

VINTAGE MESSENGER

VOL. 18 NO. 5

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May, 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.

New RMVR Address & Administrative Assistant

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

(303)- 319-3062

Phone remains the same.

All RMVR correspondence should be routed to Carol Stiehr at the above address or through admin@rmvr.com.

paid but we don't have a lot of cash. Since the beginning of the year, we've spent about \$27K on track deposits and club merchandise. At one point we were down to about \$1000. With the La Junta deposits, we're up to \$10-12K. Insurance is the largest pre-paid expense for La Junta, since we haven't yet paid the track deposit. We need to be fiscally responsible for the rest of the year. Receipts from online entries are deposited directly to our account. Receipts from mailed entries have, in the past, been deposited after the race weekend.

Alder said he is crediting the full amount of online receipts and credit card purchases to their appropriate budget categories, and

Minutes

Rocky Mountain Vintage Racing,
Ltd.

Regular Board Meeting 4/15/09
Thornton City Hall, 9500 Civic
Center Drive, Thornton, CO

Board Members Present:

Mark Robinson – President

John Brosseau – President Elect

Bob Alder – Treasurer

Traci Pearson – Secretary

Dan Berry

Bob Darcey

Tom Deats

Lynn Fanguie

Bonnie Mortimer

John Stokley

Excused absences: Bob Mitchiner,
Jamie Stiehr

Call to order: 7:05 p.m.

President's Comments

Mark Robinson welcomed everyone.

Past Minutes

Tom Deats motioned to accept the March minutes. John Brosseau seconded the motion, and it passed unanimously among those present.

Treasurer's Report

2009 Budget

Bob Alder said all our bills are

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 Carol Stiehr - 32024 Snowshoe Road Evergreen, CO 80439 - (303) 319-3062

2009 Trans-Am Invitational

Rocky Mountain Vintage Racing will again be celebrating the glory days of the Trans-American Sedan racing series on June 12-14, 2009 at Pueblo Motorsports Park, Colorado, south of the former Continental Divide Raceways. We will again be featuring the racing sedans that were the early Trans-Am series including the Datsun 510s, Camaros, Cudas, Alfas, and Mustangs. This year's event opens the field to the early Porsche 911 that raced hammer-and-tong with the Alfa GTAs. The two liter (U2) cars will be racing side by side with the five-liter (O2) cars in the feature run group.

This year's event will be running the Big Bore cars together during the weekend providing a big field of V8 cars for racing. This group will include the A and B class production sports cars and sedans racing side by side as usual. As part of the race theme for the weekend, the historic trans-am cars (1972 and earlier) will run as a feature group at the end of each race day. Guests from local and regional car clubs are invited to join in this special group of racing cars.

Several motorsports guests will be speaking at a trackside barbeque dinner Saturday evening June 13, 2009 including race team members and officials who participated in the Trans-Am series. This year's special guest is **Bud Moore**, team captain for the championship winning BOSS Mustangs.

For dinner tickets, please see the web site or call RMVR at 303-319-3062. Tickets will not be sold at the track and must be purchased in advance. One dinner ticket comes with each race entry.

Muscle cars and race cars will be on display during the race weekend. This display will include exotic race and street cars that are connected to American and International racing history. Bring a car to show if it is not race ready. These cars and their drivers will have the opportunity to drive the race track at lunch hour during each race day.

Information for registration, lodging, and directions for this event can be found on RMVR's web site at www.rmvr.com. Go to schedule, then the Trans-Am home page. For additional information, please feel free to call me at 303-526-2807 (evenings) or email me at mightyfr@msn.com.

Hope you can make it!

Keith S. Davidson, Race Chairman

then debiting the small PayPal fees as Online Expenses.

Online Registration

Alder once again praised Katja Stokley's work on the new online registration system and announced it's working well for La Junta entries.

