

# VINTAGE MESSENGER

VOL. 16 NO. 6

Editor: John Mihalich, Jr.  
messenger@rmvr.com or FAX: (970) 824-3737

June, 2007

## Thank You for Such a Grand Wedding

I feel confident in saying, few, if any of you, have ever attended a wedding in a circus tent, with music by the Beach Boys, and conducted by an ordained racer, with whom you may have been on track with earlier that day. Mother Nature quickly disabused us of our original plan of being married on the track when she opened the sky, poured the rain and flashed the lightning. Having told people we were adding a fourth ring to the RMVR T/A weekend, it was fitting that we were married under a circus tent.

Heike and I decided to get married at a racetrack. Second Creek Raceway, where Skip & Pauline Wilson, and William & Kathy Bradley, had their weddings, is no more. The next choice was Pueblo, and the biggest event there is the Trans-Am Invitational, at which most of our friends would be in attendance. It also kept us from adding something to calendars already bursting with events. We hoped to bring back some of the early members of RMVR and we were more successful than I thought we would be. Ted & Barbara Stratton, came from Florida; Cheryl Barnes from Missouri, returning to her spot working the Grid, broken leg and all; Kelvin Dodd, from California. We tried to get Marvin & Helga Hall, but they had excellent reason for not joining us; almost got Don & Ginger Hein and Terri Teasdale there. I managed to get a friend to the track, having tried for decades to do so. Heike got her best friend in from Chicago and her significant other worked a corner, came away with a serious infection of Vintage Racing.

All we had hoped to have was a good wedding presence. We were both quite blown away by the support and generosity of what can only be described as a Most Incredible Family. It proves to me that my youth was not misspent playing with cars. My RMVR family has always gotten me high with a little help from my friends, gotten me by with a little help from my friends. We hope you all had as much fun that evening as we did. It is an evening neither of us will ever forget, and we will always be reminded just how special a family we have, at every event.

Thank you all for your presence and helping us Start Our Engine!

We Love you all,  
William G. & Heike J. Rosenbach

## Helga Hall

Long-time RMVRers will be saddened to know that we recently learned that Helga Hall has been diagnosed with ALS (Lou Gehrig's Disease). Apparently Marv and Helga first started seeing symptoms around year-end and since then they have confirmed this unfortunate diagnosis as her condition has quickly worsened.

In the early embryonic days of RMVR Helga was the driving force behind the club. She was everywhere, doing everything — chief cook and bottle washer. Her efforts at promoting and organizing the club in those important early years cannot be understated will always be appreciated.

Helga has requested that phone calls be limited since conversation is difficult. For those of you wishing to send Helga a note of thanks and encouragement, her mailing address is:

Helga Hall  
3800 S Clarkson Street  
Englewood, CO 80113

## IMPORTANT NEWS!!!!!! On the Replacement for Second Creek

June 19th was a significant milestone for the development of the **High Plains Raceway** -- the new home for a club-owned racing facility to replace Second Creek. Check out the CAMA News Release elsewhere in this Newsletter or visit [www.HighPlainsRaceway.com](http://www.HighPlainsRaceway.com). It is very exciting! And please participate in the Capital Campaign to help bring this project to completion.

The Colorado English  
Motoring Conclave  
**September 16, 2007**  
**Oak Park, Arvada, CO**

### Minutes

Rocky Mountain Vintage Racing  
Ltd.  
Regular Board Meeting 5/16/07  
Lone Tree Library  
8827 Lone Tree Parkway  
Lone Tree, CO

Board Meetings will be typically held the 3<sup>rd</sup> 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

### Board Members present:

Bill Fleming-President  
Bob Mitchiner-President-Elect  
Roger Hively-Past-President  
Mark Robinson-Secretary  
Bob Alder-Treasurer  
Dan Berry  
Bob Darcey  
Kevin Lynch  
Dennis McIlree  
Scott Sanders

Excused absence: Tom Ellis, Marcia Hubbell

Call to order, 7:01PM

### President's Remarks

Bill Fleming thanked all for coming. Tom Ellis & Marcia Hubbell would not be in attendance this evening. One 2007 event has been completed so far, and it went well.

