

VINTAGE MESSENGER

Silver Anniversary Season

VOL. 17 NO. 5

Editor: John Mihalich, Jr.
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May, 2008

Ladies Race Group HPR Challenge

The Ladies Race Group is challenging the ladies (past, present and future lady racers) to contribute to the High Plains Raceway a total of \$1,000 to be able to have a "RMVR Ladies Race Group" brick at the new track. We are well on our way with at least \$825 contributed so far. We had \$500 in unused funds from previous year's dues and fund raisers that we voted to put toward the track. Any amount of \$25, \$50, \$75, \$100 to get us to the \$1,000 total would be appreciated.

Send your check payable to "RMVR-Track Project" and send to:

Diane Alder
 3330 S. Albion
 Denver, CO 80222

She'll see to getting the HPR brick when we reach the \$1,000.

Thank you, Renee Von Roenn

Minutes

Rocky Mountain Vintage Racing,
 Ltd. Regular Board Meeting
 Regular Board Meeting 4/16/08
 Thornton City Hall, 9500 Civic
 Center Drive, Thornton, CO

Board Members Present:

Bob Mitchiner – President
 Mark Robinson – President Elect
 Bill Fleming – Past President
 Bob Alder – Treasurer
 Traci Pearson – Secretary
 Dan Berry
 Bob Darcey
 Tom Deats
 Dennis McIlree
 Scott Sanders
 Jamie Stiehr

Excused absence: John Stokley

VERY Special Opportunity 1994 F-250 Diesel crewcab dually 4x4 and S&S 2car trailer.

Tom Benjamin has decided to donate 100% of the proceeds to the HPR fund, so if you need a rig this is the one!!

1994 Ford F250, low mileage (85k), one owner, 4x4, dually, Powerstroke diesel, new flat bed and storage boxes, air ride rear suspension, ps, pw, ac, white with blue cloth interior, zero miles on new 5sp transmission and clutch. White 1993 fifthwheel, S&S trailer has oversized side door, generator door, roof vent & full length awning. Zero miles on all wheel bearings and brakes. Measures 4 inches short of 30 ft on the floor. Both units are extremely clean and have been lightly used in the last 5 years. Asking \$19,000, but bring all offers after inspection; might separate. Call Carl (303) 530-3430 or Tom (303) 444-2781.

Call to order: 7:04 p.m.

President's Comments

Bob Mitchiner thanked the board for making their way through the snow storm and announced the excused absence. He also announced his upcoming vacation and said that Mark Robinson would be filling in for him.

Mitchiner announced that Ron Schonscheck is seriously ill with cancer. He also said that Mark Miklin needs a kidney transplant and that Karen Miklin turned out to be a match and is donating a kidney to him!

25th COLORADO ENGLISH MOTORING CONCLAVE

2008 will be the 25th anniversary of RMVR and the 25th anniversary of the British Conclave. Once again the British Conclave will be held at OAK PARK in Arvada, Colorado on Sunday September 14, 2008 from 8:00AM to about 2:00PM. This will be an RMVR sanctioned fun event to show case our Vintage Race Cars to more than 3000 attendees and promote our race club and attract new members. It is an opportunity to meet old friends and interact with other car clubs in the area.

RMVR will have the same close in location as last year and will offer refreshments and provide multiple table displays promoting our workers, merchandise, and our new track.

This is a fun laid back event for members to be ambassadors for vintage racing. No car preparation is required! There will be easy trailer access and off-site trailer parking at Arvada West High School, 6 blocks away, with a free convenient shuttle service provided. Curb ramps for our low profile race cars will be in place to protect your car entering and exiting the park. Mark your calendar now for Sunday, September 14, 2008 and join the fun.

Past Minutes

Guest Bill Rosenbach pointed out that he was nominated for VP of the Colorado Motorsports Council, not Bill Miller as reported in the February 2008 Minutes. No other corrections to the February or March minutes were proposed. Bob Alder made a motion to accept both

Board Meetings will be typically held the 3rd Wednesday of the month, at 7:00PM, at the Thornton City Hall, 9500 Civic Center Drive, Thornton, CO 80229 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

**25th Anniversary
Exotic Sports Car Show
Benefiting Cerebral Palsy of Colorado
June 8th, 2008
Arapahoe Community College
Race cars wanted!!**

Mike Rogers, in his role as chief of Publicity and Marketing, will be coordinating an RMVR corral at this year's show. He'll take care of reserving a space for the RMVR corral and have all the RMVR promotional stuff on hand to recruit members, workers, and racers. If you plan on bringing a race car, in addition to signing up for the event (Specify RMVR as your club), let Mike know you plan on coming.

