

VINTAGE MESSENGER

VOL. 13, NO. 12

DECEMBER, 2004

DANNY COLLINS

As most of you know, Danny passed away on November 23, 2004.

Our RMVR banquet on January 8 will be dedicated to the life of Danny Collins.

I am reminded by my wife that we should tell people how we feel about them, while they are still with us. As usual, she is correct. Isn't it ironic that we had decided, more than a month ago, to honor Danny with the Ernie Weil Award. Danny's family will accept that award at our banquet January 8, 2005.

Danny started his racing career 50 years ago in the same cars that many of us are still racing. He went on to distinction, as a racer of sports and formula cars, in Europe. He trained Indy Championship drivers, SCCA, RMVR and thousands of other drivers in his career. He spent a lifetime of dedication to the racing organizations and tracks that support our sport. Danny designed and helped build some of the tracks like 2nd Creek, CDR (Castle Rock), Stapleton, and La Junta, where we have raced. He spent much of the past year and a half dedicated to finding and designing our new track.

I am honored to have known Danny and counted him as a friend and mentor. We are all going to miss him terribly.

Please join us in honoring Danny's life at our Banquet January 8, 2005.

Norm Pettitt

**Please Make a Note
of RMVR's new address and phone number:**

RMVR
6745 West Third Place
Lakewood, CO 80226
(970) 231-2925

TECH SAYS:

In many cases the 10" car numbers on the front of the car can not be viewed from the front due to the contour of the hood. It is suggested that the car number also be put on the left front headlight cover. Often a car that is to be held in the hot pit is missed because a worker could not identify the car until it passed.

Roll Bars: Rollbars are closely scrutinized during the Annual Tech Inspection. In March 2004 the Board approved the 1972 GCR. Several cars in the club do not conform to these rules with older rollbar setups.

Don Woeber/Tech

Classified Ads

should now be sent to: messenger@rmvr.com or FAXed to 970-824-3737. Classified ad deadline is the Monday after the regular Board meeting.

Attention Driving Instructors

With the early Mar 19th school this year, I would appreciate volunteers contacting me directly, ASAP, regarding driver's school.

Carl Wells Chief Driving Instructor,
303-530-3430, cw47@msn.com.

Medicals

Its time for everyone to check your medicals. Forms are available on line.

2005 Election

Watch your mailboxes for the election package. It will be mailed to ALL members and will contain a ballot and the candidates' bios. Please remember to return your ballot by the deadline!!!

The regular RMVR Board Meeting is held the third Wednesday of each month, commencing at 7 p.m. at Porter Hospital Auditorium (enter by the Cancer Center entrance) 2525 S. Downing St., Denver, CO
FOR MORE INFORMATION: RMVR c/o Diane Hively - 6745 West Third Place, Lakewood, Colorado 80226 - (970) 231-2925

Minutes

Rocky Mountain Vintage Racing Ltd.
Regular Board Meeting 11/17/04
Porter Hospital Auditorium
2525 S Downing St
Denver CO

Board Members present:

Norm Pettitt-President
Bob Darcey-Past-President
Jim Bradley-President-Elect
Mark Robinson-Secretary
Steve Gesse-Treasurer
Andy Gould
Tom Ellis
Janet Urbanek
Marcia Hubbell
Keith Davidson
Ross Robbins

Excused absence: Joe Pizzi

Call to order: 7:02PM

Announcements from Norm Pettitt

Thanks to Bill Hubbell for his efforts in fundraising for the Denver Grand Prix. Norm was pleased with the Feedback Session, and thought it went well. He has seen our site for the Annual Banquet at the Arvada Center, and thinks it will be a wonderful venue. With Norm's background in marketing, he will work on creating a demographic survey of our membership (age, education, occupation, etc.) that could be useful in obtaining support for RMVR in such areas as sponsorship or the new track.

Minutes

Mark Robinson stated that a few minor corrections were brought to his attention, and incorporated in the minutes as published. Ross Robbins moved to accept them, Andy Gould seconded, and the vote was unanimous to accept the minutes.

Treasurer's Report

Steve Gesse reiterated his report from the Feedback Session that we are in good financial shape, as evidenced by his estimate that by year end, we may have as much as \$132,000 in reserves.

Apex Editor

Dave Plank was given a budget guideline for the next issue, and is seeking suggestions as to format, content, size, etc. He can be contacted at plankd2@comcast.net, or (303)561-1247.

Administrative Assistant's Report

Catie Davis stated that there were no new members this month. She expressed her thanks for all the calls and emails of support as a result of her announcement last month to resign. Ross Robbins also expressed his thanks for her years of service to RMVR on behalf of the Board, and a heartfelt round of applause from the Board followed.