Mark Robinson asked about the possibility of selling club merchandise online. Alder said HPR looked into using an eBay store to do so, but found it prohibitively expensive, and Alder doesn't know of any good alternatives. If we wanted to do it

Letter from the President

As I write this, we have completed our first event of 2009-the Drivers' School & Races at La Junta. I am very pleased to report that the paving that the City has done are a great improvement: Drivers' left between 3 & 4 are much smoother. Turn 5 has been paved & ground smooth. Drivers left along the back straight have improved the line through 6. The approximately 19 students and racers who ignored the weather reports made good use of the ample track time (except for the Saturday rain out). Unfortunately, Jim VanDeWege was put into the wall by the starters' stand in a very serious incident with another car. Very fortunately, he escaped with minor injuries. The FV was destroyed. Great work by our excellent staff of safety workers!

I had the chance to speak to Judy Faass of Faasst Performance. Her driving school has used Pueblo Motorsports Park on several occasions this year, & reports the track is in great shape. This is wonderful news for our only trip there this year, the Trans Am race June 13 & 14. See my post on the RMVR bulletin board at www.rmvr.com, under News on Race Tracks. Faasst has the track rented Friday June 12th before our event. Those wishing Friday track time must pre-register with Faasst. We are welcome into their paddock on Friday, after 2PM for those not going on track that day.

How do you see the future of RMVR? Your Board is seriously considering expanding our years of eligibility to help our club grow & prosper. Of primary importance is to "do no harm" to our existing membership, but declining entries, and our existing cars & drivers ever aging, are prompting this look ahead. How do you want to see this accomplished? The Board is hesitant to dictate to the membership what may be allowed. We feel that the impetus for change should come from those most affected, you, our members, who we've been elected to serve. Prior changes have come from the affected run groups (i.e. Small Bore expansion to '72, & Formula Vees allowing some later years). Please let me, or any Board member, know if you have ideas on how to go about this serious change.

I hope to see you at our inaugural race at High Plains Raceway!! The weather HAS to be better in mid May, doesn't it?

Mark Robinson
President
president@rmvr.com

through our own website, we'd have to have pictures taken, track availability, and package and ship the merchandise.

Special Reports
CAMA (Colorado Amateur Motorsport Association)

Bob Darcey's written report to the board:

Capital Campaign:

An update on fundraising was not available for this meeting.

Construction:

The permit applications for the Timing & Scoring and the Classroom buildings have been approved and the Timing & Scoring building has been delivered to the site. Both are being installed (foundation piers built, tie-downs installed, leveling, etc.) this week. Once installation is complete, the tasks of constructing all the stairs and ramps required in the permit, bringing power to the buildings and cleaning up the Classroom can begin. At the end of that process and a successful inspection, the buildings will be ready to occupy. It is possible that can be accomplished in time for our May event, but it is not a certainty. Some of the other projects are now complete, such as the belting for the corner stations, the concrete curbing in the corner apexes, the RV pedestals, fencing and gates and miscellaneous signs.

Still on hold: the fuel depot construction is delayed, awaiting more permits and a fire code review; the striping project has been postponed a number of times because of poor weather.

Initial Events:

The weather gods have not been cooperating, and first four weekend events have been affected to some degree by weekend snow storms: First Tracks and the Sunday Lapping Day was cancelled due to four foot snow drifts; SCCA's event the following weekend was snowed out, although there was a full lapping day on Friday; MRA had the track the following weekend and were able to run Friday and Saturday but not Sunday. There have been a few lapping days cancelled as well, along with disappointing turnouts

for the remaining days. HPR is anxious for this pattern to clear, although the forecast for this weekend is not very promising.

CMC (Colorado Motorsport Council)

Bill Miller said Tony Martins was at the meeting to represent RMVR. Eight voting clubs (out of the ten paid and 14 total) were represented, including both the Colorado and Continental Divide SCCA regions. Although John Arnold was not present, those that were took steps to reform the planning committee working on the plan to manage the La Junta track.

The following motion was presented to the council:

A MOTION, presented to the Colorado Motorsports Council by the Shelby American Automobile Club, Colorado Region, a member club of the Council:

IT IS MOVED that the Colorado Motorsports Council, through any action of its officers or otherwise, shall not enter into any relationship or agreement with the City of La Junta, Colorado, regarding management of the race track facility located in said City, and that any arrangement for management of said race track which might affect the activities of the Council and/or its member clubs will be conducted through an intermediary entity, such as a limited liability corporation, created and structured so as to effectively shield the Council and its member clubs from any and all liabilities which might in any manner arise from management or similar commitments of responsibility regarding said race track and/or the City of La Junta, Colorado.