An entry form and information on the event is available at <http://www.cpcoc.org/concours/index.htm>

You can call him at home 303-986-8511 or at work 303-382-1920 x4114 but he'd prefer getting the RSVP via email at mike_w_rogers@comcast.net. This is a great opportunity to help promote RMVR. Plus it's always a great event. Let's have a nice showing of our cars.

minutes, Dennis McIlree seconded the motion, and the minutes were unanimously approved (by the board members present).

Treasurer's Report

Bob Alder e-mailed his treasurer's report to the board members before the meeting.

He noted that RMVR has broken even on the Pike's Peak Hill Climb event, with entries reaching the level needed to reimburse us for our entry fee. He mentioned that the CD for the RMVR van came due last month. He raised the amount by \$5000 and reinvested it. He also renamed that line item the "Equipment Reserve."

He said that not all the income from the La Junta Driver's School and Race had come in yet.

Alder pointed out the \$5000 loss to date on the balance sheet, but said that he expects that to disappear because a lot of that loss is accounted for by fees RMVR paid early this year.

To all RMVR Members & Friends:

Thanks to all the folks who helped make La Junta April 2008 a great event.

I mean "event" in that it incorporated many activities, including hearing first-hand about the success of the Koshare Indian Dancers trip to Japan. At the party held Saturday evening (April 19) in the banquet room of the Otero Junior College, we enjoyed a concise and informative presentation by Koshare Dancers historian, David Balicki. He confirmed that last year's fund-raiser had helped Boy Scouts make the trip that might not otherwise been able. A slogan of the organization is "Don't wait to be a great man. Be a great boy." (To learn more about the Scouts and the Dancers go to koshare.org) This year we were thanked for raising over \$500 by the pass of the hat. You had to be there. And, to those who were, I promise to never arrange an activity without pre-running the route... The food was a terrific deal, at twice the 25th Anniversary prices.

The Drivers School brought in more enthusiastic participants.

The races allowed testing the structural integrity of a Porsche 356; the driver is fine, and the car is being healed.

I quietly celebrated my 66th birthday, and my Porsche 912 was totally reliable; even getting me back home.

La Junta was, as always, a worthwhile challenge. What can make it better?

Sincerely,
Andy Carburetor Keller, Event Chairman
Andy@HumanFactorsDesign.biz

IN MEMORIAM

Donald C. Johnson

September 11, 1929 – March 9, 2008

Don Johnson, best known to most of us as the driver of the Two-Nine Red, Bocar, was our living link to the history of the Bocar. He had worked with Bob Carnes, the creator of the car which carried his name, at the Lakewood, Colorado factory, producing the Chevrolet Corvette powered; glass fiber reinforced plastic bodied sportscars, built on a variety of chassis, in the late '50s. Don's XP-5 is built on a Jaguar chassis, and is one of RMVR's Pikes Peak Hill Climb heritage cars, having run the peak as *The Peterson Special*. Don, an accomplished machinist had a long career with IBM. In his spare time, he reveled in designing and machining exquisite racecar parts and perfectly executed precision plastic display cases.

It is difficult to recall a Steamboat Vintage Race, without the presence of Don and his Bocar XP-5. It was a favored event for him. Fellow Bocar XP-5 owner Gaylon Curley, was also on hand so the two could put on an excellent vintage display on track. Only once were we treated to a third, as one out of state Bocar formed a trio. Two Red and one Blue & White Bocars made quite a sight.

Over the last few years, Don and his family fought a battle with Alzheimer's Disease. Fortunate that it never developed to its terrible potential, but Don developed pneumonia and succumb to heart complications. He now joins our expanding ethereal grid. Don will be easy to spot when the rest of us get there, as he stepped into eternity looking just like we remember him, wearing a Bocar T-shirt and his beloved red satin Bocar jacket.