New Track Report

Bob Darcey stated that CAMA is looking at four possible sites, with one being at the top of the list that will be visited this weekend.

CMC Report

Scott Sanders reported that a plan is in process to approach the City Council of Commerce City on 12/6/04 to seek another year of use of Second Creek. He will post updates on the RMVR Bulletin Board. If approved, then the landowners can be approached with a lease extension. The track remains open for use through 12/5/04.

Nominating Committee

As Chair of the Committee, Andy Gould stated that there are 8 nominees for 4 Board positions, and one for President-Elect.

2005 Schedule

Jim Bradley said that any changes to the schedule are on hold pending the availability of Second Creek. He suggested that we proceed with promoting the confirmed dates that we do have. Bob Darcey brought up that we could make more money if we held our first race after Drivers' School at Second Creek instead of La Junta. Steve Gesse motioned that the Board approve holding the April race at La Junta instead of Second Creek. Marcia Hubbell seconded. APPROVED. FOR: Mark Robinson, Steve Gesse, Andy Gould, Tom Ellis, Janet Urbanek, Marcia Hubbell, Keith Davidson, Ross Robbins, Jim Bradley. OPPOSED: Bob Darcey. Steve then suggested that promotion pieces be created. Jim Bradley and Norm Pettitt will each write one, to be included in the Vintage Messenger, and with the ballots for the Board election.

Proposed Rules Change-Historic Group

Bob Mitchiner and Bob Alder, in an effort to further clarify the purpose, rules, and suggestions for having a car

considered to be eligible for participation in the Historic Run rroup, made the following proposal. None of the changes are substantive, but rather are clarifications meant to better help potential participants in the Historic Run Group understand the purpose and preferred "preparation ethic" of the Historic cars. **Additions/changes to existing Rules & Regulations are in bold, while existing language is in italics.**

PROPOSAL:

C. CAR ELIGIBILITY:

1. RMVR Car Race Groups

a. Historic Cars. The purpose of the Historic Run Group is to encourage car owners and racers to prepare their cars as they were raced in the early 1960's. The goal of the Historic Run Group is to maintain the original appearance of the cars, as much as possible, and to run them in a separate run group on race weekends. Car owners/racers who wish to run in this group must make a specific request to the Eligibility Team and have their car inspected to insure that it meets the spirit and guidelines intended to preserve more precisely car preparation of the era described here.

Engines should be the type and displacement that were originally supplied in the car. Cars whose engines have been changed according to RMVR exceptions must return to the original displacement to be considered for the Historic Run Group.

There are two age groups of cars eligible to run in the Historic Run Group.

1) Early Historic Cars- Includes car model years 1959 and older (*delete: Must have been manufactured prior to 1/1/1960) and must be prepared in compliance with the 1959 SCCA GCR and PCS, with RMVR exceptions. These cars shall have all street equipment installed including head lights, grills, generator and interior trim and run original size tires and wheels to insure similar braking and cornering consistent with the pre-1960 racing period. Quality DOT legal fully treaded tires of any manufacture will be permitted.*

RMVR exceptins to 1959 GCR (Historic Cars).....

2) Later Historic Production Sports Cars and Sedans- Includes car model years 1960 through 1967 (delete: Must have been manufactured prior to 1/1/1968) and must be prepared in compliance with the 1967 SCCA GCR and PCS, with RMVR exceptions. 1968 thru 1972 cars may not be back dated to run in this group. Quality DOT legal treaded tires of any manufacture in 60 aspect ratio or higher are permitted. Participation in this group is by specific request only and the car will be inspected to assure strict compliance to the 1967 GCR with RMVR safety exceptions. (FIA Papers for sedans may be used in place of the PCS with the approval of the Eligibility Team)

Other guidelines to help identify your car as an Historic car:

Although the GCRs say you can remove your bumpers, consider leaving them in place since the appearance of your car is important. Also, consider running street tires i.e. tires with a tread wear rating (UTQG) of more than 100. Street tires are considerably less expensive and with the improvement in tire technology since 1967 may provide you with all the performance you need. These original configurations are preferred to run in the Historic Run Group.

The following requirements are to clarify items in the 1967 GCRs relating to headlights and "gutting" interiors:
Headlights- Must be installed and taped or covered to prevent shattering.
Seats- All seats must be installed. The original driver's seat may be replaced with a racing seat of the owner's choice.
Dash- The dash must be of the original design and materials. Instruments may be replaced and updated as necessary.
Interior- Period correct Interior panels and carpeting must be installed.
Floor mats- Floor mats and/or carpeting that may interfere with pedal operation should be removed.

