this year, please contact RMVR’s Steve Barkley at FFdriver@outlook.com.

After Race Party

We have a new band for the after-race party......The Humbuckers!! Check them out:

https://www.facebook.com/pg/HumbuckersDenver/about/?ref=page_internal

The Humbuckers are a road-tested rock band that seamlessly mixes originals with classic rock covers from the 70s, 80s, 90s and 2000s to energize the crowd and get everyone dancing! The Humbuckers are about playing Rock & Roll honestly and passionately. They want their audience to have as much fun as they are, so put on your dancing shoes and come prepared to have some fun!

RAKC Fundraising Leaderboard

We have less than two months to reach our club fundraising goal of $200,000. Now is the time for all club members to kick fundraising into high gear!

Want to know who is taking the early lead on fundraising, or where you stand on the fundraising leaderboard?

Go to: https://rmvr.raceagainstkidscancer.org and click on the “Find a Participant” tab.

If you want to be a top fundraiser and get a chance to drive in the ProAm, set up your personal donation page TODAY and start reaching out to your business, personal and social media contacts to ask for sponsorships! Don’t forget to ask your Employer—and your sponsors’ Employer—for a Matching Gift donation!! And remember, the special Match/Match Challenge will match all Employer Matches received, on a first-come, first-served basis. When the special $10K Match/Match Challenge fund is gone, it’s gone!

The FUNDRAISING tab has sample letters, donation forms, fundraising tips, and special challenge rules to help you.

The cut-off for purposes of determining the top fundraisers who will be offered a seat in the ProAm race will be Sunday, July 29 at 5:00 PM MT. Donations will continue to be accepted after this time, but not counted for the ProAm ride.

Good luck--and remember-- GO BIG.
Fundraising Challenge: The Peak Asset Management Challenge

Like last year, we will once again have a variety of challenges with opportunities for you to grow your fundraising totals. This year’s fundraising challenge—The Peak Asset Management Challenge—will include a variety of fun challenges that will be issued periodically throughout June and July. Watch for emails outlining each challenge of this exciting program and see if you can capture some of the prize money and potentially help you earn a seat in the ProAm!

Run Group Captains and MAF Ambassador Pairings

Huge “thanks” to Frank, Pat/Kiel, Reah, Kirk and Christy for stepping up to be your Run Group fundraising Team Captains!!! The goal of each team is to raise as much $$$ as possible for The Morgan Adams Foundation—as well as do fun things to honor and support your very special MAF Ambassador.

Watch for emails from your Run Group Captain on how your team plans to take the top spot in fundraising and take home the RAKC MAF Ambassador trophy!
MAF Ambassador Update: The Reason we do this Race!!

We are very excited to have this year’s MAF Ambassadors—Jamin, Myles, Cash, Kaden, and Kian—at the race cheering us on and having a great time!

Returning Ambassadors—Gabe, Jordan and Meredith—will also be joining us at the track! We thought you’d like to hear what these amazing kiddos have been up to since last year’s RAKC.

Gabe

What have you been up to in 2018/accomplishments? I met with Colorado lawmakers to ask them to approve a Childhood Cancer License Plate in Colorado to raise more money for research. The bill passed and was signed by the governor!! I graduated from Middle School and received a student community service award. My 4yr scans were stable.

Do you have any fun plans for the summer? I want to go fishing, swimming hopefully. I want to take a trip with my family. I am looking forward to summer camp to be with kids that have gone through what I have.

What do you want people to know about kids’ cancer? That it affects your whole life and makes life hard sometimes. But you have to keep hope and keep fighting every day.

Jordan

What have you been up to in 2018/accomplishments? Learning how to ski through Copper Mountain ski school and the NSCD; lots of different classes at school like computer programming. Successfully completed the first year of middle school. Can almost balance for 30 seconds on each leg.

Do you have any fun plans for the summer? Going to Michigan and tubing with my cousins. Hopefully getting to ride on the Rip Cord at Michigan Adventure Land.

What do you want people to know about kids’ cancer? The journey through cancer doesn’t end when treatment ends. It is harder being out of treatment because people expect you to be back to normal even when I am still struggling.

Meredith

What have you been up to in 2018/accomplishments? Volunteering 4 hours a week at a Bakery, working on school work, when I am not sick. I can do the elliptical machine for 5 minutes.

Do you have any fun plans for the summer? Camping, kayaking, visiting my big brother in Omaha, attending the RAKC in August to see the Queen Vee (Bonnie) and Robin (MAF).

What do you want people to know about kids’ cancer? It ages your body; instead of physically being 19, I am now dealing with a 50+ year old body.

We also want to remember MAF Ambassadors Trevor and Koby; both of whom lost their battle since last year’s race.

We were forever touched and inspired by their courage, strength and positivity, and will continue the fight in their honor.
Rocky Mountain Vintage Racing is proud to present

The Aspen/Snowmass Vintage Street Race

September 15-17, 2018
Aspen Snowmass Street Race,
Snowmass Village, CO

Car show Saturday at noon in conjunction with wine tasting event.

Morgan Adams Foundation party Saturday night with a bonfire.

Racing Sunday and Monday on the streets of The Town of Snowmass Village.

RMVR party Sunday night with a live band.

RACE REGISTRATION OPEN NOW
www.RMVR.com

Race open to other VMC Club Members
Great event for spectators!
BOOK SALE, SIGNING & INFORMAL CHAT WITH HURLEY HAYWOOD

Valkyrie Racing is honored to host Hurley Haywood’s exclusive Denver signing of his biography “Hurley: From the Beginning”.

Admission is free and complimentary food, margaritas, beer, and wine will be served. Thanks to our event sponsors!

DRIVE YOUR FAVORITE CAR AND PARK IT IN OUR DISPLAY AREA

EVENT LOCATION: SIERRA RESTAURANT:
10680 CABELA DR, LONE TREE, CO 80124
Kindly RSVP to: info@racevalkyrie.com

Please join us in the fight to stop child trafficking. Contributions to Valkyrie Gives can be made online at ValkyrieGives.org or at the event.