Don Johnson, gentleman racer, was 78.

In regards to the efforts to implement online registration, Alder said he's still working with DLB Racing to figure out both how the registration works and how to fulfill RMVR's needs. Alder has also been in touch with the credit card company, authorize.net, but won't sign anything with them until the online registration is ready.

Alder said that there's no up-front fee for using DLB's online registration system, only a \$150 fee per event. He also said that, while authorize.net charges the usual credit card fees, it does not require any holdback or deposit.

Administrator's Report

Bob Mitchiner passed along Diane Hively's report. He said that RMVR has 358 paid members and 29 worker members as of today. Seventy-four racers, 23 students, and 15 instructors are signed up for La Junta, although there may be as many as 27 students. Bill Brillhart will serve as assistant steward for the event, which will include a Historic run group.

Chiefs of Specialties Reports

Flagging and Communication

Pauline Wilson said Flagging and Communication is in good shape for the upcoming weekend at La Junta. Timing and Scoring

Dennis McIlree answered Bob Alder's question about how much it cost to put in a wire (antenna) at the start/finish line. McIlree said about \$1000, including all necessary components. He pointed out that the track itself, not the club, has to take responsibility for the antenna and that the antenna can't be laid down before the track is laid but must be installed after.

Tech

Andy Kitchens e-mailed his proposed changes to the Tech Inspection checklist, along with supporting documentation, to the board before the meeting. He began by saying he has discovered there is a lot of "tribal" knowledge about what Tech does and how they do it, and he would like to put it into writing and make it policy.

The board agreed that having Tech's procedures exist largely as tribal knowledge—scattered and unfindable—was not a good practice, and that the procedures should be put into the RMVR Operations Manual and the Tech Inspection sheets and Tech Manual be changed as needed.

Kitchens asked for feedback on his proposed changes and said he'd like to implement them by the Trans-Am race at Pueblo. Dennis McIlree said that the Transponder line on the Tech Inspection sheets was not necessary.

Special Reports

Spring Fling Film Festival

Guest Bill Rosenbach received an immediate round of applause from the board and guests for his work on the film festival at the Forney museum.

Rosenbach said they'd had too much material to show it all at the event. He also said he'd met an audio-visual specialist at the event who wanted to help with future presentations and that his price was reasonable.

He said the turnout for the event was low but that Vic Cooper's tuning seminar drew a good crowd and was well received; about 50 people attended both the seminar and RMVR's event. He pointed out it was a busy weekend for museum events in Denver, which may have drawn away some people.

The museum gave us the \$2000 space for free but it would have paid off better for the museum if more people had attended. When asked if having RMVR members pay the \$6 entrance fee next year would help, Rosenbach said he wanted to keep the event free for RMVR members.

CAMA (Colorado Amateur Motorsports Association)

Since it was decided at the March 2008 board meeting to replace (in the minutes) the board's discussion of CAMA meetings and activities with Bob Darcey's written report to

the board, what follows is that written report:

Capital Campaign

As of today, contributions for High Plains Raceway total approximately \$572,000, an increase of ~\$42,000 over the total reported last month. Loan program commitments are at 23 signed subscriptions, totaling \$1,150,000. In the past week, at least two additional prospects have made verbal commitments to participate and a number of new candidates are reviewing the program documents.

Total funding available for the project is now over \$2,600,000. The bid packages for the earthwork were sent out two weeks ago, but the bid package for the asphalt contract has been delayed awaiting input from the asphalt mix specialists.

Founding Sponsor Program

Positive results from the Founding Sponsor Program have been accruing quickly. To date, a number of companies have signed up, including generous outlays by 3R Automotive, Peak Asset Management, Intermountain Steel, Kyle Capital Strategies, Prestige Imports and Road Racing Services from the RMVR community. Benefits of participating in the program include advertising, logo and links on the HPR web site, banner/signage at HPR and naming rights. Interested members should contact Greg Kyle to discuss these opportunities.

