

VINTAGE MESSENGER

Silver Anniversary Season

VOL. 17 NO. 12

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December, 2008

Minutes

Rocky Mountain Vintage Racing, Ltd.
 Feedback Session 11/15/08
 American Motel,
 10101 N. I-70 Service Road,
 Wheat Ridge, CO

Board Members Present:

Bob Mitchiner – President
 Mark Robinson – President Elect
 Traci Pearson – Secretary
 Dan Berry
 Bob Darcey
 Bill Fleming
 Dennis McIlree
 Jamie Stiehr
 John Stokley

Excused absences: Bob Alder
 (Treasurer), Tom Deats, Scott Sanders

Call to order: 8:36 a.m.

President's Comments

After he welcomed everyone, Bob Mitchiner said the Feedback Session would serve as November's board meeting.

Treasurer's Report

Bob Alder was attending the Vintage Motorsports Council meeting in Birmingham, Alabama. He sent his 2008 Race Event Analysis (included with this report) to the board before he left.

Election Candidates

The nominating committee chairman, John Stokley, thanked the other members of the selection committee—Jamie Stiehr, Tom Deats, and Bill Brillhart—for all their work. He then appealed to the club members to consider running for or think of someone they'd want to run for President Elect or Treasurer in the future. He led a round of applause for the outgoing board members: Bob Alder, Dan Berry, Bob Darcey, Bill

Fleming, Dennis McIlree, and Scott Sanders.

John Brosseau has graciously agreed to run for President Elect, and Bob Alder is running again for Treasurer. Running for director at large are Kent Baird, Richard Benson, Dan Berry, Bob Darcey, Lynn Fangue, Robert Hojaboom, Bonnie Mortimer, and Mike Ries.

Club members can also write to the committee chairman by November 20th to nominate someone else for office. Such nominations have to include the signatures of ten active club members.

2009 Schedule

President Elect Mark Robinson presented next year's schedule, which is posted on the RMVR website. There are at least three to four weeks between events. Robinson said he has assurances from the City of La Junta that their track will be as good as or better than it was this year. The Trans-Am race at Pueblo remains tentative, because we do not have any confirmation because of the impending change of track management. He pointed out that we need to run three races a year at High Plains Raceway (HPR) to support our model for its success.

There were a number of questions and comments about the schedule from the club members. When asked what organization has the first race at HPR, Bob Darcey replied that it is the Colorado Region SCCA. When asked why we have no races scheduled at Pikes Peak International Raceway (PPIR), Robinson asked facetiously how many races we wanted to have in a year, meaning that the six races now scheduled provide a full season of events.

One suggestion was to move Driver's School to PPIR. La Junta, however, is one third the cost. Robinson also said we're likely to use the short course at HPR in the future.

Another suggestion was to move the Trans-Am race to HPR. Robinson said he wanted to avoid running back-to-back races at HPR.

Roger Hively, race chairman of the Show Boat Grand Prix at Hastings, said that, though we had a great event there this year and received a lot of positive feedback, we lost \$9000 on the race. He has, however, decided to run a three-day event again this year and keep the entry fee low. George Anderson, the owner of Motorsports Park Hastings (MPH), is willing to work with us to make sure we can continue racing there.

Hively said that the financial loss at Hastings is just one example of how expensive vintage racing is becoming. La Junta, Pueblo, and Second Creek were relatively inexpensive to use. When the number of race entries drops, however, we run into financial problems. We need to strive to break even at every race; we can't continue running events such as Hastings if we lose so much money. We had 130 entries at Hastings this year; we needed 150 to break even. He said he felt the ad in Victory Lane probably helped, because we had 15 out-of-club entries.

The discussion of the Hastings race centered around the "mandatory" Friday included in the event fee. It was pointed out that, including two full days travel, it becomes a five-day trip.

