

VINTAGE MESSENGER

VOL. 18 NO. 4

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April, 2009

Big News!!!

RMVR's On-Line Registration System Is Up and Running! At Last

The long-awaited RMVR On-Line Registration for all race weekends is now up and running! This will be a permanent feature and can be reached any time from the Home Page of <http://www.rmvr.com> or, if you wish, directly by going to <http://rmvr.com/registration/>. Bookmark the link for easy future use.

Give it a try!

If you are an RMVR licensed member with an RMVR car, all you need is your RMVR license number and the number on your car. Just like the Express Entry we've used on the old paper entry forms.

If you are a guest from another club, you too can enter on-line. You'll need to supply us more information. But no more than you'd do using our old paper entry form.

On-Line Registration payment is via credit card only. So, you'll also need your credit card info to complete your online entry. But it's as easy as can be. Easier than ordering a book from Amazon or some race parts from Pegasus. We use PayPal's web services for securely processing your actual credit card transaction. You can pay with a PayPal account (if you use one) but you need not have a PayPal account. You can pay with your credit card. All major cards accepted.

And if don't wish to use the Online Registration, you can still use the snail mail method. Download the paper form and mail in a check just like the old days.

Bill Temple Memorial Driver's School Scholarship Winner: Charlene Blackler

Charlene Blackler is the 2009 winner of the Bill Temple Memorial Driver's School Scholarship. The Scholarship is continued for its fifth year with the support of several Vee drivers who find this is a great way to add drivers to the Vee group. Char and husband, Robert Armstrong, were both recommended for the scholarship by Bill and Heike Rosenbach who recognized their contributions as "100 Hour Workers" for RMVR. As it turns out, both Char and Robert will have "rides" to participate in Driver's School due to additional support from Harley and Jim VandeWege. Char and Robert discovered RMVR two years ago. They credit John Mihalich for getting them hooked with rides in the Lotus. Char and Robert plan to acquire a car of their own and have already recruited new workers to replace them when they take their turns behind the wheel. Thanks and congratulations Char and Robert!

Please note!!!!!!

Carol Stiehr's address is **incorrect** on the cover of the 2009 Roster. Her address should read:

RMVR c/o Carol Stiehr
32024 Snowshoe Road
Evergreen, CO 80439

Minutes

Rocky Mountain Vintage Racing,
Ltd.

Regular Board Meeting 3/18/09
Thornton City Hall,
9500 Civic Center Drive,
Thornton, CO

Board Members Present:

Mark Robinson – President
Bob Mitchiner – Past President
John Brosseau – President Elect
Bob Alder – Treasurer
Traci Pearson – Secretary
Dan Berry
Bob Darcey
Tom Deats
Lynn Fanguie
Bonnie Mortimer
Jamie Stiehr
John Stokley

Call to order: 7:02 p.m.

President's Comments

Mark Robinson welcomed everyone.

Administrative Assistant's Report

Robinson passed along the administrative assistant's report. The club has 317 members. There are six entries for the driver's school and four entries for the La

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

Junta race. Diane Hively will be transferring her duties to Carol Stiehr at the end of April. Eloise and Dennis McIlree will handle Hively's usual duties at La Junta.

Past Minutes

Traci Pearson said that the new rules proposed by the Eligibility Team printed in the February minutes were not exactly what the board had agreed upon; she and Bob Mitchiner had edited them for clarity.

Lynn Fanguie motioned to accept the February minutes. Bob Mitchiner seconded the motion, and it passed unanimously.

Treasurer's Report 2009 Budget

Before the meeting, Bob Alder e-mailed his report to the board members and then covered a few highlights at the meeting. His cash-flow estimates for this year are basically useless because we have to pay track deposits much earlier than usual. He had to cash in a couple of CDs, but at today's low rates we lost very little doing so. As entry fees come in, the cash flow differences will right themselves. The budget shows the club's net income at -\$17,436 so far this year because we're had to pay \$19,000 in deposits already.

Mark Robinson asked what we'd do differently next year to plan for the early deposits; Alder said that we'll have the money back by the end of this year and he just won't put it into CDs.

The next 25% of our High Plains Raceway (HPR) deposit is due 60 days before our first race there. Alder will schedule that payment.

