

VINTAGE MESSENGER

VOL. 16 NO. 5

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May, 2007



RMVR President Bill Fleming presents a check to Koshare Indian Museum Boy Scout troop leader Deb Rains. The Troop served RMVR Saturday night dinner at the LaJunta races, as a fundraiser for their upcoming trip to Japan. While in Japan, they will be performing Native American Dances. RMVR members donated over \$3000. Thank you RMVR!

Minutes

Rocky Mountain Vintage Racing Ltd.
Regular Board Meeting 4/18/07
Decades Behind Motorsports
Englewood, CO

Board Members present:

Bill Fleming-President
Roger Hively-Past-President
Bob Alder-Treasurer
Mark Robinson-Secretary
Dan Berry
Bob Darcey
Tom Ellis
Marcia Hubbell
Kevin Lynch
Dennis McIlree
Scott Sanders

Excused absence: Bob Mitchiner

Call to order: 7:05PM

President's Remarks

Bill Fleming thanked Arne McDaniel for hosting the meeting at his shop this month. Bob Mitchiner was not going to be able to attend this evening.

Minutes

Mark Robinson reported that no corrections or omissions to last month's minutes as published were brought to his attention. Dennis McIlree made a motion to accept them; Tom Ellis seconded, and they were approved by unanimous vote.

Treasurer's Report

Bob Alder had emailed current financial statements to the Board prior to this meeting for review. He has

Don't Forget !!!

The Colorado English
Motoring Conclave
Featuring
Our Vintage Race Cars
September 16, 2007
Oak Park, Arvada, CO

made some minor refinements to the format. The large CD mentioned last month had matured with interest, was deposited into the RMVR checking account, and \$50,000 forwarded to CAMA as approved at the February meeting. There are about 31 students signed up for Drivers' School, and over 80 race entries so far. We are close to budget targets at this point.

CHIEFS' REPORTS

Timing & Scoring

Dennis noted that they are ready for the La Junta event. The old laptop retired from T & S has been set up for Flagging & Communication. It will receive a live feed from T & S during races so the starters will have immediate information access to race positions, time remaining, etc.

Flagging & Communication

Friday at La Junta is well manned, and the rest of the weekend looks good.

CMC (Colorado Motorsports Council)

Tom Ellis reported on the last meeting. BMW Club has resigned from the Multi-Car Club Alliance as most of their members are not track users. A group of BMW track users may take over BMW Club's position; no details on this are available at this time. John Arnold has presented a track management proposal to the City of La Junta. It is structured similarly to the management of

Board Meetings will be typically held the 3rd Wednesday of the month at the Lone Tree Library, 8827 Lone Tree Pkwy., Lone Tree, CO 80124-8961 The Library is on Yosemite, south of County Line and north of Lincoln. Yosemite intersects both County Line and Lincoln just west of I-25. A link to a map follows: [MAP](#)

FOR MORE INFORMATION: RMVR c/o Diane Hively - 6745 West Third Place, Lakewood, Colorado 80226 - (303) 319-3062

Second Creek. There have been some minor repairs made at Pueblo. Nothing substantial has surfaced concerning PPIR—just rumors. On the subject of CMC surcharges, and their use at Pueblo, efforts to examine the City of Pueblo's operation contract for the track are being made in the hopes of evaluating the maintenance requirements for the road course. The Mead track is dead—current owners have no interest in allowing temporary use for motorsports.

NEW BUSINESS

Rules Change Proposal: Formula Ford Engines

Background: Formula Ford has been powered by the same spec all-OEM power plant since the late sixties. While parts are not a huge issue, with Ford no longer producing some wear parts there has been a gradual loosening of the “spec” to permit selective Non-OEM, but equivalent wear parts. Over the years SCCA has led the charge by approving specified after-market (but equivalent) head gaskets, cranks, flywheels, pistons, etc. RMVR's FF Exceptions already have adopted some of those changes.