SPONSORED BY

www.HurleyBook.com
Unfinished Business

Indy / F5000 “Demonstration” At Thunder on the Arkansas – Keith Davidson

Proposing two outings per day; a morning warm up and an afternoon race. Originally we did not have the proper fire suppression systems, however, Keith has pulled together the safety systems necessary to put on the race. There are approximately 10 cars. This would give a great venue for these large, capable, open wheel cars to stretch their legs.

Motion to approve this Demonstration Group with a minimum of (5) cars signed up at least 10 days prior to the race: Frank Albert 2nd: Christy Hopkins
Approved: All present board members.

New Business

Tom Ellis – Drivers moving from large bore to small bore: Last year a provision was made for drivers that are generally in the Mid/Big bore group to be able to move down into small bore based on lap times. Pete is a third-year Lotus Elan driver and says it is not fun to be in the Big Bore group. Also noted there is not much competition at the back of the large bore group. The small-bore group has been much more fun as the cars are all about the same size and the speeds are more similar.

Motion to allow Pete to participate in small bore group for the remainder of the season: Ken Tisdale 2nd – Jeff Payne
Approved: All present board members except Bob Hancock –

Has a car that is capable of going much faster. The driver may not be able to however.

Kyle – Would like to see a Physicians Assistant (PA) added to the (MD and DO) on the medical form. Kyle will do the research to make sure this is not a rules change and will table for next meeting.

Ken Tisdale – Possibly see if there are email archives for old members to start to send correspondence to see why they are no longer members or what they are up to.

Open Discussion –

None

President’s Closing Remarks –

Thanks to Jeff, Lynn and Brad for making the school such a success. Everyone has had great feedback. Thank you to all of the volunteers for all of their efforts for the events.

Motion to adjourn the meeting at 8:58 – Wayne Siebrecht 2nd – Ken Tisdale
All in Favor – All present voting board members.
RMVR exceptions to 1967 GCR (Production Cars)

3/20/2008 5/14/2018

(1.1.d) Cars will comply with the 1967 SCCA PCS, and/or FIA group II except for approved modifications listed in SCCA GCR and/or RMVR rules.

(1.1.d) The car must be made of original body material.

(1.1.d) The applicant may be asked to supply documentation to support modifications which may be questioned by the eligibility committee. (In general, any race modifications should be appropriate to the era of eligibility and approved, in ascending order, by FIA, SCCA PCS, GCR, with RMVR rules overriding all other rules.)

(1.2.A.1) Lights: headlights and parking lights may be removed. (All openings must be covered or finished).

(1.2.A.1) Front glass lights must be taped for racing.

(1.2.A.1) One brake light must work.

(1.2.A.2) Roll bars: not allowed to go through the firewall and tie to the front suspension tie points (i.e. shock towers).

(1.2.A.7) Doors must hinge but may be bolted shut.

(1.2.B.1) Tires: High quality, fully treaded, street legal tires of 50 series or higher are permitted (A, B Production and A Sedan classes are excepted, having specific tire rules). Radial DOT tires having only traces of tread such as circumferential grooves or isolated areas of treading are not allowed. DOT 60 series or higher or Alternatively, Goodyear Blue Streak racing tires or equivalent fully treaded vintage tires made by Avon, Hoosier and Dunlop are permitted. No slicks, 2/32" minimum tread, no regrooved or recaps.

(1.2.B.2) All wheel lug bolts or nuts must have a gripping area greater than the diameter of the lug.

(1.2.B.2) The use of any wheels of the same diameter and with a rim no more than 1.5 inches wider than the standard wheel listed by the 1967 SCCA PCS or FIA for the automobile.

(1.2.D.5) Head flow must be directed as original.

(1.2.D p5)
Engines over 2900cc must have factory original or replacement intake manifolds that comply with the intake manifold sections of Table 1 and Table 2 in **RMVR exceptions to the 1972 GCR (A,B,C Production Cars and A Sedans)**.

(1.2.D p11)
Exhaust must exit rear and away from the driver

(1.2.D.14)
Fluid catch tank of at least 32 oz. is required on any fluid opening vented to the atmosphere.

(1.2.D.21)
Fluid catch tank of at least 32 oz. is required.
RMVR exceptions to 1972 GCR (D-H Production Cars)

3/20/2008 5/14/2018

(2.1.d) Cars will comply with the 1972 SCCA PCS, and/or FIA group I and II except for approved modifications listed in SCCA GCR and/or RMVR rules.

(2.1.d) The car must be made of original body material.

(2.1.d) Only vehicles listed in the 1972 PCS will be allowed to be prepared to the specifications of the 1972 PCS. Other vehicles may be prepared only to the specifications of the latest year that the specific vehicle (make and model) is listed in the PCS. All eligible vehicles may be prepared to comply with the 1972 GCR with RMVR modifications.

(2.1.d) The applicant may be asked to supply documentation to support any modification that may be questioned by the eligibility committee. (In general, any race modifications should be appropriate to the era of eligibility and approved, in ascending order, by FIA, SCCA, PCS, GCR, with RMVR rules overriding all other rules.)

(2.2.A) Roll bars/roll cages: not allowed to go through the firewall and tie to the front suspension tie points (i.e. shock towers).

(2.2.A) Interior and dash "free" to driver's comfort and convenience. (Eligibility recommends that interior "bare" panels be covered in some manner so that the car has a finished look that is more in keeping with vintage spirit.)

(2.2.A) All loose items must be removed for racing.

(2.2.A.3) Refer to RMVR Safety Regulations for fuel cell requirements.

(2.2.A.5) Closed cars must have a front windshield and rear window made of glass or shatterproof material: i.e. Lexan.

(2.2.A.5) Wipers, heaters, and accessory items are "free".

(2.2.A.6) Grill must be factory original or reproduction.

(2.2.A.6) Doors must hinge but may be bolted shut.