Tom Deats asked whether, as CAMA members and, through CAMA, partial owners of HPR, RMVR would be receiving financial reports from the track. Bob Darcey said we would but

Letter from the President

March 2009

As I write this, the First Tracks Day & first lapping day at HPR were snowed out. What a disappointment- I was so looking forward to that, as I'm sure everyone else was. That's Colorado weather for you! Now let's look forward to our Drivers' School & Race at La Junta. Is everyone waiting till the last minute to register? If you're going, please register ASAP. It will make our planning much easier, and make for a better event for you.

Help Wanted

Heard that before? Well, the sign's still up. At our races, we really need help finding Tech people (contact Andy Kitchens, Chief of Tech). Our long time Timing & Scoring gurus, Dennis & Eloise McIlree, have no back up. Fortunately, they have been able to come to each event, but let's help them out. Can anyone come forward & get to know the system? It would be very much appreciated. You do want scoring results, right?

Arne McDaniel had a great idea for spreading the RMVR word. What do you do when you're done with your latest Victory Lane or Classic Motorsports magazines? Or any other car magazine that caters to vintage racing? Do you patronize any place that has magazines in their waiting room? (Like your doctor, hair salon, mechanic, etc?) We have some great promotional pieces: "You promised yourself you'd go racing someday" for those interested in driving, & "I want to get involved" for folks interested in other aspects of vintage racing. Get some of these at our next event, staple them into the magazines, & leave them where others may browse through them.

Race Results

This season, we're going to print our race results at each event by class, instead of by overall finishing order. That way, you can see how you compare to the cars you're really racing against. You'll still be racing with other classes as before, but this way will be easier to see your class's finishing order. Let me know how you like it.

Exhibition Cars & Eligibility

I'd like to thank all the members who took time to express their opinions about the proposal to change our Exhibition Car entry procedure. Believe me, those comments were heard. As you can see from the Minutes, we have tabled the matter before the final vote. Most comments were against the one race limit. We are going to change it to two races, and present it for another first reading in April. The reasoning for the change is still valid. What has come out of the comments & discussions is that there appears to be a co-mingling in many folks' minds of Exhibition cars & eligibility. These are separate issues. There is now interest among your Board, and the membership, in exploring an expansion in our years of eligibility. This is a complex issue, and will not be resolved quickly. John Brosseau has given it lots of thought, and suggests adding another set of GCR rules for production cars from '73-'81. We would keep our existing '67 & '72 GCR based rules. Classes in race results could be separated to denote what rules each car was running under, so if you were a '72 F Production car, your results would be shown separately from '67 and '81 F production results. Please let your Board know what you think of this idea. Your comments will help us craft where RMVR goes from here.

I hope to see many of you at La Junta!

Mark Robinson
president@rmvr.com

didn't yet know in what form. Alder said he would like a quarterly summary.

Online Registration

Alder praised Katja Stokley's work on the new online registration system. While it was in good shape when the contractor finished it, Katja fixed nearly all the glitches and cleaned it up quite a bit. Katja also moved the online registration to our website, <http://rmvr.com>. While there is still some work to be done on it, it functions well enough that people can register online, and it will soon work perfectly.

[Secretary's note: At the time this is written, the online registration may be offline while further testing and improvements are made.]

Special Reports

CAMA (Colorado Amateur Motorsport Association)

Bob Darcey's written report to the board:

Capital Campaign:

As of today, the Capital Campaign has raised approximately \$789K for HPR, an increase of \$22,000 in the past month. This increase follows an increase of \$24K reported last month, which demonstrates that it's never too late to do your part and contribute.