RMVR has to rent the track on Friday for there to be any practice. Friday has evolved into a group-by-group

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

practice with qualifying at the end of the day. Friday practice may not be as important now that drivers have had time to learn the track. The Big Bore drivers in general, however, love that track and want every minute they can get on it. One suggestion was that we go ahead and rent the track on Friday but don't hold qualifying that day, removing the need for drivers to be at the track on Friday. Many felt that the entry fee also needed to be increased.

The club incurs an additional expense for corner workers—both ours and the ones from Hastings—on Friday, but we use fewer of our own corner workers than normal (about 30 at Hastings compared to about 50 normally). And the corner workers are enthusiastic about the three-day event.

CAMA (Colorado Amateur Motorsports Association) Report

Bob Darcey's written report:

How many of you have been out to High Plains since it was paved? It's an impressive sight as you drive over the hill. Weather permitting, there will be a Track Walk day on Saturday, November 22nd, so take a ride and go see our new home track.

If you haven't been to the site in a while, you'll be pleased to learn that the HPR Phase 1 effort is just about complete—all the major construction items (earthwork and paving, paddock, entry road and all the drainage and detention pond areas) are completed. All the concrete barriers are in place now, and it's really starting to look like a race track. The only contract items left to do are the seeding and erosion control mats, which were supposed to start last Tuesday but got snowed out. The forecast is for good weather next week, so we hope to get that done within the next couple of weeks.

Budget:

In early August, we satisfied construction release conditions with a Phase 1 budget of \$3.45 million, and will complete Phase 1 at \$3.41 million, or about 1% below budget.

Fund Raising:

As of this past week, member contributions totaled \$690,713. By club, RMVR members have contributed about \$212K so far; SCCA members have kicked in about \$145K, PCA \$110K and MRA and MCCA about \$91K each. Overall,

about 30% of all members of the CAMA groups contributed, led by 48% of RMVR's membership. So, we've done a pretty good job, and Mr. Alder is to be commended for creating a successful Capital Campaign.

Work To Do:

There is still a lot to be accomplished before opening day--

a.) If you drive out there today, you will see a double-wide mobile building delivered to the site, which will serve as a Registration / Classroom building. We are looking for a single-wide to serve as a Timing & Scoring/Control building, and will have both buildings in place and ready for use by opening day. We need help in fixing these buildings up, including installation of windows in the T&S / Control building, painting, etc.

b.) We have the huge job over the Winter of bolting together about 12,000 tires to make tire barriers. Ted Winning of the SCCA is heading up that effort, and Tim Oakley is the coordinator for RMVR. Tim will come up in a bit to talk about that.

c.) We need a starter's stand built, either wood or steel.

d.) The corner stations are in place but we need to build and install tarp frames.

e.) We need to install concrete curbing in the corners next Spring. So, the major work is done, and we are planning a Grand Opening Party for March 28th and 29th next Spring.

RMVR has six dates a year to which we have first right of refusal; these include alternate dates for the driver's school and the Trans-Am race. Darcey would like us to eventually run four races a year at HPR.

Right now, HPR isn't safe to run backwards. But there's still plenty of variety there: there are three track configurations we could normally use, plus the short course for driver's school.

There are 16 total corner stations. Fourteen of those are for the full course, and all would need to be manned for a race.

It was asked whether the track would be open for test and tune mid-week. Darcey said that had not yet been worked out. Someone asked about useable motels in the area. Darcey

said that a group in Byers and two groups in Strasberg were working on building new accommodations, and he was sure at least one of them would build a new motel. Someone else asked about concessions at the track. Apparently, Mo Foster—who ran the concession at Second Creek—will be bringing out his mobile food concession.

Guest Tim Oakley reported on the all-volunteer tire project, headed by SCCA's Ted Winning, at HPR. Somewhere around 13 or 14 thousand tires are being bolted together and placed around the track. Truckloads of 900 to 1000 tires are being brought in on Fridays, and they need to be unloaded, sorted by size, assembled into pods of 20 tires (five stacks of four tires each) and then moved into place on the track.