(2.2.A.7) One brake light must work.
Lights: headlights and parking lights may be removed (all openings must be covered or finished).

(2.2.A.7)
Front glass lights must be taped for racing.

(2.2.B.1)
A slight widening or change on the original fender shape may be permitted as long as it still conforms closely to the original body lines. (Any change to the fender lines must be approved by the eligibility committee).

(2.2.B.1)
The spare tire and all loose items must be removed for race participation.

(2.2.B.1)
All wheel lug bolts or nuts must have a gripping area greater than the diameter of the lug.

(2.2.B.1)
Tires: DOT 50 series or higher or high quality, fully treaded street legal tires of 50 series or higher are permitted. Radial DOT tires having only traces of tread such as circumferential grooves or isolated areas of treading are not allowed. Alternatively, Goodyear Blue Streak racing tires or equivalent fully treaded vintage tires made by Avon, Hoosier and Dunlop are permitted. No slicks, 2/32" minimum tread, no re-grooved or recaps.

(2.2.B.2)
The use of any wheel of the same diameter and with a rim no more than 1.5 inches wider than the standard wheel listed by the SCCA PCS or FIA for the automobile. Changes in track resulting from the use of the above wheels may not exceed plus or minus 2 inches from the dimension listed by SCCA for the automobile.

(2.2.B.3)
Shocks are "free".

(2.2.B.8)
Suspension: Original attachment points, original type sway bars are "free".

(2.2.C.1)
Crank fired ignition not allowed.

(2.2.C.1)
The generator or alternator may be removed.

(2.2.D.1.a)
Carburetors: Original type (side draft for side draft, etc.) size and number of throats. No injection unless originally supplied.

(2.2.D.1.a)
One two-throat carburetor (i.e. Weber) may be used in place of two single-throat carburetors (i.e. S.U.).

(2.2.D.2)
Fuel pumps are "free".

(2.2.D.4)
Engine: original mounting and location.

(2.2.D.4)
Stroke may not be increased.
(2.2.D.4) Alfa Romeo may use a 1750cc engine in place of a 1300 or a 1600cc engine.
(2.2.D.4) BMC 1275 engines may be used in place of a BMC 948cc or a 1098cc engine.
(2.2.D.4) Porsche 1750 engines may be used to replace engines in 356 and 912 models.
(2.2.D.4) All cars will be moved up in class to reflect the increase in engine size.
(2.2.D.4) MGA may use a 1798 cc MGB engine in place of a 1500, 1600 or 1622.
(2.2.D.5) Head flow must be directed as original.
(2.2.D.5) All cars must use cylinder heads appropriate for period of manufacture.
(2.2.D.6) Internal engine modifications are "free".
(2.2.D.9) Accurate displacement must be declared.
(2.2.D.12) Exhaust must exit rear and away from the driver.
(2.2.D.14) Transmission: Original housing and original number of speeds, ratios are "free".
(2.2.D.15) Fluid catch tank of at least 32 oz. is required on any fluid opening vented to the atmosphere.
(2.2.D.16) Clutch is "free".
(2.2.D.17) Differential ratio is "free".
(2.2.D.20) Dry sumps allowed.
(2.2.D.22) Fluid catch tank of at least 32 oz. is required.
(2.2.E) Refer to RMVR Safety Regulations for fuel cell requirements.
RMVR exceptions to 1972 GCR (A, B, C Production Cars and A Sedans)

7/17/2017 5/14/2018

(2.1.D) Cars will comply with the 1972 SCCA PCS except for approved modifications listed in the 1972 SCCA GCR and/or the RMVR rules and exceptions listed below and summarized in Table 1 and Table 2 below.

(2.1.D) The car must be made of original body material (see Table 1 below).

(2.1.D) The applicant may be asked to supply documentation to support any modification that may be questioned by the eligibility committee. (In general, any race modifications should be appropriate to the era of eligibility and approved, in ascending order, by FIA, SCCA, PCS, GCR, with RMVR rules overriding all other rules.)

(2.2.A) Roll bars/roll cages: not allowed to go through the firewall and tie to the front suspension tie points (i.e. shock towers).

(2.2.A) Interior and dash "free" to drivers' comfort and convenience. (Eligibility recommends that interior "bare" panels be covered in some manner so that the car has a finished look that is more in keeping with vintage racing.)

(2.2.A) All loose items must be removed for racing.

(2.2.A.3) Refer to RMVR Safety Regulations for fuel cell requirements.

(2.2.A.5) Closed cars must have a front windshield and rear window made of glass or plastic.

(2.2.A.5) Wipers, heaters, and accessory items are “free”.

(2.2.A.6) Grill must be factory original or reproduction.

(2.2.A.6) Front glass lights must be taped for racing.

(2.2.A.6) One brake light must work.

(2.2.A.6) Doors must hinge but may be bolted shut.

(2.2.B.1) Tires: For A and B Production, and A Sedan classes- only bias-ply, molded tread vintage racing tires are allowed. Specifically, those tire manufacturers and models listed for SVRA Group 6 cars as of February 2017 (see Table 3). Tire size is
governed by RMVR class-specific rules including body modifications, wheel size and tire aspect ratio. Radial tires are allowed on Historic class cars provided that they are fully treaded, street-legal tires having 50 series or higher aspect ratio. For C Production-DOT tires 50 series or higher or high quality, fully treaded street legal tires of 50 series or higher are permitted. Radial DOT tires having only traces of tread such as circumferential grooves or isolated areas of treading are not allowed. Alternatively, Goodyear Blue Streak racing tires or equivalent fully treaded vintage tires made by Avon, Hoosier and Dunlop are permitted. No slicks, 2/32” minimum tread.
In no case are re-grooved or re-capped tires allowed.

(2.2.B.1) A slight widening or change on the original fender shape may be permitted as long as it still conforms closely to the original body lines. (Any change to the fender lines must be approved by the eligibility committee.)

(2.2.B.1) The spare tire and all loose items must be removed for race participation.