Construction:

A number of projects are now complete or progressing:

- *Tire barriers—are essentially completed, and some of the belting covers are installed at the corner stations. Again, Ted Winning is to be commended on successfully managing the rather daunting task of assembling and arranging ~14,000 tires.*

- *IREA electrical power—is installed in the paddock area and being run to the fuel depot area in the northeast corner of the paddock.*

- *AMB loops are installed.*

- *Fuel depot—permits are secured and concrete is being poured for the fuel station.*

- *Corner apex*

- *Curbing—concrete curbing in the apexes is about 50% complete.*

- *Corners Stations—tarp frames and recycled asphalt floors are completed.*

- *RV pedestals—installation of RV power pedestal serving 26 hook-ups is now underway.*

- *Fencing and gates—should be finished by the end of the week.*

- *Starter's stand is installed.*

- *Signs for the facility (primarily traffic control) are being installed this weekend.*

- *Striping along the track edges and in the hot pits is contracted and scheduled to be complete before March 28th.*

- *Other projects are taking more time than we expected:*

- *Timing & Scoring/Control Building—still working with Arapahoe County to obtain building permits for these temporary buildings (trailers). Once the permits are granted, there will be construction time for ramps and stairs, skirting, etc. We are trying to get these complete in time for the first event (April 3rd), but that is now looking doubtful.*

- *PA system—since the location of the PA system is influenced by the final location of the temporary buildings, this project has also slipped.*

Upcoming Events:

Saturday March 28th, First Tracks (for major donors and lenders)

Sunday March 29th, First Lapping Day (open to all contributors)

Darcey said there is a great deal of behind-the-scenes work going on, such as work on an online registration system. He said that the track has a contract with

Hill Petroleum for HPR's fuel depot and was very excited about the automated and profitable enterprise. The RV hookups will also produce revenue for the track.

Small plastic poles are being installed along the apex curbing to make drivers aware of the track edges.

CMC (Colorado Motorsport Council)

Bob Mitchiner reported that Sean Gould and Arnie Goldman both missed the meeting. Goldman suffered a mild heart attack but is doing fine. Tony Martins will be taking Mitchiner's place at the April CMC meeting.

Rumor has it that La Junta has repaved corner 4 of their track, but Dan Eveatt, the city engineer, hasn't yet confirmed this to CMC. Some CMC members continue to push for operating the track without a limited liability corporation (LLC) to insulate CMC and its member clubs from any potential lawsuits. Bob Darcey expressed his opinion that an LLC was needed for just that protection, particularly since RMVR and a few other CMC clubs now have a huge asset that could be at risk: HPR. He reminded the board that we've already discussed supporting CMC managing the La Junta track *only* if it's done through an LLC. Guest Bill Miller said that the majority of the CMC member clubs also support using an LLC, but the record of the vote showing that has been lost. Several CMC members, he said, would resign from CMC if CMC managed the track directly. Bob Mitchiner suggested having Tony Martins try to get CMC to vote on the issue again and have the vote recorded. The board unanimously reiterated our position that we will support CMC managing the La Junta track *only* through an LLC.

The Continental Divide Region of SCCA had a problem

with a portion of their contract with the new management of Pueblo Motorsports Park (PMP) and moved their April double national to Pikes Peak International Raceway (PIR). A clause in the contract said that PMP's management could cancel and reschedule the race if they wanted.

Tom Deats said that the Pueblo City Council held a special meeting last night to discuss NEK's interest in managing PMP. Three council members reportedly oppose the contract, and two others may be wavering. Apparently, the portion of the Pueblo track repaved last year has had gravel laid on it and been used as a skid pad, damaging the track again. And there have been a lot of intentional metal-to-metal incidents on the track, which have also damaged the track.

PIR has bought tires from HPR, but since Goldman is in the hospital, CMC didn't have any more details.

Mitchiner's news on HPR was basically the same as Darcey's.

Last but not least, Claus Wagner apparently has a major financier for his Motor Sport Country Club in Agate, Colorado.

Old Car Council (OCC)

Dan Berry said that the OCC's lobbyist, Leo Boyle, was key in getting cars registered as a "horseless carriage" exempt from Colorado's new FASTER law.

Guest Bill Rosenbach spoke about some of the provisions in the law that, according to the written law, seem to be other than what Representative Joe Rice said they would be. One example is that the \$25 late fee supposedly was going to apply only to cars from out of state but, as the law is written, actually applies to *all* cars. Rosenbach said that the \$41/year registration fee increase

would, for collector cars, be payable over the five years between license plate renewals. He also said that, while he hasn't yet seen the version of the bill that will be printed in the Colorado Revised Statutes, he expects there eventually will be some court cases over this bill.