The motion passed unanimously among those present.

If CMC ends up managing the track directly, Miller said that the

Shelby, Miata, and Ferrari clubs would quit CMC.

Miller said that, at Pueblo Motorsports Park, all the small clubs can get insurance through the track at very attractive rates.

SCCA National has approved HPR for racing.

Tony Martins did an excellent job of pitching the Pikes Peak Int'l Hill Climb and answering questions at the meeting, and Miller expects it will add to our attendance.

Old Car Council (OCC)

Dan Berry said that the OCC's semi-annual meeting during a snow storm in Colorado Springs probably didn't yield anything germane, as only 16 people attended.

Chiefs of Specialties Reports

Flagging and Communication

BJ Kellogg said they're desperate for more workers at La Junta. The weather forecast looks bad until Sunday. PJ Culp owns the Mid-Town Motel until May 1st. Everyone is looking forward to the Saturday night dinner. So far, 20 students and 48 drivers are signed up for the weekend.

Tech Inspection

Bob Alder and John Brosseau said they each inspected about eight cars for Annual Inspection; Lynn Fanguie said he inspected about six. They think Andy Kitchens has rescheduled Annual Inspection for May 2nd. Mark Robinson thanked those three for offering their shops for Annual Inspection and for helping out.

Timing and Scoring

Eloise McIlree said they're ready to take over Diane Hively's usual responsibilities for the La Junta race.

Special Run Group Proposal

John Brosseau said that he will contact Joe Gilmore, Colorado

Region SCCA's regional executive, about inviting some older SCCA cars to join us at our July race at HPR. Traci Pearson said she'd contact the Porsche and BMW club leaders about joining us at our Trans-Am race.

Bob Alder suggested adding the Peak to Peak Miata Club to our list of eventual invitees; they contributed a few thousand dollars to HPR and would love to join us for lunch touring rides. Mark Robinson added that the Ferrari club wants to tour with us at HPR as well.

The board agreed we would not charge any fees to clubs that join us for touring rides.

Guest Jerry Schouten said that the Porsche club members who joined us for touring rides likely would not be the ones interested in joining RMVR.

Drivers from other clubs, who actually race with us, whether in their own run group or not, will be treated as guest drivers and will need to have current race licenses.

When asked how well the BMW and Porsche clubs get along, Guest Jerry Schouten said that the Porsche club often adds an extra run group for the BMW club, which doesn't have the money or the number of members to hold their own events.

Exhibition Car Proposal – First Reading of Revised Proposal

The Exhibition Car Proposal as printed in the March Messenger has been revised to allow exhibition cars to participate in two races per season.

Dan Berry motioned to accept the first reading of the revised proposal. Bonnie Mortimer seconded the motion, and it passed unanimously among those present, with Mark Robinson voting for Bob Mitchiner by proxy.

Open Discussion

The board discussed the revised proposal and the issue of expanding eligibility.

Bob Alder reiterated that the proposed changes to the exhibition car rules are meant to deal only with flaws in the existing rules and not to address eligibility issues.

Guest Jerry Schouten said that he was still not happy, that he thought there were a number of cars that would race three or four races a year if allowed.

Lynn Fanguie pointed out that, if we vote on the final proposal at the May board meeting, the rules change won't even go into effect until then, and current exhibition car drivers would have two potential additional races this year (La Junta and our first HPR race).

The board's discussion of expanding eligibility revolved around two ways of approaching it: 1) Letting the run groups decide how to expand their own eligibility, or 2) having the board decide how to expand eligibility. Some thought the Eligibility team ought to drive the issue. In the past, the run groups themselves have decided whether and how to expand their eligibility, and many thought it should remain that way.

Bob Alder reminded everyone that, even though the board generally feels eligibility should be expanded, we had to be responsible to all RMVR members and follow their wishes.