(2.2.B.2) All wheel lug bolts or nuts must have a gripping area greater than the diameter of the lug.

(2.2.B.3) Shocks are "free".

(2.2.B.8) Suspension: original attachment points, original type. Sway bars are "free".

(2.2.C.1) Crank fired ignition not allowed.

(2.2.C.1) The generator or alternator may be removed.

(2.2.D.2) Fuel pumps are "free".

(2.2.D.4) Engine: original mounting and location.

(2.2.D.4) Stroke may not be increased.

(2.2.D.4) All cars will be moved up in class to reflect the increase in engine size.

(2.2.D.5) Head flow must be directed as original.

(2.2.D.5) All cars use cylinder heads appropriate for period of manufacture.

(2.2.D.5) No current technology heads are allowed (e.g. small block Chevrolet slant plugs).

(2.2.D.5) Engines over 2900cc must have factory original or replacement intake manifolds that comply with the intake manifold sections of Tables 1 and 2.

(2.2.D.6) Internal engine modifications are "free".
(2.2.D.9) Up to 1.02 mm overbore allowed.
(2.2.D.9) Accurate cc displacement must be declared.
(2.2.D.12) Exhaust must exit rear and away from the driver.
(2.2.D.14) Transmission: original housing and original number of speeds, ratios are "free".
(2.2.D.15) Fluid catch tank of at least 32 oz. is required on any fluid opening vented to the atmosphere.
(2.2.D.16) Clutch is "free".
(2.2.D.17) Differential ratio is "free" (no locked rear-end).
(2.2.D.18) Suspension: original attachment points (original type sway bar is "free").
(2.2.D.20) Dry sumps allowed.
(2.2.D.21) Fluid catch tank of at least 32 oz. is required.
(2.3) If engine size is increased then it is possible that the car classification will be moved up one or two classes. This is at the discretion of the eligibility committee.

Table 1: Summary of RMVR A, B, C Production Sportscar Car Classifications

<table>
<thead>
<tr>
<th>Item</th>
<th>1967 GCR: A/P, B/P, C/P</th>
<th>1967 GCR PLUS RMVR ADDITIONS: A/P-1, B/P-1, C/P-1</th>
<th>1972 GCR: A/P-2, B/P-2, C/P-2 1968-1972</th>
<th>1972 GCR PLUS RMVR ADDITIONS: A/P-3, B/P-3, C/P-3 1968-1972</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheels</td>
<td>67 GCR</td>
<td>67 GCR/RMVR</td>
<td>72 GCR</td>
<td>15 x 10 max (Note 6)</td>
</tr>
<tr>
<td>Camshaft</td>
<td>67 GCR</td>
<td>Free</td>
<td>72 GCR</td>
<td>free</td>
</tr>
<tr>
<td>Cylinder heads</td>
<td>67 GCR</td>
<td>Note 1</td>
<td>72 GCR</td>
<td>Note 1</td>
</tr>
<tr>
<td>Oil system</td>
<td>67 GCR</td>
<td>Free</td>
<td>72 GCR</td>
<td>free</td>
</tr>
<tr>
<td>Brakes</td>
<td>67 GCR</td>
<td>Note 2</td>
<td>72 GCR</td>
<td>Note 2</td>
</tr>
<tr>
<td>Clutch</td>
<td>67 GCR</td>
<td>Free</td>
<td>72 GCR</td>
<td>free</td>
</tr>
<tr>
<td>Transmission</td>
<td>67 GCR</td>
<td>67 GCR/RMVR</td>
<td>72 GCR</td>
<td>72 GCR/RMVR</td>
</tr>
<tr>
<td>Ignition</td>
<td>67 GCR</td>
<td>67 GCR/RMVR</td>
<td>72 GCR</td>
<td>72 GCR/RMVR</td>
</tr>
<tr>
<td>Head lamps</td>
<td>67 GCR</td>
<td>Can be Removed</td>
<td>72 GCR</td>
<td>Can be Removed</td>
</tr>
<tr>
<td>Windshield</td>
<td>67 GCR</td>
<td>67 GCR/RMVR</td>
<td>72 GCR</td>
<td>72 GCR/RMVR</td>
</tr>
<tr>
<td>Intake</td>
<td>67 GCR</td>
<td>Dual Plane, no air</td>
<td>72 GCR</td>
<td>Free</td>
</tr>
</tbody>
</table>
### Table 1: RMVR Specifications

<table>
<thead>
<tr>
<th>Item</th>
<th>1967 GCR: A/P, B/P, C/P</th>
<th>1967 GCR PLUS RMVR ADDITIONS: A/P-1, B/P-1, C/P-1</th>
<th>1972 GCR: A/P-2, B/P-2, C/P-2 1968-1972</th>
<th>1972 GCR PLUS RMVR ADDITIONS: A/P-3, B/P-3, C/P-3 1968-1972</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manifold</td>
<td>gap, period manifold</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Body Materials</td>
<td>67 GCR</td>
<td>67 GCR/RMVR</td>
<td>72 GCR</td>
<td>Note 3</td>
</tr>
<tr>
<td>Flared Fenders</td>
<td>67 GCR</td>
<td>Note 4</td>
<td>72 GCR</td>
<td>Note 5</td>
</tr>
<tr>
<td>Roll Cage</td>
<td>67 GCR</td>
<td>67 GCR/RMVR</td>
<td>72 GCR</td>
<td>72 GCR</td>
</tr>
<tr>
<td>Tyres</td>
<td>50 Series</td>
<td>50 Series</td>
<td>50 Series</td>
<td>50 Series</td>
</tr>
</tbody>
</table>

This table is a summary of RMVR rules and does not replace those rules. Race participants are required to become familiar with the specific rules for their class.