### Minutes

Mark Robinson noted that no corrections or omissions to last month's minutes as published were reported. Bob Alder made a motion that they be accepted; Bob Mitchiner seconded, and a unanimous vote was made for approval.

### Treasurer's Report

Bob Alder had emailed current financial statements to the Board prior to the meeting for review. We are on track with our year-to-date budget. CMC surcharges show a negative amount as 2006 surcharges were paid in 2007. The revenue budget for the La Junta Drivers' School & race was within \$60 of the target, due to the higher number of new students expected, and slightly less than expected race entries. Our fiscal year is off to a good start.

### CHIEFS' REPORTS

#### Timing & Scoring

Dennis McIlree reported that the old T & S laptop is up & running for Flagging & Communication's use. F & C has found it very useful for monitoring the status of a race as it is run. They will try a Wi-Fi set-up at Pueblo.

#### Eligibility

Bob Mitchiner noted that 2 non-

RMVR legal Mustangs that ran at La Junta will run as exhibition cars this year, and encouraged to convert to our vintage specs. Bob Darcey made the comment that there may be an increase of old NASCAR racers looking for racing opportunities, with the Car of Tomorrow replacing them. Many do run now with other vintage clubs, so consideration of these cars may be worthwhile.

### Flagging & Communication

Pauline Wilson noted that more workers are needed for the Trans-Am event.

### CMC (Colorado Motorsports Council)

Marcia Hubbell had emailed her report to the Board, as she would not be at our meeting. Per the CMC treasurer, the final Second Creek balance of \$20,543.80 will be reduced to about \$16,000 after accounting fees, and rebated to the clubs. He also reported that there is about \$71,000 ready to be spent on tracks. CMC continues to seek a copy of the contract PMI has with the city of Pueblo for evaluation.

### CAMA (Colorado Amateur Motorsports Associates)

Bob Darcey reports:

*High Plains Raceway...is the new name for the proposed facility on the "East of Eden" property. The name was selected by the CAMA reps (with some board member input) from some 25 or so suggested names. It was a clear and runaway winner.*

#### **Permitting:**

The permitting effort continues to move along in a positive manner. On April 24<sup>th</sup>, the County Commissioners gave a unanimous "thumbs up" to the zoning regulation verbiage prepared by Planning, and have passed the documents on to the Planning Commission for public review and approval. The Planning Commissioners will vote on the amendment on June 19<sup>th</sup>, after a fourteen-day public notice is complete. Assuming it is approved, it then goes back to the County Commissioners for formal

## **Lotus Owners Gathering 27 August 24 – 27, 2007 Snowmass, Colorado**

This is going to be good. Really good! For more than a quarter of a century, Lotus Limited, North America's Largest Lotus Car Club, has conducted their Lotus Owners Gatherings – LOG, near the right coast of our continent. In 2007, for the twenty-seventh LOG, Colorado will host the event in the beautiful Roaring Fork Valley, in and around Snowmass and Aspen.

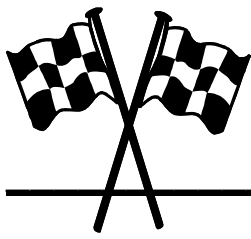
LOG 27 is on track to be the best LOG ever. It will be **THE not-to-miss** Lotus event of the year. Two-time World Champion, Two-time Indianapolis 500 Champion, Emerson Fittipaldi will be there. Alain de Cadenet, host of the Victory by Design series, will be Saturday evening's guest speaker. Peter Darley, official photographer for Lotus for much of the '60s is Sunday's speaker, and he will be accompanied by a presentation of his images. Clive Chapman, Colin's son and the connection to Classic Team Lotus will be in attendance throughout the event. Road & Track Editor at Large and author of *Side Glances*, Peter Egan, has committed to attend LOG, hopefully with his newly restored 1964 Elan S1. No doubt there is a story in that experience. His description in the March 2007 R & T issue regarding Colorado roads is right on target...*"What can you say about the roads of Colorado? The corners and the beauty go on forever. "Colorado probably has more continuously great sportscar roads than any state in the union..."* His own words are providing incentive for him and probably should for you as well.