Safety Barriers

As discussed by Charlie Thompson (CAMA Manager) in his April letter, the final HPR layout includes significantly more barrier than originally budgeted. We are discussing these requirements with Alan Wilson as well as potential insurance carriers to determine the extent of the overrun. CAMA has an opportunity to purchase the concrete FIA barriers left in Denver from the Champ Car Grand Prix, which are available at a very reasonable cost and may resolve this budget dilemma. CAMA is looking at options for loading and transportation from Denver to the HPR site—if any member has

services or equipment that can be utilized at a favorable cost, please contact Bob Darcey to discuss.

Mark Robinson said that the MINI5280 club is donating \$1000 to CAMA for High Plains Raceway. Summer 25th Anniversary Party

Tom Deats handed out a proposal outlining two possible scenarios for the RMVR summer party. He started by proposing Sunday, July 27th, from 1 to 4 p.m. for the party, and said he expected 150 people to attend.

The first proposed location was indoors, at the LeMay Auto Museum at 8th and Parfet in Lakewood. He listed a number of advantages to this venue, and said the fee would include catering, setup, and takedown and cleaning afterwards. RMVR would be responsible for desserts. He estimated the cost at \$6800 to \$7200.

The second proposed location was outdoors, at Clement Park at Pierce and Bowles in Littleton, where we would reserve two contiguous covered shelters. Catering would be provided by Bennetts Barbeque, and RMVR would be responsible for most beverages, dessert, supervising any children, and the setup / takedown / cleaning. He estimated the cost at \$5000 to \$6000.

A number of possible alternatives were suggested by board members. The fixed and variable costs of each venue were also discussed, along with the need for a theme for the party (which Deats had but did not include in his proposal). The consensus was that an indoor venue would be best and a decision had to be made by the next day.

Tom Deats made a motion to budget a maximum of \$8000 for an indoor venue. Dan Berry seconded the motion. All members present voted Yes except for Jamie Stiehr, who voted No. The motion passed.

CMC (Colorado Motorsports Council)

Bill Fleming reported that, at the last CMC meeting, Jay Gilman went over what PMI (Pueblo Motorsports, Inc.) had done recently to improve the track, what they plan to do this year, and their desire for funds from CMC to cover the costs of the improvements, which CMC voted against at the time.

A discussion ensued about the two fixes PMI has made to turn 10 and the state of turn 10 now. A number of board members had, before the meeting, talked to SCCA racers who had been at PMI the weekend before and collected their opinions of turn 10 now; most of those agreed that the corner still needed work to be safe. The board's consensus was that turn 10 still needs to be fixed.

Bob Alder had asked Steve Petersen, who has asphalt and concrete paving experience, to drive to PMI and look at the corner. After doing so, and talking to Jay Gilman, Petersen suggested that the primary problem was the dip in the concrete pad and that "diamond grinding" both the asphalt and the concrete pad would probably solve the bumpiness at turn 10. He cautioned, however, that without a detailed survey of turn 10, the extent of the grinding necessary and the total cost of the grinding—which he guessed to be between \$8000 and \$15,000—could not be estimated.

PMI is having some other surveying done, and Jay Gilman agreed to include a detailed survey of turn 10 at that time. Steve Petersen said he would come up with a firmer estimate once he receives the survey information.

Bob Alder suggested that CMC should take the responsibility for fixing turn 10 correctly, that they should arrange the diamond grinding procedure and pay for it directly. Scott Sanders suggested that CMC should make the diamond grinding arrangements and pay for the work but that PMI should sign the contract for the work to relieve CMC of any liability. The question was raised whether Petersen would be the one to judge whether the

diamond grinding was done correctly and successfully. Mark Robinson expressed concern whether the concrete surface would still be suitable for the drag racers if it was subject to diamond grinding. Bob Alder pointed out that someone from the drag racing community at PMI should be asked whether the surface resulting from the diamond grinding would be good for them as well. Traci Pearson said she would follow up on that issue and try contacting people in that community.

Bob Mitchiner summarized by saying that, if the diamond grinding fix to turn 10 would serve all the racers that use the track, Bill Fleming should approach his fellow CMC representatives with our recommendation and see what they thought.

Guest Bill Miller said that SCCA was probably going to propose that CMC just give PMI \$15,000 to offset the cost of the current fixes and not attach any requirements to that amount. The board's concern was that, if RMVR does not come up with a more specific proposal, SCCA's proposal would pass. The board agreed to make a decision about a specific proposal for CMC by CMC's May meeting.

