

VINTAGE MESSENGER

VOL. 14, NO. 1

JANUARY, 2005

January Board Meeting

The January Board meeting will be held in conjunction with the Banquet, on January 8, 2005, at the Arvada Center.

HELP!

Your email is not working

If your name is on the following list, the email address we have on file is not working. I you'd like to be on the RMVR email list, please go to the website, www.RMVR.com and on the home page there is a "Do It On-Line" box, click on "Email Address Form" and send us your correct email address. You will recall, we protect your email identity, only using it for RMVR communications.

Aaron, Melissa
 Adis, Don
 Alpers, John
 Berrington, Rupert
 Cavanaugh, Pat
 Eyler, Bill
 Feiler, Fred
 Fidrich, Marty
 Freier, Todd
 Greenwell, Ron
 Hames, James
 Imus, Greg
 Jones, David
 Kirkpatrick, Chas.
 Mandel, Richard
 Mc Connell, Randy
 Rice, Julie

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.

Please Make a Note

of RMVR's new address and phone numbers:

RMVR

6745 West Third Place

Lakewood, CO 80226

voice (970) 231-2925

FAX (303) 274-8550

Minutes

Rocky Mountain Vintage Racing Ltd.
 Regular Board Meeting 12/15/04
 Porter Hospital Auditorium
 2525 S. Downing St.
 Denver, CO

Board Members present:

Norm Petitt-President
 Bob Darcey-Past-President
 Jim Bradley-President-Elect
 Mark Robinson-Secretary
 Steve Gesse-Treasurer
 Andy Gould
 Keith Davidson
 Joe Pizzi
 Ross Robbins

Excused absence:

Marcia Hubbell

Absent:

Tom Ellis
 Janet Urbanek

Announcements from Norm Petitt

Norm said our upcoming Annual Banquet would be dedicated to Danny Collins. He also thanked the Board members and the Chiefs' of Specialties for their support during his term as President. There was a lot accomplished this year, such as the eligibility change of cars allowed from '67 to '72 model years, the tire rule changes, and a reversal of a downward trend in membership; the Mentor Program and RMVR's presence at car shows could be factors that helped.

Minutes

Mark Robinson reported that no changes or corrections to last month's minutes were brought to his attention. Andy Gould made a motion to accept them, Ross Robbins seconded. The vote was unanimous to accept.

The regular RMVR Board Meeting is typically held the third Wednesday of each month, commencing at 7 p.m. at:

Jim Bradley's Shop, 1822 Skyway Drive, Unit C, Longmont, CO 80504--(720) 289-7113

The January 2005 meeting will be in conjunction with the Banquet. The November 2005 meeting will be in conjunction with the Feedback Session. The December 2005 Board meeting will be on the December 14th (2nd Wednesday in December).

FOR MORE INFORMATION: RMVR c/o Diane Hively - 6745 West Third Place, Lakewood, Colorado 80226 - (970) 231-2925

Treasurer's Report

Steve Gesse stated that he had received our \$40,000 disbursement from Second Creek operations for 2004. He recommended that it not be turned over to CAMA until that group can provide suitable legal documentation to protect our investment. There are 85 people signed up for the Banquet. The 2005 budget looks good with the addition of the events now scheduled for Second Creek. The La Junta Fall race will attempt to be coordinated with in-town events tied to La Junta's Old Settler Days to generate local interest. Steve made a motion that we spend \$2262.00 for six- ¼ page ads in Victory Lane magazine to promote our events in 2005. Mark Robinson seconded. The vote was unanimous in favor of the expenditure. There also was discussion regarding the routing procedure for driver medicals; it was the consensus of the Board that the routing procedure should be prescribed by the Medical Committee.

Apex Editor

Editor Dave Plank will try to assemble stories on RMVR's "old timers", such as Danny Collins, Ernie Weil, John Burnham, and Scotty Knox. If anyone has old copies of the Apex, or stories with suitable subject matter, please contact Dave at plankd2@comcast.net or (303)561-1247.

Administrative Assistant's Report

Catie Davis will work with Diane Hively in the transition from the Administrative Assistant's position to Diane's role as consultant in evaluation of the Club's needs for this job.

CMC Report

Scott Sanders reported that the last CMC meeting was in disarray with the loss of Danny Collins' leadership. Commerce City approved a one-year extension for Second Creek to operate through November 2005. Hours of operation will be 8AM-8PM or dusk, whichever comes first. There will be no more extensions allowed. It will be up to Second Creek to administer the rules regarding the use permit's noise control issues and other conditions. After our two dates in July & August, there are only a few open dates available (in May and October). CMC would like to provide a headstone for

Danny Collins; our Board instructed Scott that it would be OK to use CMC funds for such a purpose. CMC will also establish a memorial fund for Danny's family and will solicit donations from the motorsports community; details to be provided later. Ross Robbins made a motion that RMVR promote this fund to our members, Mark Robinson seconded. It was passed unanimously. Details will be put on the Bulletin Board when available.