All this, plus Tech Seminars, Banquets, Moving Events, Casual Concours (an event the Lotus' of RMVR could easily walk away with numerous very cool awards), and a potential surprise debut from Group Lotus.

This could be the most impressive Lotus related event in the Western United States since the Monterey Historics, in 1995.

You **DO NOT WANT TO MISS THIS ONE!!!** See [www.log27.com](http://www.log27.com), or contact Mike Ingelido, at (719) 473-3807, for more information.





# RMVR VOLUNTEER NEWS

June, 2007

By Pauline Wilson



Congratulations **Bill & Heike Rosenbach!** The highlight of our weekend at the Pueblo Trans Am was the wedding of Bill Rosenbach & Heike Welch. It was originally planned to have the ceremony on corner 10, right below the control tower, but since it was early June, it had to rain – rather hard – along with much thunder and lightning. So the ceremony was moved to the tent that **Keith Davidson**, our race chair, had set up for dinner. As Bill said, “We are adding a fourth ring to our usual three ring circus, so it’s only fitting to have it in the tent!” The bride wore white and to our surprise,

actually had time to clean up and look gorgeous in a white dress with flowers in her hair. Considering she had spent all day working on corner 10, this was pretty amazing. Our own Chad Wight, Motorsports Ministries, performed the ceremony. All of the wedding festivities were worked in between our usual interesting speeches given by Trans Am greats from the past. The cake was created by **Jennifer Kellogg** and was yummy, as always. Bill & Heike provided 4 cases of champagne to share with everyone. **Kristi Burdett** caught the bouquet. Something you want to tell us, Kristi? All of this, on top of the great BBQ that Keith always provides made it the perfect evening.



The rest of the weekend was one of our best Trans Am weekends. Lots of cars and lots of workers made for an exciting weekend. The rain cut racing short on Saturday after a FSV went into the wall on turn 10. The driver (sorry I didn’t get his name) was OK and at the driver’s meeting on Sunday, couldn’t say enough about the great job the workers did. He was so

impressed with the help he received from other drivers in getting his car ready to race again on Sunday, that he swore he was going to sell his PCA car and race more with us! **Tom Pane** received the “flamingo award” for worker of the weekend for his great response. **Bill Miller** received a model of his 22 black Shelby for “driver of the weekend”.

Unfortunately the thunderstorms moved in earlier than normal on Sunday. We stopped the race for group 4 – the Trans AM cars – after 2 laps due to lightning. We brought in all of the workers to wait it out. We tried again when the rain and lightning let up, but the track surface at turn 10 was just too slick. Watching all of those big bore cars squirming through that corner was more than I could take. When **Mike Ries** tapped the wall, we red flagged again. This time Keith & our steward **Bill Fleming** decided that we had better call it a day. We'll just have to wait for more next year.

Our next event is back in La Junta on July 21 & 22. We haven't heard yet whether we will have to staff Friday for test & tune. BJ will be taking care of this one, so I'm sure he will send out an e-mail with details as soon as we have any. I know he needs more workers as I think there are only 4 signed up so far.

The workers will be staying at the Midtown Motel. Remember that you will be sharing a room with another worker, unless husband and wife are both working. As always, you are free to provide your own accommodations, but make your arrangements early as there are not a lot of motels in the area. The motel's phone # is 719-384-7741.

To reach La Junta, go South on I-25 from Denver to Pueblo, then east on Hwy. 50. As you enter La Junta, Hwy. 50 will fork to the left, and the business route will go straight into town. Follow the business route into town. Go past the traffic light in the center of town (actually, there are 2 now) and the Midtown motel will be a few blocks down on your left. If you reach the stop sign at Hwy. 50, you missed it! Check in at the motel office. Tell them you are on the RMVR worker list and give them your name. The track is North of town next to the airport. The motel owner can give you directions, as can almost anyone else around! The workers usually congregate in the motel parking lot on Friday night (it's a small town!). If you can't find them there, you can always go down the street to the Hog's Breath Saloon. You're bound to run into someone you know there.