Bill Fleming agreed to talk to his fellow CMC representatives about the RMVR proposal that any money should be authorized only for a specific fix to turn 10 approved by CMC, but not to simply give the \$15,000 to PMI.

Bob Darcey pointed out that it would be best for Steve Petersen to get the survey data as soon as possible. Bob Alder agreed to ask Steve Petersen how soon he would need the detailed survey to provide a firm estimate for the work by the time the board needed to make a specific proposal to CMC. Bill Fleming asked whether CMC would reimburse RMVR if we spent any money ourselves to investigate a solution, such as paying for a timely survey. Guest Bill Rosenbach, VP of CMC, said it was a possibility.

After that, members of the board talked about their perceptions of ongoing problems at PMI and the relationship CMC has with PMI. Future improvements to the track were also discussed, as well as the impending renewal of PMI's lease with the city of Pueblo and the composition and effectiveness of PMI's own board of directors. It was agreed that detailed discussions of these issues should be put off until the current situation was better resolved.

New Business

None.

Meeting adjourned: 9:29 p.m.
Traci Pearson, Secretary

Classifieds



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

Drivers Gear For Sale: Coveralls, flyers, fire resistant (aramid), olive drab. Neat features too. Excellent condition, size 40L (fits civilians), \$40 Pants, *Nomex IIIA* (aramid), industrial style, navy blue, near new, size 34x28, \$20; 36x29.5, \$25 Drawers (underwear bottom), aramid, size M, \$20 Driver's gear bag, with two separate ventilated and boot compartments (Justin), \$22

K-D click-type torque wrench, model 2951. Compact, 3/8" drive, range 15 - 100 ft.-lb. Sears catalog price over \$150; like new, in plastic case, \$78. [Think Fathers Day.]
Andy Keller, Longmont 303 772-4801 9 am - 9 pm MT
andy@humanfactorsdesign.biz

Clean up of the garage. Call or email with questions. Andy Antipas 970-963-8297 or aantipas@sopris.net. Offers are welcome. Thanks for looking! Winkelmann WDB4 chassis (one of 5 made) = offers, used ford cross flow inlet manifold = \$100, Lucas/ford distributor missing skew gear, twin cam? = \$55, pair bilstein shocks for FF/FB 12.5 in. long = \$100 each, pair Sachs gas shocks for FF/FB 13.75 in. long \$100 each, used K&N filter for weber DGV, compact but needs minor repair = \$10.

For Sale Race Bits. Authorized dealer for Arai, Bell, and Zamp helmets (SA2005), Sabelt harness sets (FIA), Crow harness sets (SFI), Sabelt nomex clothing, Sabelt racing seats, OMP safety equipment, Longacre products, 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: 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: The late Dave Boyer's **1967 Datsun 1600**, #875 RMVR certified & beautifully prepared as raced by Dave. Turn the key and race! Asking \$8500.
Call Bill Cross @720-261-3935

For Sale- 1994 Cargo-Mate enclosed trailer, 18ft, torsion suspension, new tires (x4), electric brakes. Call Pat Cavanaugh @ 303-776-3782. Offered @ \$3500. In Longmont, CO.

FOR SALE- Miscellaneous from my garage: Sport seat – for small production-based sports race car – mounting frame included. Seat is fiberglass, frame is steel. Overall width is 17-1/2" – fits driver 170 lbs., 5' 9-1/2" tall. **MSD 6 A** – ignition control – Part Number 6200 for 4, 6, 8 cylinder engines. High energy multiple sparks. \$80. **Wheels** – four American/Ansen racing wheels – 15" diameter x 7" width; 4-3/4" bolt circle by 5 bolt – aluminum alloy. Includes 1/2 x 20 tube lug nuts and caps. Fits older Corvette and Chevy. \$50 each – will e-mail pictures. **Brake pads** – Ferodo DS 11 competition pads – pad measurements are 1-7/8" x 2-1/8" x 5/8" thick. \$40 per axle set.