Chiefs of Specialties Reports Flagging and Communication

Pauline Wilson and BJ Kellogg have both been very busy getting things ready for the start of this year's racing season.

Pauline Wilson said 70 people were signed up for this weekend's Fire Rescue School, including about 30 from the National Auto Sport Association (NASA). None have registered from the Byers area, probably because SCCA held their school, which was well attended, in Byers last weekend. Colorado Region SCCA's regional executive, Joe Gilmore, spoke at the school and mentioned that all the clubs racing at HPR will need workers.

Wilson and CR-SCCA's Bob Stream will be co-chieffing the First Tracks event at HPR on March 28th.

She thanked Bob Darcey and Arthur Santomango for their efforts getting the crushed asphalt spread in the corner stations, grateful that we'll all now have dry feet.

BJ Kellogg said plans for the La Junta race were going well.

In response to the low registration numbers (so far) for La Junta, John Brosseau said he's heard from Vintage Motorsports Council (VMC) clubs that have already begun racing this year and that their attendance is not down but people are waiting until the last minute to sign up. Lynn Fangué said he's talked to a number of people who are

planning to come but have not yet signed up.

Tony Peak said that the new program for the Fire Rescue School was great. He mentioned that club's AED (automated external defibrillator) was getting a new battery. He showed the board a VMC flyer he'd have available at Fire Rescue School, which showed flag usage on one side and VMC's definition of overaggressive racing on the other.

Timing and Scoring

Eloise McIlree showed the board the AED flag that will fly on their motorhome and the AED placard that will be displayed by the door, inside of which will be mounted the AED. Bob Alder mentioned he'd read a few weeks ago in the Wall Street Journal an article that stressed how many lives AEDs can save if they're available.

Special Run Group Proposal

Before the meeting, Jamie Stiehr e-mailed to the board the proposal that he, John Brosseau, and Traci Pearson put together. At the meeting, Stiehr introduced their general plans for a couple of special run groups this year.

Stiehr pointed out that the proposal did not contain much detail because they first wanted to see if the board supported the two proposed events. He stressed that the purpose of the events was to reach out to non-RMVR members and encourage them to get to know RMVR better.

First, the three propose inviting members of the BMW and Porsche clubs to join us at our Trans-Am event in Pueblo. They would pit together, with our own BMW and Porsche drivers, and they'd be invited to purchase tickets for the Saturday evening dinner. Though some of them might race with us (at Keith Davidson's discretion), a certain

number of them would be allowed to drive in touring groups at lunch or at the end of the race day Saturday. The touring groups would generally follow the VMC's touring rules, such as having a lead and chase car and limiting speeds. Stiehr said Keith Davidson is very interested in the idea.

Second, the three propose inviting SCCA small-bore production car racers (non-RMVR members with cars not RMVR-eligible) to our July race at HPR. These cars would have their own run group in which to race; we might try an alternate race schedule proposed by Brosseau to accommodate the extra run group. These drivers would be expected to drive in the "vintage spirit"; for instance, they'd be sent home for metal-to-metal contact. They also propose inviting SCCA Formula Vees and Formula Fords to race with our open-wheel run groups, again stressing "vintage spirit" racing. All these cars could pit and hang out with our own drivers with similar cars.

Bob Darcey said that we needed to go through Joe Gilmore (the SCCA Colorado Region's regional executive) and the SCCA board to do this because we did not want to seem to be raiding their race entries.

Traci Pearson said that they intended to target drivers of cars that were no longer competitive in their original SCCA classes but still too new to be eligible to run with RMVR. Bonnie Mortimer said she could think of about 20 older Club Fords that were no longer competitive in SCCA national events and didn't get very many club events and who would love to have a place to run. She supported the proposal.

Bob Alder said that he'd recently had a very positive discussion with Joe Gilmore about the two clubs working together to

get past a perceived "us-versus-them" attitude and said that this could be a good move in that direction. He also supported the proposal.

John Stokley asked how many events CR-SCCA had this year. Bob Darcey said they had six, all at HPR, and typically had 60 to 80 cars total at any event.

Tom Deats asked how we would ensure any special run group cars would be safe to run. It was agreed they'd have to have a current log book from whatever club they belonged to and pass our tech inspection.