Crews of three or four people are needed; each crew will need a cordless drill and extra batteries (there's no electricity at the track). The track is providing the correct nut drivers. Volunteers are asked to sign in so the track can keep track of them. The track is also looking for two assistants to run things when Winning can't be there; they would unlock and lock the gate and organize and instruct the volunteers.

Pauline Wilson asked Oakley to e-mail her this information so she can disseminate it to RMVR's volunteers. Someone else said that it would be helpful to get some sort of notification, such as an e-mail, letting them know when the truck was going to be at the track so they could better plan when to be there. It takes 15 to 20 people about an hour and a half to unload the truck.

Oakley closed by reminding us that there's a lot to do in the next four months so that we can race at HPR next year.

CMC (Colorado Motorsports Council) Report

Bill Fleming reported that CMC elected new officers last Wednesday. Nancy Foster continues President, Bill Rosenbach continues as Vice President, and Sean Gould is now Secretary. Don Gruenler is not returning as Treasurer, and CMC is looking for a volunteer. If you're interested, contact Bill Rosenbach.



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

EVENT • RMVR Winter Banquet

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

DATE: Saturday, 10 January 2009

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

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

MENU: **Grilled Cowboy Ribeye**
 Grilled Halibut
 Chicken Oscar
 Shells Florentine

\$35 per entrée

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

Please use the banquet registration forms included in your membership renewal package.

CMC now has 14 member clubs.

La Junta:

Last year, the city paved the track from the middle of corner 3 through 4 and 5 and down the back straight as far as they could afford to. Unfortunately, the wrong aggregate was used, and the repaving came up at turns 4 and 5 during SCCA's last event there last year. The city has supposedly fixed those corners, but they're looking for more money.

The city wants CMC to assume management of the track. Three CMC representatives are going down there within the next three weeks to try to work out details with the city. One of the issues they'll be working on is track security. Another is the status of the equipment at the track, and maintenance of the facility and buildings.

Tentatively, the city may pay to have the track managed by CMC. Fleming pointed out that the track would have to be used a fair amount to it to be financially viable enough to remain open. Per-car rates would have to be raised from \$35 to \$50 or \$55.

To manage the track, a separate management group in the form of an LLC would be created representing RMVR, both Colorado Region SCCA and Continental Divide Region SCCA, Porsche Club of America, and a fifth member to be determined. Hopefully, Fleming said, this will all be worked out by the end of the year. Right now, there are seven events scheduled at La Junta next year. If the track can't be made financially viable, however, HPR and PPIR will end up taking up the slack, and the track will likely be closed by 2010.

Pueblo:

Front Range Motorsports, Inc., (FRM) had a meeting with the City of Pueblo on November 10th to finalize their lease on Pueblo Motorsports Park; FRM wants a 99-year lease. CMC is still hoping the city will issue an RFP, but it's not likely.

Two weeks ago, the Miata group showed up at the track for a scheduled weekend but found the gates locked. FRM had cancelled the event, but hadn't told anyone from the Miata group, which had a verbal agreement for the weekend but hadn't signed a contract or paid a deposit. This

incident ran up a lot of red flags for the racing community.

Everyone is still hoping that Pueblo will continue to be available in the future. Next year's dates at the track are only tentative, but CMC hopes that is only because FRM doesn't yet have a contract with the city. By January 1st, a new contract will be in place and we'll know who is going to be managing the track next year.

Fleming said that one of RMVR's alternatives, PPIR, was more than glad to have RMVR back again; the track management was impressed by our professionalism. The quality of the amenities at PPIR and the desire to run at a variety of tracks were mentioned when it was asked why we don't just move our Pueblo races to HPR.

On the issue of the variety of tracks, Fleming pointed out that some clubs have only one track at which they can race; we have a nice number of options and ought to take advantage of that. That's one reason CMC wants to keep La Junta open: it has great historical significance, and it's the oldest track in the state and one of the oldest in the country. It's also officially the fastest track west of the Mississippi. Many drivers don't like it but many others love it.