Parts for Series I Jaguar XKE: Torsion bars – diameter is .850" (stock diameter is .770"). These bars improve handling but are not as stiff as full race. Very low mileage. \$250. **Rear springs** – 30% stiffer than stock; bought from GTJ. Very low mileage. Set of 4 – \$100. **Radiator** – \$300.
Contact Jim at 303-679-8124 or e-mail plgmiller@msn.com

For Sale-1967 BMW 1600 TI, Blue & White, RMVR Log book #330, 1600cc engine, ported polished head with 2 Weber 40DCOE side draft carbs, Venolia forged pistons with 12:1 compression ratio, lightened polished rods, baffled oil pan, big radiator, aluminum flywheel with big clutch, Stahl exhaust header, mechanical distributor with MSD ignition. Close ratio (dog-leg 1st gear) 5 spd transmission (Porsche style synchros) limited slip rear end with 4:11 gears. 2 1/2" front coilovers with adjustable camber / caster plates. Urethane suspension bushings front and rear. 22mm front and 19mm rear sway bars. 8 gal fuel cell. Race seat with current belts. Car is very light @ 1850 lbs. Time at Pueblo 1:53. Easy car to drive. Eligible anywhere. \$10,500 OBO. Call Umberto or Robert 303-981-3300 or 303-665-0581.

In this Issue:

- Volunteer News •
- Race Report- La Junta Drivers' School & Races •
- High Plains Raceway Update •

2008 Event Schedule

June 14 & 15, 2008
August 29, 30 & 31, 2008
September 14, 2008

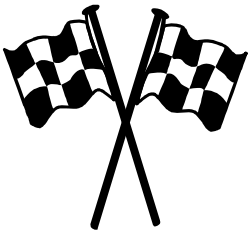
Sept. 27 & 28, 2008
October 18 & 19, 2008

Trans-Am Invitational- Pueblo, CO
Showboat Grand Prix- Hastings, NE
Colorado English Motoring Conclave
Oak Park, Arvada, CO
Enduro- Pueblo, CO
Race- High Plains Raceway

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

Lakewood, CO 80226
6745 West Third Place

NEWSLETTER
VINTAGE RACING
ROCKY MOUNTAIN



RMVR VOLUNTEER NEWS

MAY, 2008

By BJ Kellogg

We held Drivers' School and our first race weekend on April 18, 19, and 20th in La Junta. I think everyone learned something from this including the students, drivers and workers.

On Friday afternoon I learned that my golf game is better suited for the miniature golf course. Andy Gould learned how to play golf and drive a racecar all in the same weekend. We had some real players with us, but I was not in that group. Afterward about two dozen of us gathered at the clubhouse for dinner

We all learned that the wind is strong in La Junta and kites do not fly very well with out a longer tail. We had a dinner Saturday night at the Otero Junior College, and got an update on the Boy Scouts Koshare trip to Japan. Afterwards we had a chance to walk through the Koshare Indian Museum. It is an amazing museum with a rich history.

We learned our red/black flag drill really well on Sunday. We had practiced this drill with the students on Saturday afternoon. On Sunday morning when the stewards were yelling red flag in control, I was wondering why we were practicing it again. I quickly realized that there was a car that had rolled in turn 7. The quick and professional response by the workers was a sight to see. Everyone did an amazing job! The driver was okay and we were back to racing quickly. Afterwards, the ambulance driver was giving us an update and mentioned that turn 3 is a difficult turn to navigate at speed. We all know how difficult that turn can be.

Next up is the Trans Am race at Pueblo on June 14-15. I can offer the workers a fun event again, along with dinner at the track on Saturday night. We will be staying at the Comfort Inn off Exit 102 on the south side of Eagle Ridge Blvd (4645 N Freeway, Pueblo, Colorado 81008 for those who want to Mapquest it). They do offer a free breakfast and an indoor pool. Please contact me at the email below or on the RMVR website if you want to play.

After that we do have some social events on the calendar that can be seen on the RMVR.com website. Our big event will be the Showboat Grand Prix in Hastings NE on Aug 29, 30 and 31st. This is a three (3) day event out of town, so we need to know how many workers we have as soon as possible. Then it is the Enduro in Pueblo September 27 and 28th. Then if the stars and the moon line up we will be at HPR October 18 and 19th

PEASE 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.