John Stokley raised concerns about SCCA drivers and their reputation for racing more roughly than we do. Bonnie Mortimer said emphatically that the SCCA has been trying very hard to clean up not only their reputation but their driving. Jamie Stiehr said it was simply a matter of making our expectations clear to guest drivers, probably at an additional drivers meeting. He said he thought the open wheel drivers would be more careful anyway, because they are naturally more aware of the consequences of touching while racing.

Bob Darcey asked what the typical entry fee for an SCCA event was; Bonnie Mortimer said it was around \$360 or \$370.

Mark Robinson said we'd have to go through other clubs' leadership if we wanted to invite their members to our events, and suggested we might even advertise in their publications. Bob Alder said he didn't think we'd have problems with the smaller marque clubs, as they've always been very open to such invitations.

The board agreed this proposal was something we wanted to pursue and that Stiehr, Brosseau, and Pearson, with

Robinson's help, should set up the events.

Exhibition Car Proposal – Second Reading

Mark Robinson thanked Bob Mitchiner and the others who helped craft this proposal. He also thanked Jerry Schouten and Bruce McGrath, who attended the board meeting to discuss the proposal.

Bob Mitchiner reiterated that the two main reasons for the proposal were to better document entries and to control cars going through Tech, to avoid having drivers enter one car and bring another to a race. He said that the Eligibility Team doesn't mind increasing eligibility at all but that the run groups themselves should write the new rules because they know their classes of cars best. The Formula Vees and the small bore drivers have both recently expanded their eligibility.

Bob Alder said that this proposed rules change has raised a lot of discussion about eligibility. He pointed out that the number of ineligible cars running as exhibition cars has jumped from three or four per year to 18 last year, and that some of our drivers are not happy about running with exhibition cars. On the other hand, most people don't know the difference between guest cars, exhibition cars, and just plain ineligible cars. We're not rewriting the exhibition rule, he said, but clarifying it and returning it to its original intent. It's not meant to exclude people, but the fact that it will affect a number of people has led to increased discussion about expanding eligibility, which is good. He said that his first job as a board member is to be responsive to his existing constituency of racers.

Mitchiner said we've lost racers in the past because of the number of exhibition cars.

John Brosseau said that we don't have any evidence that expanding eligibility wouldn't gain us more members. He also said that, in SCCA, when small groups got together to expand their eligibility, there were problems because people with a vested interest in the outcome were making the decisions.

Mitchiner and Alder both said that, in RMVR, the Eligibility Team oversees the process and the board handles the final decision.

Traci Pearson said, however, that if the people in the run groups with a vested interest in keeping things the way they are stop any potential change from reaching Eligibility, no change will ever be made.

Brosseau pointed out that drivers tend to look at overall results rather than their results within their class, but that we can re-structure the scoring sheets so that it's easier for drivers to see how they do against the cars in their own class, with any exhibition cars at the bottom of the sheet.

He also said that, in SCCA, there was a major rules change in 1982. Production cars were allowed to have tube frames plus a host of other major improvements, and the GT classifications were introduced. He proposes we expand eligibility *not* by expanding on our current rules but by adding a second set of rules that would apply to production cars from 1973 through 1981 and by giving those cars different class designations.

Tom Deats said that he's glad the new proposal requires exhibition cars to get the approval of the race chair, which will control non-eligible cars, but he'd like to *not* have the two-race limit on exhibition cars.

Guest Bruce McGrath spoke to the board. He supported Brosseau's proposed eligibility expansion. With about 15 "exhibition" cars in the club now, he said, it was an excellent way to expand our membership without raiding other clubs. We'd still have to have a way to handle the registration of cars that fall outside our current rules by issuing them a logbook and having them pass tech inspection. He urged the board to not limit the exhibition cars to one race and not to make them "jump through hoops" for every race.

Bob Mitchiner pointed out that both McGrath and Jerry Schouten had legal, two-liter Porsches and asked why they didn't race them.

Schouten said that past attempts to expand eligibility in the big bore group have failed. Also, the two-liter Porsches don't run well against other big bore cars, but their three-liter Porsches do. His son still races his two-liter car with RMVR.