On Jan. 6th about a dozen FF owner/drivers met to consider the advisability of adopting several other of these alternative bits. Several items were considered. A straw vote of those in attendance identified three items where it was felt the change had merit but that ALL FF owner/drivers should be consulted before considering a rules change to be sure that the group as a whole also favored these changes.

In Mid-March an email was sent to the approximately 47 known FF owners/drivers. As of this writing, 31 have responded. Results were as follows:

- Approve an alternative “CP Piston” — 22 in favor, 9 opposed.
- Eliminate now-specified flywheel minimum weight — 28 in favor, 3 opposed.
- Approve “internal to distributor” breaker less electronic points — 27 approved, 4 opposed.

Reasons for Proposed changes:

There are, of course, a few negative arguments to these changes, but they were thoroughly cussed and discussed before the voting and the clear

majority favor adoption for these reasons:

The CP Piston — The alternative aftermarket “CP piston” is now available which because they are forged rather than cast will last longer. Also they are available in a +.005 which could save an otherwise necessary cost to sleeve. The pistons, while more expensive, will last longer with less wear on the block (also becoming in short supply). That is, this will help conserve blocks. Any performance advantage is moot. The supplier of the pistons took great care to insure no performance advantage. SCCA and VARA have approved the piston.

Eliminate Flywheel minimum weight — While SCCA and some others have approved an aftermarket flywheel, it is a 15.5 lb affair built to accommodate a very small clutch. It was felt that this was NOT what we wanted as there are performance advantages to that 12 pound flywheel. Rather, we opted to simply eliminate the minimum weight (now stated in our RMVR FF Exceptions), but to continue requiring an OEM flywheel. This rules change is necessary to help save (i.e. remain legal) OEM flywheels as they are resurfaced. OEM flywheels can only effectively be reduced so much in weight (e.g. about 15 lbs.) and trying to specify that minimum seems unnecessary. Further, many older flywheels in cars are probably already below minimum. Checking flywheel weight is not really easily done. Since no big performance advantage can be obtained by lightening an OEM wheel to a doable minimum, it was felt the now-stated minimum was an unnecessary rule which makes “outlaws” of otherwise acceptable flywheels. Basically this rule change is to square with reality and to “save” OEM flywheels that would otherwise unnecessarily become illegal. More importantly, the lighter flywheel will help reduce broken cranks, availability and cost of which is an issue.

Approve “Internal” electronic points — There's no performance advantage (other than fewer DNF's) to breakerless electronic points. Most feel there is more reliability and less maintenance. It is being proposed that ONLY such systems as fit within the distributor would be allowed. NO systems with ancillary amplifiers or boxes will be permitted.

Thus, Bob Alder presented the following proposals to change RMVR rules as follows:

Additions to FF Exceptions (in bold)

(7.2.E) Minimum piston weight with rings and pin: 525 grams **for original (Cortina) and 515 grams for Uprated (Kent) engine.** Piston top may be machined to reduce bowl depth to .470" minimum as required to achieve the legal compression ratio. **The CP pistons, manufactured by Ivey Engines, part #81-2-FF1600 (std.) and 81-2-FF1600+5 (+.005" oversize) may be used in the uprated engine.**

A new exception:

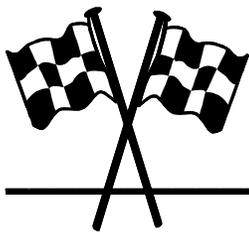
(7.2.L) **Ford OEM flywheels only may be used. There is no minimum weight requirement.**

(7.2.R) Bosch distributor may be used. **Electronic trigger devices may be used so long as all related components are located within the distributor housing. No outside amplifiers or boxes.**

Tom Ellis made a motion to accept this first reading of these proposed changes; Scott Sanders seconded. APPROVED. FOR: Hively, Alder, Robinson, Berry, Darcey (by proxy), Ellis, Hubbell, Lynch, McIlree, Sanders. OPPOSED; None. Affected Formula Ford members who have not been involved in this process, and are opposed to these changes, are encouraged to contact any Board member to make their opinions known. This matter will have a second reading at the May Board meeting, where, if approved, will change our rules as indicated.