FLAGGING & COMMUNICATIONS		GRID	TECH	
BJ Kellogg 3452 Meadowlark Ct. Parker CO 80138 303-646-3784 Home bigdog356c@aol.com	Pauline Wilson 564 S. Joplin St. Aurora, CO 80017 303-745-7860 pauline266@comcast.net	Chad McCabe 9994 Pecos St. Thornton, CO 80260 303-667-0044 w0uvu@comcast.net	Jason Franikowski 3212 Killdeer Dr. Ft Collins, CO 80526 970-227-9750 Jason.Franikowski@enrolserv.colostate.edu	Andy Kitchens 3307 Birch Drive Loveland, CO 80538 970-227-7566 andyks60@msn.com



EVENT • Trans-Am Invitational

DATE: June 14 & 15, 2008
LOCATION: Pueblo Motorsports Park
CHAIR: Keith Davidson (303) 526-2807
RACE STEWARD: Bill Fleming (303) 690-3506
ASSISTANT STEWARD Andy Kitchens (970) 227-7566
RACE ENTRY FEE: \$225**

(** Includes one Track-Side Dinner ticket. Additional tickets \$15 each. Your dinner tickets fund dinners for our Corner Marshals, so your participation is encouraged. Dinner tickets will not be sold at the track; so advance purchase is necessary.)

LATE ENTRY FEE: \$25.00 after May 31, 2008 (at the track \$50.00)
DEADLINE: May 31, 2008

Fuel WILL be available
Test & Tune Friday- Pay at the track

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 Driver's Meeting.
All drivers and crew must sign in at registration.
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 or no shows will be assessed a \$25 cancellation fee.



RMVR Class of 2008

Photographer: Mike Rogers

Rocky Mountain Vintage Racing Takes Flight into Their 25th Anniversary La Junta Race & Driver's School

April 18, 19 & 20, 2008

Article by Mike Rogers
Photos by Mike Rogers and Don Suiter

Spring time is finally here, and so is racing season in the Rockies. After a long snowy winter the members of RMVR were all eager to get back out to the track for a long weekend of fun and friendly competition. Rocky Mountain Vintage Racing is celebrating our 25th Anniversary in 2008, and what better way to start the season then have our first race on the oldest surviving

closed road race course in the State of Colorado? La Junta Raceway is located adjacent to the local municipal airport, on grounds that were once used as runways and taxi ways for WWII Liberty Bomber training. What was once a training facility for bomber pilots is now a training facility for racers in post WWII sports cars and formula racing cars.

We started the weekend out early on Friday with our annual Driver's School and an open test-and-tune session. Our club is very fortunate to have 23 new drivers in the Driver's School this year. Among the students are second generation racers Greg Burton and Paul Rose; and third generation racer Jonathan Roelofs. It seems that our vintage racing



Students #86 Bob Dixon & #77 Greg Burton.

Photographer: Mike Rogers

family just keeps on growing, which is a very good thing. Working with the students were 17 instructors, with Kevin Lynch and Lynn Fanguie as chief instructors. The students did a terrific job on Friday, with lots of track time, chalkboard time and no mishaps. Once the day on the track was done a group of RMVR's volunteers and a few drivers headed over to the local golf course for the Second Annual Squealer

Golf Tournament. Scores weren't kept since we were having too much fun to count that high.

Saturday brought out the rest of the drivers and their fine collection of racing machines. There were around 80 participants in four race groups for the club races. It was evident that these men and women didn't sit around all winter while their cars froze in the garage. The cars were all well



#127 Ian Rainford - 1967 TVR Mk 4 1800S & #48 Jay Huitt - 1967 Alfa Romeo GTV
Photographer: Mike Rogers

prepared and were top racing condition. The day was interspersed with practice sessions, qualifying sessions, and a fun race for each of the four main race groups at the end of the day. The students continued their sessions throughout the day in between the regular club sessions and races. The weather was absolutely beautiful, with temperatures topping out in the low 70's and mild winds. Once the day's track activities were completed everyone cleaned up and headed into town for a dinner and presentation by the Koshare Indian Dancers. Last year RMVR was treated to a diner and dance by the Koshare's, and during that event the club raised enough money to sponsor two of the dancer's costs for a trip to Japan last year. The presentation this year was a slide show and story of the group's trip to Japan. This unique group of Boy Scouts is world famous for their accurate depiction of Indian dancing and hand made historically correct regalia. They are celebrating their 75th year of performing in 2008. It was an honor to be invited back to visit with them and to see how their trip to Japan went.