When McGrath proposed a new, "exhibition" class, board members protested that the term "exhibition" was being used inappropriately. One suggested that, if we were going to continue discussion of such a run group, we call it "open" simply to differentiate it from the word "exhibition." McGrath went on to say that he simply wanted to discuss how we could keep these cars running with the club.

Bob Darcey said that we needed to stop the abuse of our current rules but also figure out how to get new drivers to come and try racing with RMVR.

Jamie Stiehr asked how we would define an "open" run group. Would we issue them logbooks? Would we impose a cut-off year? He was concerned it would turn

into a free-for-all, with drivers racing whatever car they wanted.

Schouten said that expanding eligibility for production cars to 1981 would solve the problem.

Dan Berry motioned to table the second reading of the Exhibition Car Proposal until next month's board meeting. John Stokley seconded the motion.

When Bob Mitchiner wanted to go ahead with the vote on the proposal, saying he thought it would pass, Tom Deats, Bonnie Mortimer, and John Brosseau said that, after all the discussion and protests they'd heard, they were likely to change their vote. Mitchiner said that perhaps changing the one-race limit to a two-race limit was a good idea. McGrath said he'd prefer having no limit at all.

Mark Robinson ended the discussion and called for a vote on Berry's motion. Seven board members voted for tabling the discussion until the next board meeting; Deats, Darcey, Mitchiner, and Stokley voted against.

Bob Alder said that he was encouraged by the lively discussion. It was painful, he said, but good for the club. He wanted to get away from discussing the "exhibition" concept entirely.

Mitchiner asked how McGrath and Schouten got their cars through Tech. Schouten said he uses his PCA (Porsche Club of America) logbook; McGrath said he has both a PCA and an RMVR logbook. Mitchiner said that, if someone is an RMVR member, they should run an RMVR-legal car.

Stiehr was concerned that the timing of this proposal was inconvenient for drivers of "exhibition" cars. Legal or not, since we've been so lax about

controlling these cars in the past, there are people who have paid their membership dues and prepared their non-eligible cars to run with us this year. He also said that several people he's talked to don't object to being limited to two or three races a year. To keep these people from feeling unvalued, he said we should relax the limit on the number of races exhibition cars can run to two or three.

Bob Mitchiner reminded the board that the club had a provisional logbook for non-eligible cars, which gave the car's owners time to make the cars legal.

Meeting adjourned: 9:15 p.m.
Traci Pearson, Secretary

Classifieds



For Sale- 1966 MGB Racecar. A Great Entry Level Racer for Vintage Racing! Originally built professionally as a race car by Tom Ellis, Thomas Vintage Motors. Raced for 15 years with RMVR; this car is not titled. The engine was rebuilt by Ian Rainford in 2007 and the transmission was also rebuilt at that time. 4.30:1 Limited Slip Rear End; 4-synch Transmission; Oil Sump & Cooler; Dual Brake Reservoir System; 8 Gal Fuel Cell; Front Sway Bar; Aluminum Hood; Aluminum Inner Door Panels. Also included, 1993 Tandem Open Trailer; Spare Parts; Racing equipment. \$19,500. Contact: Paul Markey 303.530.7092 or pmarkey@comcast.net



For Sale: 1968 Mustang Coupe, 302ci approx 350hp. Balanced / blueprtd. Race preped crank/rods. Forged extra-shiny flat top pistons. Windsor Heads ported/polished. 650 Holley. MSD box & distributor. Canton pan. Aluminum flywheel mated to rebuilt top-loader. Newly rebuilt shortened 9" rearend with Moser axles and track lock 3.89. New suspension including 650lb springs in front with 1" Shelby lowering and mid-eye leafs in rear. KYB all 4 corners. Kelsey Hayes 4 piston front brakes, rear drums Porterfield R4 compound. Sportsman fuelcell. 6 point roll bar. \$17,900 obo. Adam 720-300-0280 adam@advisor-pro.com



For Sale: Porsche 911, 1970 911T Targa, yellow/black #658, RMVR and PCA logbooks. 2.2 liter engine, 142HP 138Lb torque at the rear wheels, 38 IDA Weber Carbs, Carrera chain tensioners, turbo tie rods, Weltmeister sway bars, S-calipers and slotted rotors, Polished Fuchs wheels, Turbo valve covers, front oil cooler, Ultra Sheild race seats, Simpson 5 point harness, Auto Power roll bar, new hi torque starter. This car is street legal so it could be either a great track or street car. \$15,000 call Robert 970-260-4483 or e-mail robert@rchillino.com for more info.