As usual in La Junta, be prepared for any kind of weather. Plan on hot and dry, hats and sunscreen, bug spray and sun glasses. - but bring your rain gear just in case! Also, bring safety glasses or goggles - when the wind blows the blowing sand can be miserable for your eyes. You no longer have to carry your own water. They have a new filtering system and the water is good. We've never been to La Junta this time of year, and I think everyone is expecting the worst – 100+ temps. Lots of options have been tossed around, but nothing concrete yet. Let's hope that our cool wet spring will reappear in July and make this a pleasant weekend.

See you at the races!

**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><b>F &amp; C</b>  <b>BJ Kellogg</b>          3452 Meadowlark Ct.          Parker CO 80138          303-646-3784 Home  <a href="mailto:bigdog356c@aol.com">bigdog356c@aol.com</a></p>	<p><b>F &amp; C</b>  <b>Pauline Wilson</b>          564 S. Joplin St.          Aurora, CO 80017          303-745-7860  <a href="mailto:pauline266@comcast.net">pauline266@comcast.net</a></p>	<p><b>GRID</b>  <b>Chad McCabe</b>          9994 Pecos St.          Thornton, CO 80260          303-667-0044  <a href="mailto:w0uvu@comcast.net">w0uvu@comcast.net</a></p>	<p><b>TECH</b>  <b>Jason Franikowski</b>          3212 Killdeer Dr.          Ft Collins, CO 80526          970-227-9750  <a href="mailto:Jason.Franikowski@enrol.serv.colostate.edu">Jason.Franikowski@enrol.serv.colostate.edu</a></p>
---	---	--	---

acceptance into law on July 17<sup>th</sup>. While the zoning amendment process has taken longer than originally estimated, the county is very cooperative and assures us that the USR application can be processed very quickly, and that our hopes of getting pavement down before winter are (in their words) very realistic.

**Capital Campaign:** The Capital Campaign Committee consists of Martha Vail (PCA), Chris Sarian (SCCA), Bob Alder (RMVR) and Greg Kyde (RMVR). They are off to a great running start on preparing the materials for the mail-out, which is scheduled to follow immediately upon learning the results of the June 19<sup>th</sup> Planning Commission meeting. The mailout will consist of a cover letter from each club, a “brochurevelope” for soliciting and mailing of donations, and a FAQ section describing the project in great detail; all three are currently in process. The capital campaign committee proposed a “*Gift Acceptance Policy*” statement. These guidelines were approved by the CAMA reps, and are fairly standard practice for donations campaigns.

**Final SCR Rebate:** Don Gruenler has done a final reconciliation for Second Creek, and there is a total of \$12,000 available for rebate to the five member clubs. Five \$2400 checks were delivered to Charlie Thompson for distribution to the five clubs.

**Multi Car Club Alliance:** At this writing, CECA, Z-Car and AUDI have presented their checks (totaling \$23K) toward the \$50K (plus \$6K) capital contribution. After expressing that they were “out”, BMW now is taking a “wait and see” posture and will not be transferring their equity to the BMW users group at this time. Their Board has agreed to participate in fund raising, and has asked Kyle Popejoy to remain their rep to the MCCA, and yet have temporarily suspended their association with the MCCA. Lotus Club expects to have their portion this summer, while ALFA,

Mercedes and Viper appear to be “out”. CAMA is considering how to respond to this situation.

**Motion:**

Bob also made the following proposal:

*RMVR provide an appropriate electronic membership database to CAMA for the purpose of organizing the new track effort donation campaign.*

Dan Berry seconded. APPROVED. FOR: Mitchiner, Hively, Alder, Robinson, Berry, Darcey, Lynch, McIlree, Sanders, Ellis(by proxy). OPPOSED: None.

**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 aftermarket (but equivalent) head gaskets, cranks, flywheels, pistons, etc. RMVR’s FF Exceptions already have adopted some of those changes.

On Jan. 6<sup>th</sup> 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 second reading of the following proposals to change RMVR rules as follows:

**An 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 Upated (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.**

Bob Darcey seconded.

APPROVED, by unanimous vote. As this was the second reading of the proposal, its approval will change our rules as indicated.

**On-Line Registration/Credit Card Acceptance**

Marcia Hubbell had investigated what would be entailed for RMVR to be able to accept credit card payments, and had emailed a bank’s proposal to the Board. There was not enough information to compare and evaluate the best option, so more research is needed.