Colorado English Motoring Conclave

RMVR member Ellis Cahn was present to propose expansion of RMVR's participation in the Conclave, to be held September 16, 2007 at Oak Park in Arvada, CO. This is the premier British car event in the region, with over 500 cars displayed last year, and thousands of spectators. Vintage race cars, of any make, are to be the featured “marque” at this year's event. He feels it would be an excellent opportunity to attract new members, be it racers or workers. He proposes that RMVR make this a Club social event on our calendar, and



RMVR VOLUNTEER NEWS

May, 2007

By BJ Kellogg

La Junta translates to either wheel or wind. I am still looking up the translation. Two of the three days we had sunny skies and some strong winds. It was so nice on Friday afternoon after the racing that we grabbed the golf clubs and hit the links. We got in 8 holes before the sun left us at the La Junta golf course nearby the track. Most of my terrible drives were due to the very strong winds. The course was in great condition and the food and service at the golf clubhouse was very good. We had such a good time that prizes were handed out Saturday morning for creative golf carting.

Saturday was very busy. It was the first race of the season and we had student's finishing up driver's school. Cars broke down, wheels fell off and drivers missed turns, it was just another typical day at the track. Then the wind picked up. We did not think that it could blow harder but it did. It looked like we were going to get some heavy rain but luckily it blew past. Saturday night we headed over to the Koshare Indian Museum. The dinner was held in the theater. The adobe walls surrounded the largest self supporting roof in the country made up of 600 logs weighing nearly 40 tons. Many of our engineering friends are still figuring out how they constructed it. The local Boy Scout group served a great dinner and we were lucky enough to see some native dancing. We passed a basket at the dinner and gathered enough money to send one of these boys to Japan where the group will be traveling this year as part of an exchange program. Thank you to all that attended and we are looking forward to going back and to see more dancing. The museum has a website Kosharehistory.org.

Sunday morning we handed out some prizes. Don Suiter received a bobble head flamingo prize; it was more like a bribe for rejoining us on the corners after some time away. We also gave Deb Grey a similar prize for organizing a great event at La Junta. Sunday afternoon we had a serious metal to metal accident that brought out the red flag. Both drivers walked away but it has brought on some discussion on how we handled the incident. We are thinking about some different changes on how we handle serious situations from responding to the accident and logging the incident. We are still working thru some ideas and will keep you posted.

Our next event is the Trans Am race June 2-3 in Pueblo. This event is always fun because it brings in some of the Trans Am cars that we have not seen in a while. Saturday night's dinner and discussion about the Trans Am races from long ago is always entertaining. We will be staying at the Hampton Inn; 4703 N Freeway, Pueblo, CO 81008, off exit 102 from I -25. To go to the track, from the hotel, go south on N. Elizabeth Street. At Hwy 50, go West to N. Pueblo Blvd., take a left and then the first quick right onto the Pueblo Motorsports Park grounds. The road is called Bahama Dr., but I bet there is no sign; follow it around until you get to the track gate. Please sign up on the RMVR.com website or email Pauline at the email address below.

Thank you all for working this year it looks like it is going to be a fun and exciting year.

PLEASE SEND IN RESPONSE TO THE APPROPRIATE CHIEF LISTED BELOW.

If you have any preferences as to whom you share a room with, please be sure to let your chief know. Remember that all specialties are limited as to the number of workers for whom they can provide accommodations, so send in your reply form before the deadline.