RMVR exceptions to 1967 GCR (Production Cars)

(delete: (1.2.A.1) Lights: headlights and parking lights may be removed.

All openings must be covered or finished)

b. [Section b. no longer used. Combined with 2) above.]

c. Production Sports Cars and A Sedans.....

Ross Robbins motioned to accept this first reading, Tom Ellis seconded. APPROVED. FOR: Mark Robinson, Steve Gesse, Andy Gould, Tom Ellis, Janet Urbanek, Marcia Hubbell, Ross Robbins, Jim Bradley. OPPOSED: Bob Darcey, Keith Davidson.

HANS Device Discussion

As a result of the presentation at the Feedback Session about the HANS Device, there was discussion about vintage clubs, including RMVR, recommending or requiring use of this piece of safety equipment. No decision was made about the subject at this time.

Administrative Assistant replacement

Steve Gesse informed the Board that rather than replace Catie, we will try to move her duties to volunteers as much as possible. Diane Hively will work as a consultant to the Club in 2005 to help streamline and automate our procedures and evaluate the actual need for a paid position. Katja Stokley and Bob Alder are looking into on line registration and credit card acceptance that could be part of upcoming changes.

Vintage Motorsports Council Report

Bob Alder noted that among Council member clubs, there is concern about fuel cell leakage due to fuel additives causing the bladders to fail. The situation is being monitored.

Closed Board Meeting Session

There was a brief session held among Board members only.

Meeting adjourned 8:50PM

Mark Robinson, Secretary

Classifieds

For Sale: Trailer, enclosed, double axle. Accommodates a Formula Ford or Formula Vee as well as an older Corvette, XKE or smaller sports car. Low profile, excellent condition. \$3,500. Call Bob Durham, days - 303-526-9570, evenings and weekends - 303-674-7282.

A SEDAN WHEELS: 4 Torque thrust II 15 X 8 Ford wheels, near new and set open tapered lug nuts. \$500. And some new ones - 10 X 21/2 rear Ford drums, correct center hole, \$46. Walt Hane work 303-674-6017.

FOR SALE: 1967 Triumph TR-4A IRS, DP, RMVR Logbook, #144, Black, new suspension, reliable, easy to drive, and competitive. \$7,800.00 Call Lothar Kremer @ 303-660-0828 evenings. Email: lothar.kremer@wsfp.us

For Sale \$10,500- 1962 MG midget, RMVR log book #118 GP Call Joe 303-794-4619 jpzz1@earthlink.net This car has all the GO FAST parts: Engine: 1275 with +40 over pistons, Adjustable cam gears-chain drive, Copper S rods, 5" intake manifold-hot jet coated, ARP bolts - Rod and Head, 45 DCOE Weber side draft, Lightened, Nitrited and balanced crank, Big bore LCB exhaust header, Race oil pan with windage tray and baffles, Aluminum flywheel, Longman GT 14 Head, MSD rev limited, Approx. 14:1 compression ratio, high flow pump, Kent 296 cam, 1.5 ratio roller rockers, Lightened cam followers. Only synthetic oil is used and changed after each race weekend. Transmission: Fresh, newly re-built close ratio, never raced/used. Rear end: Limited slip 1:4:55, Double bearing hubs, Mark Williams custom/hard competition axels (never again worry about breaking!) Tilton clutch and brake bias adjuster, Adjustable shocks.

STORAGE SPACE - Need storage or work space for your vintage cars? 5000 sq. ft of heated interior storage space with running water and compressed air as well as 8,000 sq. ft of fenced outside parking for your trailers and RV's. Near I-70 and I-25. Bob Fuller 303-333-3340 or e-mail rkfi@mho.net.

Formula Vee For Sale- 1968 Autodynamics D4B, excellent condition, original, this car has never, ever been crashed, Paul Malcomb motor and transaxle, Roxanne's headers, very fast, many wins and podiums, RMVR log books, \$9,900 includes transponder, spares, and open trailer w/ tire racks and tool box, contact Matt, 303.478.7441, cailm@squared.com, or see it live and in person at the Vee Barn .

MARK 1A Sunbeam Tiger street car - black on black on black. 2 hoods, 2 tops, 4000 miles on restored 289 - Panaspots, super sharp. \$24,500. SUNBEAM tiger road race car. 289 Hi. Po. motor (not built for street), completely built for road racing. 32 foot 5th wheel trailer. 6 ft high inside. Living compartment, two doors on right, drop tail gate, white. 12 volt & 110 volt. \$7,900. John Lorenzo, 505-480-3432. Box 9383, Albq, NM 87119.