**Chief Steward’s Report**

Chief Steward Chip Hane handed out his incident report of our La Junta Drivers’ School & Race. First, he thanked Bill Brillhart for serving as Assistant Steward at La Junta. There were 3 contact incidents (1 with a minor injury), 1 car fire, 2 lost wheels on 2 cars, numerous incidents of passing under yellow, and 1 exploded flywheel in an MGB resulting in serious car damage, with the driver narrowly avoiding injury. There was no “scattershield”, or transmission blanket in place. It is mentioned here to publicize the incident and encourage all drivers to examine their own cars for the protection this safety device can provide.

**Worker Benefits Change**

Mark Robinson, as Chief of Accommodations and Pauline Wilson, Flagging & Communications had discussed the need for an increase in the amount of reimbursement a worker can receive for his/her expense when making their own accommodation arrangements. Pauline noted that it had never been changed as long as she has been involved in the Club, and certainly could stand to be increased.

Mark made a motion to accept the following proposal to change the Ops Manual, Appendix B, Worker Benefits Guidelines, Jan 2005 Edition, page 35. Deletion shown as ~~strike through~~, change shown in **bold**:

Workers who apply for reimbursement for room expense must submit proof of room occupancy (i.e. room payment receipt) to their chief for approval of a credit of ~~\$20.00~~ **\$40.00** per night. The chief will then submit a credit slip to the treasurer for payment to the worker.

Dan Berry seconded, and it was approved by unanimous vote.

**RMVR Merchandise**

Andy Antipas has volunteered to take over selling RMVR merchandise at our events. He is waiting on a reply from the current Merchandise Chief, Janet Burgess. Dennis McIlree made a suggestion that the merchandise also be pictured on the web site.

**Open Discussion**

At the Colorado English Motoring Conclave (Sept. 16), vintage race cars are the featured “marque”. Trailer parking at the nearby high school is being worked on. If anyone knows who to contact to arrange use of a “double-decker” bus for shuttle purposes at the Conclave, please contact Bill Rosenbach or Ellis Cahn.

Meeting adjourned, 8:40PM.

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](mailto:eagle1933@hotmail.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- 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](mailto:veeracer@yahoo.com).

**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, Panaspot & 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.

**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](mailto:aantipas@sopris.net).

[www.titannorthamerica.com](http://www.titannorthamerica.com).

## Trans-Am Weekend Matrimonial and Fun

Keith Davidson, Trans-Am Race Chairman



Racing was busy with practice on Friday, three full sessions on Saturday and almost a warm up and two race events on Sunday. Rain moved in Sunday afternoon during the Group 4 Trans-Am feature race which was red flagged following a couple of slippery spins in corner 10. Mike Ries took a hard knock on the inside wall while running up front in U-2. The next run group of hard-corps sat on the grid in open cockpit cars in a downpour and the weekend was ended on account of rain.

Cobras with the Rocky Mountain

RMVR's Trans-Am weekend June 1-3 included a wedding, racing in the rain, car shows, and a special celebration of the Shelby American Trans-Am team represented by Lew Spencer. Bill Rosenbach and Heike Welch married Saturday evening prior to the dinner party, Chad Wight presided as pastor, marrying the couple with full RMVR honors in front of the membership, family, and guests.







Cobra Club showed off their hardware on Saturday and took touring laps at lunch time. Ed Renck's Bonneville car was on the scene Saturday which was very cool.



Special guest Lew Spencer walked the pits all three days visiting with car owners and sharing his experience with drivers and owners. The dinner barbeque and evening presentations featured Gene Bashore who spoke of team Penske at CDR when the Trans-Am series came to town. Jerry Van Dyke, former race announcer at CDR was up next and spoke of the history of CDR. Walt Hane introduced Lew Spencer and Lew told his tale of the days when Shelby asked him to put together and manage a team of mustang notchbacks to represent FORD in the Trans-am series. Lew's team won the first two years of the series before things unraveled.



140 cars entered in the event including a number of exhibition cars and several new drivers and club members. This was the sixth annual Trans-am Invitational and another great weekend of vintage racing. Hope to see you at upcoming events.