- **Note 1**: 67 or 72 GCR rule cylinder heads or World Products S/R (street replacement) cast iron factory replacement Ford and Small Block Chevy.
- **Note 2**: Original type and size, with master cylinder free.
- **Note 3**: Alternate materials allowed with 72 GCR or FIA rules.
- **Note 4**: Panels may be "bowed" to accommodate allowed tires and wheels. No changing of original wheel opening shape or obvious IMSA type flares.
- **Note 5**: Panels may be "bowed" or mild fender lip flares to accommodate allowed tires and wheels. No IMSA type panels.
- **Note 6**: 8" max for Porsche.

All other items in question to be determined by applicable rules of the original GCRs, RMVR, OR FIA. Any 1967 or earlier car may be updated up to 1967 (engine change may result in class change). 1968 and newer may be updated to the 1972 GCR.

*Rev 3/21/2007*

### Table 2: Summary of RMVR A Sedan Classifications

<table>
<thead>
<tr>
<th>Race Car Component</th>
<th>A/S Class</th>
<th>A/S-1 Class (former-T/A)</th>
<th>A/S-2 Class</th>
<th>A/S-3 Class (former-T/A-1)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Model year</td>
<td>1967 or earlier</td>
<td>1967 or earlier</td>
<td>1968 thru 1972</td>
<td>1968 thru 1972</td>
</tr>
<tr>
<td>Engine</td>
<td>5 liter max (5)</td>
<td>5 liter max (5)</td>
<td>5 liter max (5)</td>
<td>5 liter max (5)</td>
</tr>
<tr>
<td>Wheels</td>
<td>maximum</td>
<td>per-PER recognition</td>
<td>14” or 15”diameter</td>
<td>maximum</td>
</tr>
<tr>
<td>Race Car Component</td>
<td>A/S Class</td>
<td>A/S-1 Class (former T/A)</td>
<td>A/S-2 Class</td>
<td>A/S-3 Class (former T/A-L)</td>
</tr>
<tr>
<td>--------------------</td>
<td>-----------</td>
<td>--------------------------</td>
<td>-------------</td>
<td>----------------------------</td>
</tr>
<tr>
<td>Maximum 15&quot;x 8&quot; or FIA maximum form</td>
<td>8&quot; maximum width Maximum 15&quot;x10&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Camshafts no-No roller cam/rockers free Free</td>
<td>per-Per recognition form/rockers free freeFree</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cylinder Heads Period factory or World Products S/R replacement Period factory or World Products S/R replacement Period factory or World Products S/R replacement</td>
<td>Period factory or World Products S/R replacement Period factory or World Products S/R replacement Period factory or World Products S/R replacement</td>
<td>period-Period factory or World Products S/R replacement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil System wet-Wet sump only Free</td>
<td>free-Free w/1972 GCR limits freeFree</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brakes period Period factory per RMVR/linings free original-Original configuration and size Master cylinder and linings free free-Free but mounted in factory position freeFree</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transmission per-Per recognition form per-Per recognition form per-Per recognition form per-Per recognition form</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ignition None Free per 67 GCR free-Free per 67 GCR</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Headlights Headlights required/signal lights lenses may be removed/lens protection removed-Removed or covered/lenses must be protected per RMVR removed-Removed or covered per 72 GCR and RMVR removed-Removed or covered/lenses must be protected per RMVR</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Race Car Component</td>
<td>A/S Class</td>
<td>A/S-1 Class (former T/A)</td>
<td>A/S-2 Class</td>
<td>A/S-3 Class (former T/A-1)</td>
</tr>
<tr>
<td>--------------------</td>
<td>-----------</td>
<td>--------------------------</td>
<td>-------------</td>
<td>---------------------------</td>
</tr>
<tr>
<td></td>
<td>per RMVR</td>
<td>glass-Glass or plastic per RMVR</td>
<td>safetySafety clips and wiper mechanism required</td>
<td>safetySafety clips and wiper mechanism required</td>
</tr>
<tr>
<td>Windshield</td>
<td>Wiper assembly must be complete</td>
<td>per-Per recognition form or approved replica</td>
<td>dual-Dual plane, no air gap</td>
<td>period-Period manifold or approved replica Free</td>
</tr>
<tr>
<td>Intake Manifold</td>
<td>per-Per recognition form or approved replica</td>
<td>per-Per recognition form</td>
<td>per-Per recognition form/ spoilers per 72 GCR</td>
<td>alternate-Alternate materials per 72 GCR or 72 FIA</td>
</tr>
<tr>
<td>Body Materials</td>
<td>per-Per recognition form/ bumpers may be removed or replaced</td>
<td>per-Per recognition form</td>
<td>per-Per recognition form/ spoilers per 72 GCR</td>
<td>alternate-Alternate materials per 72 GCR or 72 FIA</td>
</tr>
<tr>
<td>Flared Fenders</td>
<td>None/panels may be bowed/retain wheel opening shape</td>
<td>none/panels may be bowed/retain wheel opening shape</td>
<td>none/panels must retain wheel opening profile</td>
<td>same-Same as A/S-1 but mild fender flares allowed/ no IMSA flares</td>
</tr>
<tr>
<td>Roll Cage</td>
<td>recommended</td>
<td>recommended</td>
<td>recommended</td>
<td>recommended</td>
</tr>
<tr>
<td>Tires</td>
<td>50 series</td>
<td>50 series</td>
<td>50 series</td>
<td>50 series</td>
</tr>
<tr>
<td>Coachwork</td>
<td>free</td>
<td>free</td>
<td>free</td>
<td>.free Free per 1972 GCR</td>
</tr>
<tr>
<td>Scattershield</td>
<td>required</td>
<td>required</td>
<td>required</td>
<td>required</td>
</tr>
<tr>
<td>Clutch</td>
<td>original single disk type/lining</td>
<td>free</td>
<td>free-Free per 1972 GCR</td>
<td>Free</td>
</tr>
</tbody>
</table>

Notes:
1) This table is a summary of RMVR rules and does not replace those rules. Participants are required to become familiar with the specific rules for their class.

2) Components shall be those provided by the factory for the car except as otherwise noted.

3) Requirements for A/S and A/S-1 classes are described in the SCCA 1967 GCR with RMVR exceptions.