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- Mentor Program •

2004 Event Schedule

January 8, 2005

Annual Banquet @ Arvada Center

2005 Event Schedule (Provisional)

March 5 - 6	Fire / Rescue School
March 18 - 20	Driver's School @ Continental Divide Racepark
April 23-24	La Junta
June 3	Advanced Driver's School @ Pueblo
June 4-5	Trans-Am Invitational @ Pueblo
July 16-17	Second Creek (tentative)
August 6 -7	Second Creek (tentative)
August 12-14	Denver Grand Prix
September 10-11	La Junta
Oct. 1-2	Pueblo Enduro

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

ROCKY MOUNTAIN
VINTAGE RACING
NEWSLETTER
6745 West Third Place
Lakewood, CO 80226



Don't Miss *The Finish Line* !!!!

EVENT • RMVR Winter Banquet

This is a reminder to make your RMVR banquet reservation TODAY!
Please come celebrate racing and support our workers.

DATE: Saturday, 8 January 2005

LOCATION: Arvada Center Banquet Facility
6901 Wadsworth Blvd., Arvada

TIME: 6:00 pm Cocktails
7:00 pm Dinner
8:00 – 12:00 Program, Awards, Social Time

MENU: **Herb Crusted Sliced Tenderloin** . Served with Gorgonzola demi-glaze and French onion confetti.
Atlantic Salmon Fillet . Grilled salmon served with a mustard dill cream sauce.
Chicken Wellington . Tender chicken breast wrapped in puffed pastry
Stuffed Portabella Mushroom . Tender Portabella mushrooms stuffed with grilled vegetables and marinara sauce.

[All dinners are accompanied by a tossed garden green salad, fresh vegetables, potato or rice, assorted rolls and butter, and a dessert. Beverages include coffee, decaffeinated coffee, hot tea, and iced tea.]

Please fill out, detach and mail with your check to the address below:

Dinner Reservation Form

Name[s]: _____

Nametag info: Car Model/Make _____ Class: _____ Car# _____

How Many?

_____	\$35.00 Worker Contribution
_____	\$35.00 Herb Crusted Sliced Tenderloin
_____	\$35.00 Atlantic Salmon Fillet
_____	\$35.00 Chicken Wellington
_____	\$35.00 Stuffed Portabella Mushroom

_____ x \$35.00 = \$ _____ **total amount enclosed**

Make check payable to RMVR and mail to:
RMVR Social, c/o Ron Sholar
2072 Montane Drive East
Golden, CO 80401

You will receive your menu choice tickets upon arrival the evening of 8 January



**ROCKY MOUNTAIN VINTAGE RACING, LTD.
MEMBERSHIP RENEWAL**

Name _____ Spouse _____

**If the following information is same as in current roster, indicate "Same".
Otherwise, please note any new information.**

Address _____

City _____ State _____ Zip _____

Phones:

Home (____) _____ Office (____) _____ FAX (____) _____

E-mail address _____

Newsletters are costly to mail. Help keep RMVR fees low by foregoing a mailed copy. Instead, you will receive a timely email each month alerting you when the most recent issue is available on www.rmvr.com. Then simply click on the email link to the club's website to read or print it.

**To forego a mailed copy of the club's monthly *Messenger* newsletter,
Check this box**

Please indicate which tasks you would like to help with in the coming year.

Member	Spouse	Member	Spouse	Member	Spouse
_____	_____	_____	_____	_____	_____
	Pit & Grid		Registration		Event Chair
_____	Flagging & Comm.	_____	Driving Instructor	_____	Tech Inspector
_____	Advertising	_____	Publicity	_____	Social Events
_____	Event Steward	_____	Event articles	_____	Photographer
_____	Timing & Scoring				
_____	Other _____				

Please visit www.rmvr.com for further information on RMVR

Dues are \$60 payable to "RMVR". Please mail PRIOR TO JAN 31st to:

**RMVR
6745 West Third Place
Lakewood, CO 80226**

For Office Use Only: Date Received: _____ Check #: _____ Total Amount: _____

2005 RMVR Mentor Program

The future of RMVR depends on new members, and you can help.

Join the 2005 Mentor Challenge
Challenge another driver to join you as a Mentor

The 2004 Mentoring Program was a success. Eight Protégés participated in the Drivers' School. We now have at least six new licensed drivers as a direct result. We have new people and new cars on the track – The Mentor Program works. With an earlier start this year, we can do even better. If you participate we could make our goal of 20 entries to Drivers' School from the Mentor Program. Our goal is to increase participation at the 2005 Drivers' School. Each of us can help someone who wants to try racing.