Everyone was ready to go on Sunday morning, as the real racing of the weekend was finally under way. After

some warm-up laps each group ran two races. During the afternoon races the students were mixed in with their regular race groups and did a quite well. All of the student drivers and their instructors should be quite proud of their hard work over the weekend.

Group 1 – Small Bore: The small bore group was lead in dominant fashion all weekend long by Ron Randolph in the #04 1959 Sprite and Neil McCready in the #115 1963 MGB. That is, until the final race of the afternoon spoiled their days. Each driver came to a stop prior to reaching the checkered flag, opening the door for a great finish by Mark Hansen in the #30 1966 Sprite, which was first overall and in FP Class. The next car to cross the line was Robert McClung in the #914 1972 Porsche 914-6, taking the CP-2 Class win. Jimmy Aretakis and his son Nick were having a lot of fun exchanging places



#330 Lee Huls - 1972 Lola T-330 - #27 John Obialero - 1972 Brabham BT-38 - #77 Andrew Antipas - 1972 Titan Mk6B
Photographer: Don Suiter

throughout the race, with Jimmy finally getting ahead of his son when Nick broke loose briefly between turns 4 and 5 near the end of the race, handing Jimmy the third spot overall in the race and second in FP Class.

Group 2 – Historic: The annual spring race in La Junta always brings out the best in the Historic Class, and this year was no exception. There was an amazing side by side skirmish throughout the race

between Ian Rainford in the #127 1967 TVR Mk4-1800S and Henry Morrison in the beautiful #10 1959 Elva Courier, with Ian edging out the win by less than 2/10ths of a second. These gentlemen almost had their race spoiled by a newcomer from the back of the pack, as student driver Kristine Lay nearly caught them in her #122 1966 Volvo 122S, finishing third overall and only 7/10ths behind the leader.

Group 3 – Formula: This group was expected to be the “Wild Bunch” of the afternoon. The group included all types of open wheel cars, including F5000, F2, FF, FSV, and FV. The field was 28 cars deep, with 6 student drivers in the mix. With all of the disparity of horsepower and track experience one might expect the worst, but what we were



#426 Gary Kopp - 1969 Zink C-4 & #53 Bill Flemming 1968 Zink C-4.
Photographer: Mike Rogers



#745 Paul Markey - 1966 MGB & #480 Richard Parker - 1966 Porsche 912.
Photographer: Don Suiter

treated to was the absolute best in wheel to wheel action. Lots of passing, many hard fought battles and not one incident. This was true Vintage Racing at its best. When the checkered flag dropped Lee Huls was first to cross the line in his #330 1972 Lola T-330 F5000. Finishing at the top of their classes were John

Obialero, #27 for F2; Graham Nessel, #614 for FF; student Bill Sant #19 for FSV and Jim / Harley Vandewege #24 for FV.

Group 4 – Mid Bore: The last race of the day brought out the mid and big bore cars. The premier pairing of this group was a David vs. Goliath dual between Mike

Curley in the #108 1967 Chevrolet Camaro and Terry Hefty in his lithe #183 1966 Lotus Elan. Mike Curley won the fight this time, but it wasn't easy. Just behind Mike and Terry was a bout between Brad Leach in the #617 1969 Ford BOSS 302 Mustang, Diane Alder in her #2 1965 Miller Sports Racer. The tightest race of the group belonged to the next three racers, Wayne Siebrecht in the #202 1970 BMW 2002; Mike Ries #129 1967 Porsche 911 and Brian Nelson in the #466 1972 BMW 2002.

Next up on the RMVR calendar will be the 2008 Trans Am Invitational Race at Pueblo Motorsports Park on June 13-15, followed by a vintage race group for the Pikes Peak International Hill Climb on July 20th.



#466 Brian Nelson - 1972 BMW 2002 & #202 Wayne Siebrecht - 1970 BMW 2002.

Photographer: Don Suiter