4) Requirements for A/S-2 and A/S-3 classes are described in the SCCA 1972 GCR with RMVR exceptions listed within this document.

5) 1.2 in overbore or 5 liter displacement, whichever is less.

Table 3: SVRA Supplemental Tire Regulations (Revision Date 2/2017)

<table>
<thead>
<tr>
<th>MAKE</th>
<th>MODEL</th>
<th>PRODUCTION PERIOD</th>
<th>CLASS</th>
<th>TIRE GROUP</th>
</tr>
</thead>
<tbody>
<tr>
<td>AC Cobra</td>
<td>289</td>
<td>( BP )</td>
<td>a, b</td>
<td></td>
</tr>
<tr>
<td>AC Cobra</td>
<td>427</td>
<td>( AP )</td>
<td>a, b, c</td>
<td></td>
</tr>
<tr>
<td>AMX</td>
<td>290, 343, 360, 390</td>
<td>( BP )</td>
<td>a, b</td>
<td></td>
</tr>
<tr>
<td>AMX</td>
<td>290, 343, 360, 390</td>
<td>( AP )</td>
<td>a, b, c</td>
<td></td>
</tr>
<tr>
<td>AMC</td>
<td>Javelin</td>
<td>1968-69</td>
<td>( TA )</td>
<td>a, b</td>
</tr>
<tr>
<td>AMC</td>
<td>Javelin</td>
<td>1970-72</td>
<td>( TA )</td>
<td>a, b, c</td>
</tr>
<tr>
<td>Aston</td>
<td>DB4, DB5</td>
<td>( BP )</td>
<td>a.</td>
<td></td>
</tr>
<tr>
<td>Martin</td>
<td>Corvette</td>
<td>396, 427</td>
<td>( AP )</td>
<td>a, b, c, d</td>
</tr>
<tr>
<td>Chevrolet</td>
<td>Corvette</td>
<td>427, 454</td>
<td>( AP )</td>
<td>a, b, c, d</td>
</tr>
<tr>
<td>Chevrolet</td>
<td>Corvette</td>
<td>327</td>
<td>( BP )</td>
<td>a, b</td>
</tr>
<tr>
<td>Chevrolet</td>
<td>Corvette</td>
<td>350</td>
<td>( BP )</td>
<td>a, b, d</td>
</tr>
<tr>
<td>Chevrolet</td>
<td>Corvette</td>
<td>350</td>
<td>( AP )</td>
<td>a, b, c, d</td>
</tr>
<tr>
<td>Chevrolet</td>
<td>Camaro</td>
<td>1967-69</td>
<td>( TA )</td>
<td>a, b</td>
</tr>
<tr>
<td>Chevrolet</td>
<td>Camaro</td>
<td>1970-72</td>
<td>( TA )</td>
<td>a, b, c</td>
</tr>
<tr>
<td>Dodge</td>
<td>Dart</td>
<td>( AS )</td>
<td>a, b</td>
<td></td>
</tr>
<tr>
<td>Dodge</td>
<td>Challenger</td>
<td>1968-72</td>
<td>( TA )</td>
<td>a, b, c</td>
</tr>
<tr>
<td>Ferrari</td>
<td>250/275 GT, GTO</td>
<td>365 GTB/4, 375</td>
<td>( BP )</td>
<td>a, b</td>
</tr>
<tr>
<td>Ford</td>
<td>Falcon</td>
<td>( AS )</td>
<td>a, b</td>
<td></td>
</tr>
<tr>
<td>Ford</td>
<td>Mustang</td>
<td>1964-67</td>
<td>( AS )</td>
<td>a, b</td>
</tr>
</tbody>
</table>

Wheels and Tires:

Tires may not extend beyond the fender opening at the highest point of the tire.

Specifically Prohibited for Group 6:

Any tire not listed in the Approved Tire list

Wheels may be of an alternate material but must be of period design. They must be the correct diameter and width as specified within the Make and Model Regulations.

Approved DOT Tires:

Any Treaded, DOT approved Tires with a UTQG of 100 or greater with appropriate Speed Rating and a minimum Aspect Ratio of 60/50.
<table>
<thead>
<tr>
<th>Make</th>
<th>Model</th>
<th>Year</th>
<th>Tire Group</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ford</td>
<td>Mustang</td>
<td>1968-69</td>
<td>(TA) a, b</td>
<td></td>
</tr>
<tr>
<td>Ford</td>
<td>Mustang</td>
<td>1970-72</td>
<td>(TA) a, b, c</td>
<td></td>
</tr>
<tr>
<td>Ford</td>
<td>Mustang BOSS 302</td>
<td>1970-72</td>
<td>(AP) a, b, c</td>
<td></td>
</tr>
<tr>
<td>Ford</td>
<td>Mustang BOSS 429</td>
<td>1970-72</td>
<td>(AP) a, b, c</td>
<td></td>
</tr>
<tr>
<td>Griffith</td>
<td>200/400</td>
<td>1962 +</td>
<td>(AP+ a)</td>
<td></td>
</tr>
<tr>
<td>Jaguar</td>
<td>XKE</td>
<td>1962 +</td>
<td>(AP+ a)</td>
<td></td>
</tr>
<tr>
<td>Mercury</td>
<td>Cougar</td>
<td>1966-67</td>
<td>(AS) a, b</td>
<td></td>
</tr>
<tr>
<td>Mercury</td>
<td>Cougar</td>
<td>1968-69</td>
<td>(TA) a, b, c</td>
<td></td>
</tr>
<tr>
<td>Plymouth</td>
<td>Valiant, Barracuda</td>
<td>1964-67</td>
<td>(AS) a, b</td>
<td></td>
</tr>
<tr>
<td>Plymouth</td>
<td>Barracuda</td>
<td>1968-72</td>
<td>(TA) a, b, c</td>
<td></td>
</tr>
<tr>
<td>Pontiac</td>
<td>Firebird</td>
<td>1967-69</td>
<td>(TA) a, b</td>
<td></td>
</tr>
<tr>
<td>Pontiac</td>
<td>Firebird</td>
<td>1970-72</td>
<td>(TA) a, b, c</td>
<td></td>
</tr>
<tr>
<td>Porsche</td>
<td>904 GTS (2l)</td>
<td>1968-72</td>
<td>(BP) e</td>
<td></td>
</tr>
<tr>
<td>Shelby</td>
<td>GT 350</td>
<td>1965-67</td>
<td>(BP) a, b</td>
<td></td>
</tr>
<tr>
<td>Shelby</td>
<td>GT 500</td>
<td></td>
<td>(AP) a, b, c</td>
<td></td>
</tr>
</tbody>
</table>