OCC (Old Car Council) Report

The OCC met the 1st Wednesday of November. Dan Berry said they will discuss their budget at the next meeting, but they need more money to continue their lobbying efforts, which benefit not just race cars but people's personal cars as well. They're considering raising their per-member fees to clubs from \$3 to \$5.

Guest Bill Miller said their lobbyist hasn't raised his fee in years, and that the OCC's membership fees cover only about 75% of his fee. The OCC's other fundraising efforts, such as the Colfax Cruise, haven't been successful, though they're working making those more effective. He said the OCC wants to raise their annual membership dues (for about 50 member clubs) from \$50 to \$55, raise their per-member fees from \$3 to \$5, and raise their per-member cap for large clubs from \$600 to \$750. The OCC is also trying to recruit new member clubs. RMVR is the OCC's

only real racing-oriented member now.

Chiefs of Specialties Reports Flagging and Communication

Pauline Wilson emphasized that all 14 corner stations at HPR will need to be staffed, hopefully with a minimum of three workers each. She pointed out that we usually need 50 workers at Pueblo; at HPR, we're going to need about 70. Without enough workers, we're going to have to run a shorter track configuration. She also suggested the club seriously consider making our first event at HPR a three-day event so that both the drivers and the workers can get in some extra track familiarization.

Wilson is going to hold 2009's Fire Rescue School at the larger training facility, which will hold 80 to 100 people, and she wants to fill the class. She's inviting Colorado Region SCCA workers to join us, and she said that Bob Darcey is working with the Byers community to get people from there to come too.

Timing and Scoring

Dennis McIlree asked how many of the members assembled use Mylaps.com to check their track times. More than half raised their hands. McIlree said that MyLaps.com is an excellent historical record of each driver's track times.

Bob Mitchiner made a point of thanking Dennis and Eloise McIlree for all their hard work and time and effort spent on timing and scoring.

Tech Inspection

Andy Kitchens made a plea for more volunteers for Tech.

He said that tech supports safety on the track both by performing technical inspections and by manning the hot pits during races. And there's going to be a lot of cars showing up for races at HPR.

The annual inspection days, he said, are not well attended, and he wants to find ways to improve the Annual Tech Inspection process. And he questions the value of the Event Tech Inspections—inspecting every single car and every single event—and wants to see if that process can't be made more efficient and effective.

He said he'd like to keep the annual inspection but then not require drivers to have an event inspection for the next three events. He said he might do random inspections during that time, and he would require event inspections for any car involved in an accident.

Many people felt that, if a driver waited until they came to an even to have an annual inspection done, they should have to pay a fee.

When asked how many cars fail their event inspections, Kitchens said that only one car this year had to make a repair before it was allowed to run. Some people wondered if cars weren't better prepared because the drivers anticipated having to pass the event inspection.

There were a number of suggestions to help ensure drivers complete their annual inspections before their first race. One was to have the race groups perform inspections on each other's cars, since they would be the most familiar with those types of cars. Another was to resurrect the list of "approved" technical inspectors and prep shops that could do individual annual inspections, either at their place or yours, for perhaps a small fee or gratuity.

Over 50% of the club members present preferred dropping the event technical inspections at every event.

Awards

Chris Sundberg, the Awards Chair, said there were ballots for some of the awards on a table at the back of the room and asked people to fill them out and give them back to him today.

Breakout Sessions

After a short break, all present gathered into small groups to discuss certain issues relevant to their run groups, after which they reported the results of their discussions.

Formula Cars

Bill Fleming said they talked about what to do with the growing numbers of Wings & Things cars. They will begin alternating them, every other race event, between running with the Formula Vees and the Formula Fords.

The one Sports Racer driver present said he'd really rather run with the

open wheel cars, which merits future discussion.

Since it was decided that adding Club Fords would have a detrimental effect on the participation of our current vintage Formula Fords, the CFs will only be allowed to run by invitation at specific events.