## EVENT • La Junta Race

DATE: July 21 & 22, 2007  
LOCATION: La Junta Airport  
CHAIR: Deb Gray (719) 384-7640  
RACE STEWARD: Bill Swope (505) 345-6235  
ASST. STEWARD: Neil McCready (303) 257-3320  
RACE ENTRY FEE: \$195  
LATE ENTRY FEE: \$25.00 after JULY 13, 2007  
(at the track \$50.00)  
DEADLINE: July 13, 2007

**Fuel WILL NOT be available**

## EVENT SCHEDULE

REGISTRATION & TECH: Saturday 7:00 AM  
DRIVER'S MEETING: Saturday 8:30 AM  
Sunday 8:00 AM

The rest of the schedule will be handed out at either registration or at the Driver's Meeting. All drivers and crew must sign in at registration. Registration will be open Friday afternoon, till 5:00 pm at the Hively motorhome. Registration will be closed to drivers during the driver's meeting.

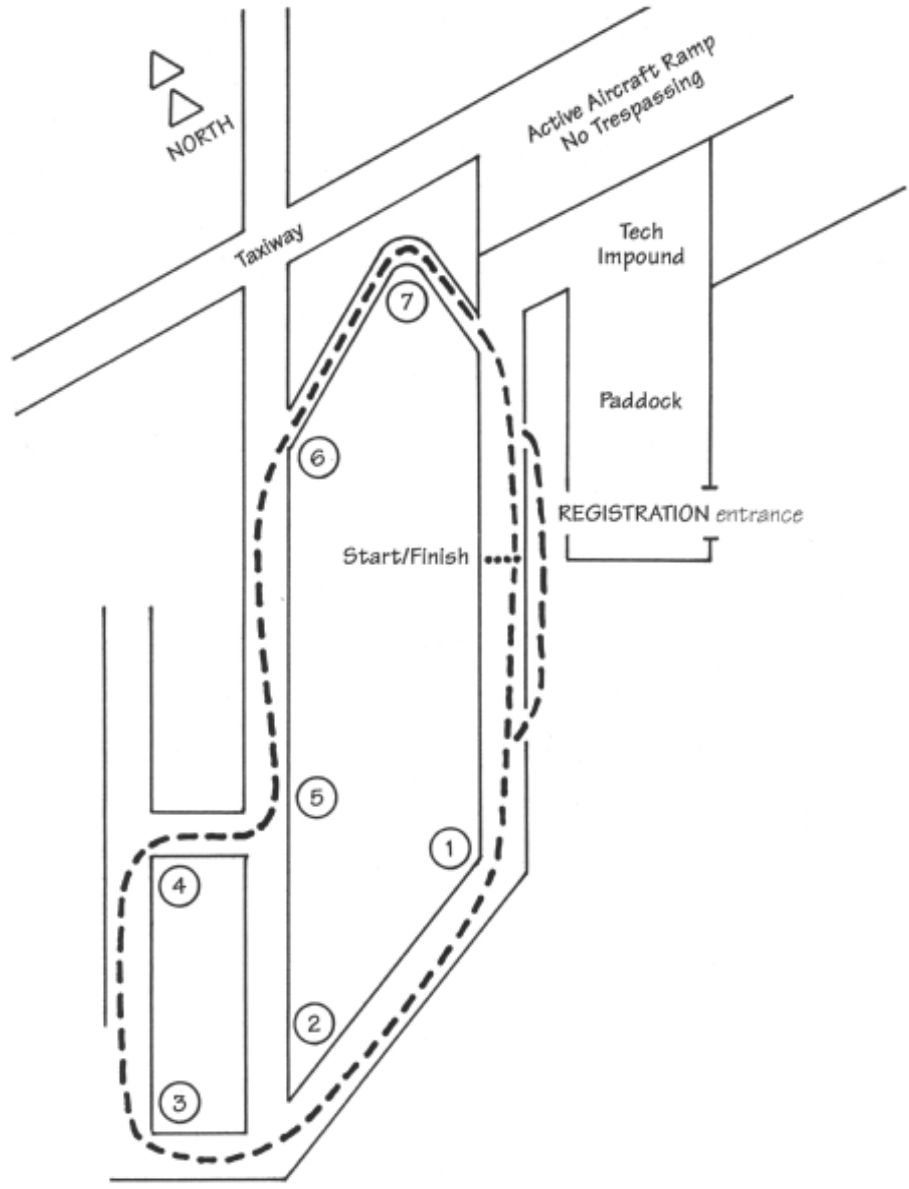
Any driver that has not signed in, by the above specified time will not be allowed on the track.