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 aantipas@sopris.net. www.titannorthamerica.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

Vintage Messenger Fine Print- Our goal is to publish the Vintage Messenger at the first of every month. If you wish to assure that your information / announcement / ad is included in the Vintage Messenger, it should be in the hands of the editor three days before the first of the month. Ads run on a per issue basis. If you wish to have your ad run in subsequent issues, you must re-submit the ad, monthly. Ads are free for members for auto / racing related items. E-mail to messenger@rmvr.com. FAX to 970-824-3737. The Editor returns a confirmation of E-mail submittals. If you don't receive a confirmation E-mail, your submittal probably did not get to the Editor.

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2009 Event Schedule

May 16-17, 2009

June 13-14, 2009

July 11-12, 2009

July 14-19, 2009

Sept. 4-6, 2009

October 3-4, 2009

RMVR Inaugural Race @

High Plains Raceway

Trans-Am Invitational @ Pueblo

High Plains Raceway

Pikes Peak International Hillclimb

Showboat Grand Prix @

Motorsport Park Hastings

Enduro @ High Plains Raceway

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

32024 Snowshoe Road
Evergreen, CO 80439

NEWSLETTER
VINTAGE RACING
ROCKY MOUNTAIN



RMVR VOLUNTEER NEWS

April, 2009

BY BJ Kellogg

About 70 people attended Fire and Rescue school. We would like to thank Ben Wofford for the doughnuts and Jennifer Kellogg for the birthday cake. Our thanks to Tony Peak and Patrick Fay for a new training DVD. Thank you to Bret Williamson, Daren Greening (Fire extinguisher training) and Chris Huttner (First aid) from North Washington Fire Department for all their help in putting on a great class this year. A huge thanks goes out to U Pull and Pay at West 66th and Broadway who put on a great car burning class for us. I think there could still be some of our classmates still looking around the yard for parts to old cars. A warm welcome also goes out to NASA for bringing in about two dozen of their workers and drivers for the class.

La Junta for the Driver's school is where we are heading next. We will need workers for Fri, Sat and Sunday. We are staying again at the Midtown Motel at 215 E 3rd St., in La Junta. The phone number there is (719) 384-7741. Friday late afternoon brings out the annual golf game at the La Junta golf course and then dinner at the clubhouse. Saturday night brings a dinner and drinks at the Otero Junior college. There will be a presentation on La Junta and what role the racetrack has in the community. Workers are free and a charge of \$15 for adults and \$8 for children under 13. Thanks to Andy Keller for putting this event on. We also will be racing some cars that weekend and we need all the help that we can get.

HPR on May 16 and 17th!!!! You have no idea how much fun it was to type that. We are going to be racing at a brand new Colorado track! Over one year of intense planning and study have gone into figuring out how to set up and race at this track and in May we get to do it for real. Due to the weather we were unable to have First Tracks at HPR on March 28 & 29th. That was going to be our dress rehearsal but going live with fast racecars will be more fun. We really need every warm body that we can get.

PLEASE RESPOND 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



RMVR Vees at Laguna Seca

Harley Van De Wege

San Francisco region of the SCCA holds a vintage festival each spring. Since the major Vee birthday parties are all held on the east coast, Dick (Flash) Ryan convinced the SCCA group to set aside a run group for the Vee's 46th birthday party at Laguna Seca. He invited Vees from the western half of the country. We had 7 cars and 8 drivers from Colorado tow to central California, a dicey proposition in late March/early April. Ask Mort about his trailer.

Twenty three Vees entered, half of which drove 1000 miles or more one way for the race. On Sunday's final race, 22 of the Vees completed at least 10 laps of the 15 lap race. One ran out of fuel on lap #2. On the right is the results sheet from the last race on Sunday. Jim drove our car both sessions on Saturday, I drove both on Sunday.