New Track Report-CAMA

Bob Darcey reported that CAMA is to meet 12/18/04 to resolve Danny Collins' vacancy with that organization. In order to provide a conduit of information to RMVR regarding CAMA activities, Bob Darcey made a motion that RMVR's representative to CAMA be made a Chief of Specialty. Andy Gould seconded, and the motion passed unanimously.

2005 Schedule

Jim Bradley presented the current schedule of events and Board meetings for 2005. All race dates are confirmed*, with the exception of the Denver Grand Prix. The January Board meeting will be held in conjunction with the Annual Banquet; no business is scheduled for discussion. Subsequent Board meetings will be held at Jim Bradley's Racing Shop, 1822 Skyway Drive, Unit C, Longmont, CO 80504, on the third Wednesday of each month, from 7-9 PM. (* Note: Schedule change made after Board meeting: Drivers' School will be at Second Creek instead of Mead, no date change)

2005 Board Election

Andy Gould reported that the ballots have been mailed out, and upon return will be tallied, and results announced at the Banquet.

Proposed Rules Change-Historic Group

Bob Mitchiner reported that there were 3 minor typographical errors to the proposal that had its first reading last month, dealing with clarification of the purpose, rules and eligibility of cars in the Historic Group. Since these errors had no effect on the proposal, Steve Gesse motioned that the second reading of the proposal be accepted. Joe Pizzi

seconded. APPROVED. FOR: Bob Darcey, Mark Robinson, Steve Gesse, Joe Pizzi, Ross Robbins, Jim Bradley. AGAINST: Andy Gould, Keith Davidson. (Please refer to last month's Messenger for the full text of the proposal)

Administrative Assistant Job Status

Steve Gesse noted that the transition is proceeding, with nothing of note to report.

RMVR Participant's Award

Norm Pettit suggested, as a way of recognizing all of Danny Collins' support and involvement in vintage racing over the years, that naming our Participant's Award after Danny would be a suitable way of honoring his memory. Ross Robbins made a motion that the RMVR Participant's Award be renamed the Danny Collins Award. Joe Pizzi seconded. All were in favor of changing the award name to commemorate Danny's contributions, and the name "The Danny Collins Award" was the outcome of the discussion. APPROVED. FOR: Joe Pizzi, Andy Gould, Mark Robinson, Steve Gesse, Ross Robbins. AGAINST or ABSTAIN: Keith Davidson, Jim Bradley, Bob Darcey.

Meeting adjourned, 8:45PM

Mark Robinson, Secretary

Classifieds

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.

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

In this Issue:

- Volunteer News • Mentor Program •

This will be your last newsletter if you do not renew your membership!

2005 Event Schedule

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| March 5 - 6 | Fire / Rescue School |
| March 12 | Danny Collins Fund Raiser (aka Spring Fling) at Road Arvada, a joint event with Nostalgia Racing |
| March 18 - 20 | Driver's School @ Second Creek |
| April 23-24 | La Junta |
| June 3 | Advanced Driver's School @ Pueblo |
| June 4-5 | Trans-Am Invitational @ Pueblo |
| July 16-17 | Second Creek |
| August 6 -7 | Second Creek |
| August 12-14 | Denver Grand Prix |
| September 10-11 | La Junta |
| Oct. 1-2 | Pueblo Enduro Weekend |

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

Lakewood, CO 80226
6745 West Third Place

NEWSLETTER
VINTAGE RACING
ROCKY MOUNTAIN



RMVR VOLUNTEER NEWS

JANUARY, 2005

Well, it's the beginning of another race season already. Since all of our administration functions are changing, I'm not sure how we will handle free memberships this year for workers. Look for an e-mail from Pauline when they figure it out. I would like to start this year out just like we do every year, with a brief description of what we do at the races. **If you know of anyone who is interested in cars, please forward this newsletter to them.** We need all of the volunteers that we can get!

Timing & Scoring - Why should YOU work Timing and Scoring? First of all, there are the benefits:

1. Except for street races you will be inside. No need to be exposed to nasty sun or rain or (potential) rattlesnakes.
2. The snacks are "primo"! We start each morning with sweet rolls.(Bring your own coffee.) In the afternoon we often feature zesty trail mix and green grapes. At street races, canned soft drinks are also provided.
3. There is never a dull moment
4. Free Excedrin is provided for every headache.
5. The view of the track is dynamite! Of course you'll never actually see a race - just the little bit that goes by the start finish line in front of you.

What kind of help do we need?

As most of you know, our duties in Timing and Scoring have changed considerably since we've begun using the AMB transponder system. However, we still need a few people who are computer literate. We also need someone to copy and post results, and someone to rent transponders on Friday and collect them on Sunday after the races.

So, if you enjoy lots of stress, mixed with lots of laughs, T & S is the place for you!

Tech - Members of the Tech team are involved in two important areas of vintage racing. The first of these is the actual inspection of the race cars before each race event to verify that the necessary modifications pertaining to safety and fluid containment are present. This is not only a great way to meet other members of RMVR but it offers one the opportunity to see these cars up close. If you have ever wondered what it takes to restore and race prepare a car for vintage racing this is a great way to find out.