How Do I Become A Mentor?

1. Select someone you trust who would be a good candidate to join and participate in RMVR.
2. Loan that person your race car for the 2005 Drivers School (the deal you make with the student is up to you.)
3. Guide the student through the process of joining the club, getting a medical, and entering the Drivers School (be sure to use the specific Mentor Program forms).
4. Help your protégé borrow or otherwise obtain driver safety equipment.
5. You will not be the student's driving instructor; you are there for encouragement and to introduce them to your friends.
6. Some may choose to continue to share their car during part of the 2005 season. However, no one expects you to. If you get the student to the Drivers School, then continue encouragement, you have done your part.
7. Be a really good friend; pick out the race car for your Protégé to purchase.

For the student, besides your kind assistance they get entry into the Drivers' School; a two year membership in RMVR; a one year subscription to Victory Lane Magazine; and your introduction to Pauline so they can work a corner or two. All for only \$350.

When your protégé receives a competition license, you (the Mentor) will have your entry fee waived for two events. More importantly, RMVR remains viable and you continue to go racing.

For more information call
Arne McDaniel
303 783-4830

2004 FEEDBACK SESSION RECAP

Saturday, November 13th was the date, and the American Motel in Wheat Ridge, CO was the location for the 2004 edition of RMVR's Feedback Session. This annual meeting allows members to gather and hear what the Club has accomplished in the past year, and what is planned for the future, while having an opportunity to give their own opinions on where they want their Club to be.

Approximately 200 members were in attendance as President Norm Petitt began by introducing the 2004 Board of Directors, and thanking our hard working volunteers and workers. Special recognition was given to our Administrative Assistant, Catie Davis, as she will be leaving this position at year's end. An overview of 2004 followed, touching on the Club's strong financial position, membership level, exposure to the public through events like the Denver Grand Prix, the success of the Mentor Program, and rule changes that expanded eligibility and tire choices. It was a great year with great cars.

Major challenges for the future were mentioned, such as the eventual loss of Second Creek, its possible replacement, the effect on our schedule and on our long term financial situation, as well as possible changes to things such as online registration and credit card payments.

Scott Sanders, our CMC rep, gave a review of the state of Second Creek and Continental Divide Racepark. President-Elect Jim Bradley reviewed our 2005 schedule. Bob Darcey, Past-President, talked about the new track. Treasurer Steve Gesse touched on our financial position and gave an overview of future challenges.

Next came all members breaking out into their run groups to discuss several topics: How to promote participation, thoughts on the 2005 schedule and the Mentor Program. Big Bore will focus on the April La Junta race and the Trans Am event to try and get more cars on track. A Topeka race would be of interest. Contact with car clubs could help the Mentor Program. Small Bore thought reminder notices prior to an event would help with entries, as well as 1-on-1 contact by members with former racers, and continued contact with car clubs would be of benefit. Confirm race dates as soon as possible and promote a marquee challenge to increase interest. At CDR, try running some groups on Saturday, then clear paddock, run the others on Sunday to make use of limited pit space. Have a Formula car race at CDR before the Denver Grand Prix, and more races at Pueblo. Promote the Historic class and allow touring groups at more races. The Formula groups questioned the need for late fees, and suggested a rebate for early entries. Could La Junta be run backwards? Can we raise race fees, as ours are low compared to other parts of the country? Run at PPIR earlier in the year. Promote charity rides to raise money and our part of the Denver Grand Prix. Our valued workers thought new workers were recruited by existing members. The need to draft workers from the pits when short of help was suggested. Mention that it's OK to work less than a full weekend to help out. Carpooling to out-of-town events would help. They thought it was more important that there is a race to be at rather than where the race is held. Evening social events are important. They would like another canopy for Pit & Grid, and fix the tarp frames at Pueblo. The Ladies Group will make an effort to have a larger group on track at La Junta and Pueblo. Men need to introduce their better halves to the Ladies Race Group. They hold an annual potluck in February for their members. The Historic group would like to see more "fun" put back into events. Expanding the social events at the tracks would be welcome. Combine the Ladies Group on track with Historic for more track time. Encourage the Eligibility Team to allow cars with less race preparation on track to lower cost. More events at Pueblo would be welcome. They will work to get more Historic cars together at two events.

To wrap up the Session, there was an open discussion. The longer Enduro seemed to be favored. Tom and Kris Ellis showed a dramatic video of the HANS Device and encouraged its use. Go to www.HANSDevice.com for more information on this piece of safety equipment.

This Feedback Session was well attended and well run and thanks go to Norm Petitt for planning and organizing the event.

Mark Robinson, Secretary