RMVR had 7 cars, finishing 1, 2, 4, 5, 6, 7 and 9th (all 7 RMVR cars in the top 9). Mark Felsen was #1, Lynn Fangue was #2. Bob Miller started 23rd after some electrical problems on Saturday and finished 5th, for the 'hard charger' award.

Don "Slim" Pepperdene was 3rd in a vintage car he has raced at the SCCA run off's, Al Accurso finished 8th.

A wonderful track, we shared track and time with many wonderful new Vee drivers.

OFFICIAL

AMB-1

SAN FRANCISCO REGION SCCA

SFR Spring Sports Car Fest & Molecule FM

Group 5 - FV

Feature Race, Sanction #09-R-463-S

Race started at 13:46:45

Pos	Class	PIC	No.	Name	Laps	Best Time	Driver	Time	Points
1	FV	1	777	MARK FELSEN	15	1:48.554		324875	0
2	FV	2	11	LYNN FANGUE	15	1:48.392		405253	0
3	FV	3	13	DONALD W/ PEPPERDEI	15	1:49.615		149446	0
4	FV	4	10	JEFF MORTIMER	15	1:52.235		405124	0
5	FV	5	81	ROBERT MILLER	15	1:51.628		405450	0
6	FV	6	88	BONNIE MORTIMER	15	1:52.956		354978	0
7	FV	7	24	HARLEY VAN DE WEGE	15	1:54.216		175889	0
8	FV	8	7	AL ACCURSO	15	1:54.478		247968	0
9	FV	9	86	REAH MORTIMER	15	1:56.001		354929	0
10	FV	10	29	MIKE STACEY	14	1:57.317		402870	0
11	FV	11	6	DALE L MARCELLINI	14	1:57.801		332146	0
12	FV	12	56	DAN TILDEN	14	1:53.902		405128	0
13	FV	13	27	ANDREW ARMSTRONG	14	1:57.023		402431	0
14	FV	14	3	RICHARD TILDEN	14	2:01.122		329884	0
15	FV	15	2	JIM CUTTS	14	2:02.025		300927	0
16	FV	16	118	DICK RYAN	14	2:02.668		180162	0
17	FV	17	100	KRISTA JOHNSON	13	2:05.733		318023	0
18	FV	18	82	KEN BECK	13	2:09.518		404826	0
19	FV	19	186	STEVEN COMSTOCK SF	12	2:11.295		405404	0
20	FV	20	60	WALTER BUETTNER	12	2:07.196		032131	0
21	FV	21	32	ED SMITH	12	2:11.114		019638	0
22	FV	22	9	JAY STREETS	10	2:00.220		264043	0
Not classified 0									
DNF	FV	23	1	JAMES HERLINGER	1	2:03.876		230831	0



EVENT • Inaugural Race @ High Plains Raceway

DATE: May 16 & 17, 2009
LOCATION: High Plains Raceway
CHAIR: Richard Bowler (303) 694-0565 REWBK@MSN.com
Ass't CHAIR: Bill Brillhart (303) 466-8657 billbrillhart@remax.net
RACE STEWARD: Tony Peak (303) 750-0360 tonypeak@q.com
Ass't RACE STEWARD: Scott Pettit (720) 318-9808 Scot@pettit.net
Ass't RACE STEWARD: Bill Fleming (303) 690-3506 RMVR53@aol.com

RACE ENTRY FEE: **\$225**

LATE ENTRY FEE: \$25.00 after May 8, 2009 (at the track \$50.00)
DEADLINE: May 8, 2009

Fuel WILL NOT be available

HPR Lapping is available Friday May 15, 2009

Online registration @ <http://www.highplainsraceway.com/lapping-days.html>

\$150 Full Day / \$90 Half Day

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.

High Plains Raceway

Byers, CO

Official track website:

<http://www.highplainsraceway.com>



Accommodations:

[Longhorn Motel](#) 456 N Main St, Byers, CO 80103
[The Grand Motel](#) 215 W Lincoln Ave, Bennett, CO
[Willow Tree Country Inn](#) 49990 E 64th Ave, Bennett, CO

(303) 822-5205
(970) 474-3302
(303) 644-5551