All drivers must attend the Driver's Meeting.

CANCELLATION POLICY: Total reimbursement of race fee will be issued if registrar is notified of cancellation no later than 72 hours prior to race dates. Cancellations later than 72 hours will be refunded with a \$25 processing fee.

# LaJunta Municipal Airport • LaJunta, Colorado

1.6 miles · Altitude 4238'



## Accommodations:

La Junta Inns & Suits- 1325 E. 3 <sup>rd</sup>	(719) 384-2571
Stage Coach- 905 W 3 <sup>rd</sup>	(719) 384-5476
La Junta Travel Inn-110 E 1 <sup>st</sup>	(719) 384-2504
Westerner-1502 E 3 <sup>rd</sup>	(719) 384-2591
Super 8- 27882 Hwy 50 Frontage Rd.	(719) 384-4408
Midtown Motel- 215 E 3 <sup>rd</sup>	(719) 384-7741
Holiday Inn Express- 27994 Hwy 50 Frontage Rd	(719) 384-2900



# HIGH PLAINS RACEWAY

## News Release From CAMA To RMVR Club Members

June, 2007 — **At last! The prospect of a new club-owned racing facility is now close at hand.** After years of hard work by the Colorado Amateur Motorsports Association, LLC (CAMA) and its participating clubs, the reality of a new club track is now near!! Recent significant events take the project to the point of being able to now share with you the details for the track and to launch the necessary Capital Campaign to push the **High Plains Raceway** to fruition.

### HIGHLIGHTS

- The property for the track is under option.
- Details of track and facility design have been worked out.
- As of June 19<sup>th</sup>, the zoning process is largely completed. This is an all-important and necessary step in this complex project.
- CAMA is working closely with the county to assure that the project's site plan receives prompt approval.
- A considerable down-payment for the project is already in the bank.
- Details of financing the rest of the project have been worked out.
- A Capital Campaign to all members of all participating clubs will be launched by mail in early July.
- With a successful Capital Campaign, and timely approval of the Use by Special Review, the expectation is that asphalt can be laid in the Fall of this year and that next year the clubs will have a lovely new and exciting facility only 60 miles east of the intersection of I-25 and I-70.

For more complete information, please carefully read the Capital Campaign materials sent to you. Or you can check out the new website, [www.HighPlainsRaceway.com](http://www.HighPlainsRaceway.com), for more information on this exciting club-owned project. Both the mailing and the website have an extensive **Frequently Asked Questions (FAQ)** section which hopefully provides information and details on all aspects of this project.

At almost 2.5 miles in length with 15 turns and several significant elevation changes, up to 80 feet, **High Plains Raceway** clearly has the potential to become one of the nation's great tracks and facilities and you have the opportunity to become a **Founding Contributor**. As a member of the participating clubs, you are urged to investigate thoroughly the materials being sent to you regarding the Capital Campaign and to make your contribution as soon as possible. **Your contribution will make a difference.** Additionally, if you have a business which could take advantage of track advertising possibilities, please visit the [Contact Us](#) page on the website or call 303-443-6644 and we will be delighted to help you with a program.



### HOW EXCITING IS THIS????

(See [www.HighPlainsRaceway.com](http://www.HighPlainsRaceway.com) for more detail)



In this Issue:

- Volunteer News • LaJunta Event •
- Trans-Am Race Report •

**2007 Event Schedule**

July 21-22  
September 7-9  
September 16  
  
September 29-30

La Junta  
MPH Hastings, Nebraska  
Colorado English Motoring Conclave  
Oak Park, Arvada, CO  
Enduro Race at Pueblo

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

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