<p>F & C BJ Kellogg 3452 Meadowlark Ct. Parker CO 80138 303-646-3784 Home bigdog356c@aol.com</p>	<p>F & C Pauline Wilson 564 S. Joplin St. Aurora, CO 80017 303-745-7860 pauline266@comcast.net</p>	<p>GRID Chad McCabe 9994 Pecos St. Thornton, CO 80260 303-667-0044 w0uvu@comcast.net</p>	<p>TECH Jason Franikowski 3212 Killdeer Dr. Ft Collins, CO 80526 970-227-9750 Jason.Franikowski@enrol.serv.colostate.edu</p>
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LaJunta – Spring Race and Driver’s School

Pat Dent- Reporting
Mike Rogers- Photos



RMVR drivers, students, crews and enthusiasts all traveled to southern Colorado on April 20th to open the racing season at the LaJunta Race Track.

The event started on Friday with 31 new students enrolled in the Driver’s School. Chief Driving Instructor John Brosseau and Assistant Kevin Lynch structured the school with some very detailed classroom instruction followed by driving sessions to practice what they had just learned.

This was the routine until the feature race on Sunday afternoon. At this point the students with race eligible cars were placed in their appropriate race groups and raced with the veterans. Congratulations to all the new drivers. It is worth noting that the ages of the students ranged from 18 to 72 years young.



After the event one student said “I have been coming to these races for two years and just watching. The opportunity for purchasing an eligible Mini came up, so I bought it. I cannot get enough of this.” Talk about an enthusiastic group!



Saturday morning Race Steward Chip Hane, Assistant Bill Billhart and Race Chair Deb Gray welcomed the crowd, thanked all the wonderful volunteers and stressed safety as the primary goal for the weekend. Over 120 drivers were placed in four run groups. As is the case in all racing there were lots of great races within the races. These folks always provide lots of good entertainment.

Saturday night an authentic Mexican dinner was served to the race participants by members of the

Koshare Boy Scout Troop, at the Koshare Indian Museum on the Otero Junior College Campus. The dinner was organized by Deb Gray and raised \$3,000 for student members of the Troop to travel to Japan to share their “native dances” with another culture. This was a very special evening for everyone.



To conclude, racing is well underway in the Rocky Mountains with many more events scheduled for the season.



Next stop, Trans Am Invitational (you are all invited. Call Diane @303/319-3062) at Pueblo Motorsport Park on June 2-3. This is a wonderful event chaired by Keith Davidson. Keith is sure to have some very special guests on hand to share racing experiences.

See you there!



encourage members to display their race cars. Also, a raffle for a free RMVR race entry for vintage race cars in attendance, \$10 discount on a 15 month membership for new members joining that day, and a \$600 budget for event expenses be allowed. The budget would go toward advertising & promotion, printing, food & beverages for attending members, and use of the RMVR van. Details such as trailer parking and other logistics are being worked on. An additional goal would be to promote RMVR participation's on an annual basis for the mutual benefit of the Conclave & RMVR. There is a \$20 pre-registration fee (\$25 day of show) for cars entered in the event. Dan Berry made a motion to provide \$600 & the support Ellis' requests for the event; Kevin Lynch seconded. APPROVED: by unanimous vote.

On-Line Registration

Bob Alder noted that the Club should explore the capability of accepting credit card payments. One possibility would be for members to provide a credit card number that could be recorded and used for future use, such as for race entries. Marcia Hubbell agreed to investigate the costs involved to set up a merchant credit card account. Bob will also investigate what the vintage club CVAR offers as a vendor for these types of services.

Open Discussion

Member Tony Martins asked the Board's permission to look into the 2008 Pike's Peak Hill Climb as a possible event for RMVR. The history of this event in our own area, the potential exposure for vintage racing, and the chance to do something different with our cars, are all reasons to consider. The Board gave its permission for Tony to proceed. The web site for the Hill Climb is www.ppihc.com.

CAMA (Colorado Amateur Motorsports Associates)

Bob Darcey reported that the

Arapahoe County Planning staff was making progress on the zoning issues facing the East of Eden track project. A preliminary road course has been staked out on the site, with Bob noting that it appears to be a nice layout. The Multi-Car Club Alliance's status remains uncertain; there are possibly still 5-6 clubs still involved.