**Tire Group (a):**
- Dunlop M Series
- Goodyear 5.50 & 6.00-15 Vintage S.C. Special
- Hoosier 225/50D, 225/600, 245/60D-15 Street TD

**Tire Group (b):**
- Goodyear 5.50, 6.00 & 7.00-15 Vintage S.C. Special
- Hoosier 275/60D-15 Street TD
- Hoosier 26.5/9.5-15 Street TD
- Hoosier 25.5/8.5-15 Street TD (front wheels only)

**Tire Group (c):**
- Goodyear 8.00-15 Vintage Sports Car Special
- Hoosier 25.5/10.00-15, 27.5/11.00-15 Street TD

**Tire Group (d):**
- Hoosier 245/45-15 Street TD (front wheels only)
- Hoosier 25.5/8.5-15 Street TD (front wheels only)

**Tire Group (e):** May use Group 8 Tire Regulations.

**SVRA now allows Hoosier TD-R**
RMVR exceptions to 1972 GCR (B,C Sedans)

Acceptable automobiles and modifications are those as published within these rules.

Only automobiles listed as Eligible Cars within these rules may be included without documentation. The Eligibility Committee may require FIA homologation papers or other eligibility documentation for any car not listed within these rules. The Committee may also request documentation for any modification which appears to exceed the scope of these rules or any modification that may not appear to be period correct. It is the responsibility of the owner/driver to provide documentary evidence to support specifications, modifications or additions to the car. Such evidence can include: pre-1973 factory specification sheets, option sheets or catalogs, the homologation papers for the make and model not to exceed FIA Group 2 specification as of 12/31/72 or pre-1973 SCCA recognition forms for the make and model. Other documentation, clearly dated prior to 1973, such as photos and articles from print media sources may also be considered by the Eligibility committee.

All RMVR safety regulations must be included in the car construction. In the case of conflict with 1972 SCCA GCR safety requirements, the more stringent will be required.

Lights as described above may remain, but must be adequately taped. All cars must have at least one working brake light.

Fender flares must be period correct.

Door trim panels shall not be removed; however, sheet metal or aluminum replacement panels are allowed in lieu of OEM panels.

Crank fire ignition systems are specifically prohibited. The ignition system must be triggered by a mechanism inside the distributor housing.

A dry sump system may be used.

Brakes must be period correct and documentation of such may be required.

As required by RMVR.
High quality, fully treaded street legal tires of 50 series or higher are permitted. Radial DOT tires having only traces of tread such as circumferential grooves or isolated areas of treading are not allowed. Alternatively, Goodyear Blue Streak racing tires or equivalent fully treaded vintage tires made by Avon, Hoosier and Dunlop are permitted. No slicks, 2/32" minimum tread, no re-grooved or recaps.
**June 2018 President's Message**

RMVR volunteers ROCK!! Every single one of you!! This position allows me to see in greater detail how many folks and how much work it takes to run this club. And it is massive!! As race car drivers we see the grid marshals, corner marshals, tech, race control, timing and scoring, starters, Stewards, Chairs, Registration and Social Volunteers, but may not realize how many “behind the scenes” volunteers we have putting in substantial time and effort to make it all come together. We have webmasters, newsletter publishers, marketing, social media, eligibility, accommodations, email manager, registration experts, club administration, Treasurer, Secretary, CAMA rep, VMC rep, new race (Aspen/Snowmass) committee, Board members, volunteers in charge of equipment, club van, radios, flags, scholarship cars, fund raising, advertisements, track contracts, insurance, driving instructing, crash and burn, flag bag maker, and even cake maker! Many of these categories are filled by multiple persons. So you can get an idea of how cool this club is and realize that it takes a lot of volunteers to continue to keep it that way. I don’t know how to thank you all enough for what you do for RMVR! And a special shout out to all our volunteers that worked our Spring race in the sometimes-drizzling rain – YOU ARE ALL AWESOME!!! I’m very proud to be working with such a great bunch of folks!!

Brian Nelson  
President | rmvr | com

**Chief Steward’s Message**

Stewards are pleased to be on pace with our club goal of reducing incidents by 50% this year. Drivers are to be commended for improved situational awareness and less Over-Aggressive Driving. As the upcoming Race Against Kids’ Cancer has always been a high participation event with more incidents than other races, Stewards encourage drivers to continue to vigilant for the Vintage Racing Spirit in order to enjoy more track time and safety in the sport we love.

**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-deductible.

Thanks to the help of several RMVR members, we now have complete sets of most of the major magazines but are still looking for the following magazines to complete collections within the 55,000+ items currently in the archive: Hot Rod (1948-1960, 1970, 1974-83), Motor Age (pre 1992), Hop Up & Motor Life (pre 1953), National Speed Sport News (pre 1985).

Do you have any old Slot-car track and accessories lying around that you haven’t used for years? (Scalextric) We are trying to build up a big four-lane circuit that will be used for Auto-Archives and charity fund raiser ‘race day’ events that RMVR members will of course be invited to.