The other area of Tech that you can become involved in is the hot pit. The purpose of the hot pit is to inspect cars which have been involved in any type of track incident that may have compromised the integrity of that car. This also includes inspecting cars that appear to have some type of mechanical or safety problems. The hot pits provides an excellent opportunity to get into the real action of vintage racing.

Members of the Tech team come from a wide range of different backgrounds, many of whom are automotive professionals. If you share an interest in these classic cars, the RMVR Tech team is an excellent way to put your talents to work and have fun doing it.

Grid - The first advantage to working Grid is that you can wear shorts if you want to. (In La Junta you'll want to!!). Next, we'll give you a snappy Pit & Grid shirt to wear. The second advantage is you don't have to stand in one small area and wave different color flags around in the wind, so you don't have to remember what the colors mean.

However you do have to remember BELTS, GLOVES, EYE PROTECTION, HELMETS, and ARM RESTRAINTS and when and which type of car they pertain to. These are the first things to check for on each and every car prior to allowing cars on the track. Grid offers a unique perspective and different view of the races and members of RMVR.

Flagging & Communications - So, you think you may want to be a corner worker. The first question you may ask yourself is, "What will I have to do and what do I need to know to work on a corner?"

The people on the corners serve several purposes, all very important to the safe conduct of a race. The first, and probably the most important, function is communicating to the drivers the condition of the race course through the use of

flags. At least two people at each corner will be dedicated each race to flagging. One worker will be responsible for the yellow flag that warns the drivers of danger between this corner and the next. Another worker will be using the blue flag to warn the drivers that a faster car is approaching from behind. These two workers stand near each other, one facing on-coming traffic and one facing away. Since neither can see all that is happening around the corner, they must warn each other of danger coming from the direction they are facing. These two will also use other flags to warn drivers of debris or slippery conditions ahead, a slow moving or emergency vehicle ahead or that the race has been stopped.

A third worker, or sometimes the worker with the yellow flag, will be wearing the radio and will be in communication with race control. This is the second function of the corner workers. This worker will report all incidents or problems to race control and will inform the other workers on the corner of what is happening at other corners during the race.

Corner workers must also be ready to respond to any problems that occur with the race cars near their corners. If a car stops, for any reason, between their corner and the next, they will go to the car, with a fire extinguisher, to determine the problem. If the car cannot be restarted, the worker will assist in moving the car to a safe location and assist the driver back to the safety of the corner station. If the car can be restarted, the worker will direct the driver in safe re-entry of the racetrack.

During the race day the workers will also work to maintain a safe race surface by sweeping debris from the track and drying any oil or antifreeze that may be deposited on the track by a race car.

And finally, the workers will watch the race cars to detect any possible mechanical problems that may be developing with the cars of which the drivers may not be aware. The workers report these problems to race control so that the race steward or the technical inspectors can determine whether to allow the car to continue.

This sounds like a lot of work. You may ask, “What is in this for me?” Good question! The first thing, and probably what gets most people started in corner working, is the involvement in and closeness to the action. You cannot get any closer to the action without actually being in a race car. Watching the racing from up close and knowing what’s going on around the track is an experience you can’t get any other way. Another large benefit is appreciation. I don’t know about you, but not much that I do is rewarded with sincere thanks these days. During a race weekend the number of people that walk up to me and say, “Thanks for being here” makes me feel that I have done something worthwhile. It’s not all work either out on the corner, and I’ve gotten to know a lot of interesting people since I have begun corner working, people who share an interest in racing and vintage cars.

Your final question will be, “What will enable me to do this?” First is training, both classroom and on-the-job. RMVR conducts an excellent “Fire and Rescue School” each March, at the beginning of the race season, to train workers in the functions of corner working. If you are interested in working, I highly recommend attending this school next March. Also, each corner has a captain, a more experienced worker, and during the weekend the captain will be reviewing and teaching as situations occur at the corner station.

So, get involved with your club. It’s fun and rewarding and you will be providing a very necessary service to the racers.

PLEASE SEND IN YOUR RESPONSE TO THE APPROPRIATE CHIEF LISTED BELOW. If you have any preferences as to whom you share a room with, please be sure to let your chief know. Remember that all specialties are limited as to the number of workers for whom they can provide accommodations, so send in your reply form before the deadline.

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| F & C John Twenty 8451 Mariposa Dr. Morrison, CO 80465 303-697-2846 smithtwenty@aol.com | F & C Pauline Wilson 564 S. Joplin St. Aurora, CO 80017 303-745-7860 pauline266@comcast.net | GRID Kevin Rutherford 4156 Lowell Blvd. Denver, CO 80211 303-477-5562 rutroring@att.net | TECH Don Woerber 2706 Dundee Ct. Ft. Collins, CO 80525 970-223-9546 woden6@frii.net |
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