Meeting adjourned, 8:53PM.
Mark Robinson, Secretary

Classifieds

FOR SALE: 1961 DKW 750 Sedan. Excellent Historic Group Entry Opportunity! A pair of them, actually, Das Kleine Wunder, one of the four rings of AUTO UNION. Audi, Horch, and of course, AUTO UNION, being the other three. The DKW 750 features a venerable, time-tested, 3 cylinder, 2 stroke, longitudinal engine, fitted with a 4-speed fully synchromesh transaxle, with inboard front brakes, to form its front-wheel-drive drive train. Four wheel independent, torsion bar suspension. Steel frame and coach work, 1400 Lb. curb weight in street trim. Join the 3=6 revolution, get POWER EVERY TIME a piston moves down, and reduce the number of moving parts you need for FUN! Competition history includes RMVR Steamboat, & Second Creek, for the one that has been on track. Both in very complete condition, 'safety tubes' (roll bars), included. \$2000/pair. Delivery available. Contact: Clive Averill, (303) 420-3062
E-Mail : eagle1933@hotmail.com

For Sale Race Bits. Authorized dealer for Arai and Zamp helmets (SA2005), Hans devices, Sabelt harness sets (FIA), Sabelt nomex clothing, Sabelt racing seats, Pipercross airfilters, Spax shocks, and Titan drysump and steering equipment. Contact Andy Antipas (formula ford L&P #77) with your needs at 970-963-8297 or aantipas@sopris.net.
www.titannorthamerica.com.

For Sale- 1972 Zink C-4 RMVR #58
This car is very competitive. The motor was gone through by Paul Malcomb and only has 3 races on it. Includes open trailer, transponder, and spares. \$5,500. Contact Steve @ (303) 579 - 8810 or veeracer@yahoo.com.



For Sale: CALDWELL D-13 FORMULA VEE. Green and silver Caldwell D-13 Formula Vee as raced with RMVR for the last five years. This is a front running championship car that is ready to go with race prep just completed. All the go fast parts still on the car, nothing removed. Comes with four NEW slicks, mounted on a set of spare wheels, and a spare nose with new matching paint and clear bra. Call Mark @ (720) 272-2009

For Sale- Datsun 240Z, 1972 CP-3, RMVR Log, Full BRE & Tilton Equipped; Suspension, Drive Line, Cage, Etc. Two Motors. Direct Drive 5 Speed. Three Posi Diffs. 8 Wheels, Panasport & American. Double Disc Tilton Clutch, Spares. \$35,900
2000 Ford Super Duty, F-250 XLT, Super cab,V-10, long wheel base, positraction, tow pkg, Glasstite Cap, bed rug, Captains chairs, etc, 43k miles. Clean as new, a great tow vehicle! \$12,900 or OBO. Terry Allard 303-816-0776

For Sale: Superior Trailer, 4 -wheels, electric brakes, ramps, hand operated winch. Bed dimensions; 13 ft., 10 inches long x 6 ft., 4 inches wide. Tows straight and well. Asking \$850.00. Contact: Chuck Kirkpatrick, daytime 303 315 6596.

RMVR Infraction Report April 2007				
<u>Date</u>	<u>Name</u>	<u>Car</u>	<u>Incident</u>	<u>Penalty</u>
4/22/07	Jurgens, Jake (student)	Formula Ford	Hit car, rollover, extensive damage	Suspension- 4 events
4/22/07	Wells, Carlton	Sprite	Failure to report to steward	Probation- 1 event
4/22/07	Young, Wendell	Sports racer	Hit car	Suspension- 1 event Probation- 3 events

In this Issue:

- Volunteer News
- LaJunta Race Report

2007 Event Schedule

June 2-3
July 21-22
September 7-9
September 16
September 29-30

Trans-Am Invitational at Pueblo
La Junta
MPH Hastings, Nebraska
Colorado English Motoring Conclave
Oak Park, Arvada, CO
Enduro race at Pueblo

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

Lakewood, CO 80226
6745 West Third Place

NEWSLETTER
VINTAGE RACING
ROCKY MOUNTAIN