We are also continuing to build a fascinating 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

Classifieds

Car storage space - My long-time renter at my shop (At 240 Bryant, aka World Headquarters of Team Terrific Racing) has vacated his space. This means there's room to store a number of cars. Some spaces have already been spoken for but three's room for maybe a couple more cars. Centrally located near I-25 and 6th Ave. Pretty easy in-an-out access. The building is always heated and has security. The office area would be available for "hanging out." Probably room for a small work bench and some tools. Also a full size beer fridge and microwave is available. Unfortunately no space outside for trailers or tow vehicles. Monthly price depends on how the space would be used (just car storage, or some modest wrenching, or actual restoration, etc.). If you have an interest in one or two spaces, call me. Bob Alder 303-981-6364.

For Sale: 1972 “pre-L” DeTomaso Pantera
Great running GT vehicle, AC works, all fluids changed 2017. Unmolested body - no wings, scoops, or flares: This is the classic Tom Tjaarda design White with black interior - older paint job Straight, no rust body Full documentation S/N 4244 Pantera Performance stroker motor, 53k miles on engine 108k on car. Wilwood brakes, Koni coil overs, Recaro seats w/Simpson harnesses, VDO gauges 17 inch Etoile wheels, Yokohama rubber, Asking $65k Newer Interstate battery, new clutch master ktisdale@ix.netcom.com Colorado 303-807-5488

For Sale: 1965 Sunbeam Tiger. Lots of upgrades, can be seen at Thomas Vintage Motors. Please call for pictures and info. Jay 303-718-2284

For Sale: 67 Lotus Elan Race Car; recently completed, with many 26-R features provided by Tony Thompson Racing in the UK. Steel billeted crankshaft and main bearing caps. The rear axles and suspension was replaced with TTR parts including extra toe-in fixed wishbones, output shafts, hub shafts, center shafts, steel bolt on rear hubs & studs. J&E Domed racing pistons, Saenz 4340 connecting rods. Billeted camshafts and large SS values and the head was ported and polished. Estimated HP by engine builder is 185HP and a compression ratio of 12:1. Tilton clutch & pressure plate with an aluminum fly wheel and all balanced. Wheels are original Mini Lite fitted with Hoosier 165/580-13 VFF racing tires. For additional specifications, please contact Rodger McCafferty at rscnracing@yahoo.com or Cell 719-337-5316. Price 45,000 OBO.

For Sale: 2005 Renegade Gooseneck Stacker (IT40LGX) 40' long with liftgate.  
2006 United Specialties 14' Toterhome on Freightliner FLD 112 Chassis

Both Toterhome and trailer have current DOT inspections and were serviced/winterized this fall. Total rig OAL = 69' 10"

**Toterhome:**
Cummins w/10spd, GVWR 32000lbs 31' 6" OAL. Leather sofa and dinette cushions, 2 burner cooktop, sink, microwave, 8cuft refrigerator, fresh water tanks, bunk, A/C & heat, shower & toilet, 20" TV/VCR, AM/FM/CD player, CB radio, carpet, captain’s chairs, exterior baggage compartments, and more.

**Trailer:** GVWR 24999lbs, 42' 8" OAL, Upper Deck 40'3", Lower Deck 23', 3 Dexter 10000# axles Usually put 3 cars up top, 2 on bottom 12KW Onan Diesel generator, air conditioner, heater, interior lights, 110 electrical, cabinets, wardrobes, tool chest, full awning with side curtains and exterior work lights. E-trac on both decks, folding ladder, observation deck with rails, plus more.

Can send more pictures and complete options list. $120,000. Tom 303-449-9112
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RMVR Website - [http://rmvr.com](http://rmvr.com)

### 2018 RMVR Schedule

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<th>Date</th>
<th>Event Details</th>
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<tr>
<td>Aug 4, 5</td>
<td>RAKC - HPR</td>
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<tr>
<td>Sep 15, 16, 17</td>
<td>Snowmass (Race is Sep 16, 17)</td>
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<tr>
<td>Oct 13, 14</td>
<td>Enduro – Pueblo</td>
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**Event Registration:** Register [online](http://rmvr.com) or [by mail](http://rmvr.com).
What a great time we all had in Pueblo June 9 - 10 for the Thunder on the Arkansas. It was wonderful getting to catch up with old friends as well as get to know some fabulous new ones. I hope you all enjoyed the racing as well as our great social gatherings.

It is now time to get ready for our annual Race Against Kids’ Cancer (RAKC) August 4 - 5 at the High Plains Raceway in Byers, CO. This is an event near and dear to many of our hearts, mine included. RMVR partners with and helps provided much need funding for childhood cancer research alongside the Morgan Adams Foundation (MAF). Returning this year is a friendly group specific competition. As volunteers for RMVR, let’s all do our part and show the world what a truly amazing group we are. Go to https://raceagainstkidscancer.org/ and create your very own fundraising page under the “Create a Corner Worker Donation Page” tab. Today is a great day for signing up now to volunteer.

September brings us to the long awaited, much anticipated 2nd Annual Aspen Snowmass Vintage Car Race on September 16-17. This is going to be a great street race that will once again go down in the record books as memorable. I would love to have as many of our great volunteers join us as possible. Sign up now at www.rmvr.com. I am I need of both Corner Marshals and Crowd Control Volunteers.

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<th>FLAGGING &amp; COMMUNICATIONS</th>
<th>GRID</th>
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<tbody>
<tr>
<td>Lisa Williams</td>
<td>Frank Taiclet</td>
<td>Nick Sorensen</td>
</tr>
<tr>
<td>672 S. Pine Dr.</td>
<td>720-837-6996</td>
<td>Mid-Century Motors</td>
</tr>
<tr>
<td>Bailey, CO 80421</td>
<td><a href="mailto:franktaiclet@gmail.com">franktaiclet@gmail.com</a></td>
<td>1401 Main St., Unit C</td>
</tr>
<tr>
<td>303-257-3557</td>
<td></td>
<td>Longmont, CO 80501</td>
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<tr>
<td><a href="mailto:marshals@rmvr.com">marshals@rmvr.com</a></td>
<td></td>
<td>303.919.4950</td>
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<td><a href="mailto:nick@midcenturymotorsltld.com">nick@midcenturymotorsltld.com</a></td>
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