Holding a Formula Car festival weekend at HPR, to which open-wheel cars from all over would be invited, was enthusiastically discussed.

At Hastings this year, on Sunday afternoon, the Wings & Things were allowed to run a race by themselves, ostensibly to try for a track record. This turned out quite well and was a lot of fun for them, so from now on, if we have enough Wings & Things (which the steward would probably decide), those cars will get their own race on Sunday afternoon. This might even help draw even more such cars to RMVR races.

Production Cars

Bill Brillhart said they discussed three main topics.

First, there is some concern whether all the towing done during races is necessary. There was an incident at Hastings in which some of the drivers felt the car should have been left where it was.

Second, some concern was expressed over drivers using a Hoosier radial tire similar to a racing slick with two grooves. The concern was that this violates the RMVR rule against using slicks. Also, such tires caused accelerated wear on suspension parts and, for safety reasons, have been banned by other, similar racing organizations.

Third, some of the small bore cars feel they're running in the wrong run groups and want some leeway to change groups in those cases.

Workers

BJ Kellog said Arthur Santomango has purchased the new radios needed for HPR and is working on getting new headsets for them. Rick Boucher is working on getting new fire bottles and cones for HPR, which will be stored in RMVR's storage shed or container at the track. Eloise McIlree

has made the new flags we need for the track!

Meeting adjourned: 11:38 a.m.

Traci Pearson, Secretary

Classifieds

For Sale- Custom built tandem axle trailer. Built to haul sports racer, but easily handles my 635 BMW or other sedan. Low. Mount for winch. Built in tie downs. Built in ramps. 2" ball. Light and sturdy. If you are old enough to remember, it was built by Milo Muterspaugh. 4 New trailer rated tires. First \$1,000 gets it. 719.577.4447.

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 aaantipas@sopris.net www.titanorthamerica.com

FOR SALE: 1956 Alfa Giulietta Spider, recently restored, low serial #AR 1495 00253; correct engine #0223. New wiring, Dean Russell mechanical rebuild. New top, upholstery, paint, chrome. White/red; \$35,000 OBO. Call Carl Goodwin (419) 668-2563 or atlastt@frontier.net

FOR SALE: 1958 Alfa Giulietta Spider, recently restored. Former G-Production racing car with all road equipment: top, stock seats, bumpers and horns. Fresh engine estimated 105 HP with 5:12 rear axle, very fast. Black/black; \$35,000/OBO. Call Carl Goodwin (419) 668-2563 or atlastt@frontier.net

FOR SALE: Alfa Giulietta parts - ported 101 head, drive shaft, split case 4-speed transmission, steering column, rear convertible top frame, grille guard, Sprint glove box door, Lucas distributor, base clamp, vacuum advance, Lucas ignition coils, etc. Call Carl Goodwin (419) 668-2563 or atlastt@frontier.net

RACE TRAILER FOR SALE-2001 7' X 16' Cargo Mate enclosed trailer with extended 48" tongue. Double axles, 2 year old low mileage tires. Includes cabinet, tool chest, winch with battery, wall mounted storage accessories, and door shelves. Perfect for small bore or formula car. \$3500 Contact Roger Hively 303-296-2870 W, 303-233-7462 H.

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2008 Event Schedule

January 10, 2009

Annual Banquet @ The Arvada Center

2009 Provisional Event Schedule

April 17-19, 2009

Drivers' School & Race @ LaJunta

May 16-17, 2009

RMVR Inaugural Race @

High Plains Raceway

June 13-14, 2009

Trans-Am Invitational @ Pueblo

July 11-12, 2009

High Plains Raceway

July 14-19, 2009

Pikes Peak International Hillclimb

Sept. 4-6, 2009

Showboat Grand Prix @

Motorsport Park Hastings

October 3-4, 2009

Enduro @ High Plains Raceway

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

Lakewood, CO 80226
6745 West Third Place

NEWSLETTER
VINTAGE RACING
ROCKY MOUNTAIN