John Brosseau said we can't accept only 35-year-old or older cars and expect the club to remain healthy. He proposes expanding eligibility by adopting new rules for newer cars—such as adopting new SCCA classifications for cars newer than 1972—thereby protecting the investment in and competitiveness of existing cars. He's concerned that some run

groups simply won't want to expand their eligibility, which isn't necessarily in the club's best interest.

Bob Darcey said that, with smaller issues such as expanding the list of aftermarket parts that cars can use, individual run groups or classes are the appropriate ones to make those changes. But you can't expect the general membership to act together to protect the viability of the entire club for the future; therefore, the board should be the driving force behind sweeping change.

Bob Alder said he thought the board endorsed the idea that we must expand eligibility for the entire club. He wasn't sure, however, that the board could actually decide for each group how to do it; that might be up to the Eligibility team or the run groups. He thought the board should explicitly express to the membership that we want to expand eligibility for the future health of the club and said we should come up with a resolution that states this.

Such a resolution would encourage the membership to start coming up with ways to expand eligibility and avoid the board having to dictate how we would expand eligibility. Mark Robinson polled the board and everyone present agreed we would work on a resolution stating our intentions to expand eligibility, how it will be done, and why it is important.

The board does not want to force change on any of our current classes but simply add new classes comprising newer cars. Anyone that wants to upgrade their car to run in the newer classes, however, would be free to do so.

Meeting adjourned: 8:59 p.m.
Traci Pearson, Secretary

Classifieds



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 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: GOODYEAR ROAD RACING SLICKS - 2 @ 23.5 x 11.5 x 16 R430, 2 @ 25 x 13 x 16 R250 Used with lots of rubber remaining \$80.00 each O.B.O. Contact Jim at 303-679-8124 or plgmiller@msn.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:** 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- 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: 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: 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



FOR SALE: Haulmark enclosed tandem axle Trailer. Less than 5K miles. Interior dimensions are 16' x 6'-8". Ideal for any race operation, Go-Karts, Formula cars, motorcycles etc. Entire floor and ramp are diamond plate. Walls are heavy sheet vinyl. Lots of extra tie downs. \$2,000 worth of extras. Special low angle extended ramp built for low clearance cars. Trailer in perfect condition, never damaged. Chrome wheels and tires are nearly new and the original wheels and tires are new and included. Interior light with wall switch. Side door. Trailer located in Parker. **\$4,900. Call Bob 303-333-3320 or Ray 303-919-9255 or email raymrayjak@yahoo.com**

RMVR Infraction Report May 19, 2009

<u>Date</u>	<u>Name</u>	<u>Group</u>	<u>Incident</u>	<u>Penalty</u>
04/19/09	Bill Sant	Open Wheel	Over aggressive racing, lost control, major damage, injuries to other driver.	Suspended through December 31, 2009; to be followed by Provisional License.

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

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>

32024 Snowshoe Road
Evergreen, CO 80439

NEWSLETTER
VINTAGE RACING
ROCKY MOUNTAIN



RMVR VOLUNTEER NEWS

May, 2009

BY Pauline Wilson

It was another beautiful weekend in La Junta..... Oh, who am I trying to fool! While a major spring snowstorm formed over the front range, we drove down to southeastern Colorado, which was just outside the worst of the storm – or so we thought. Friday started out wet and chilly, but by noon we had some warmth and scattered sunshine. We were able to get all of our driver's school agenda completed and some hearty souls – the ones that drove down to La Junta early – actually got out on the track for some lapping. Since the weather wasn't conducive to golfing, a group of workers decided to try out the local gun range instead. I think they may have started a new craze – now instead of golf clubs on the van, Rick is going to have to start carrying ammunition! Isn't that a scary thought!

Saturday morning was a different story. Cold and rainy, we started on time and had 3 whole cars that came out for the first practice session. When only one Formula Vee came out for the group 2 practice, the steward, Tom Deats, decided to let him run for a short session and then shut it down. We reconvened after lunch, and even though the rain was letting up, the front was moving east quickly - driven by winds so strong you could hardly stand up straight. Tom wisely cancelled the afternoon and we rearranged the schedule to get as much racing in as possible in the sunshine on Sunday.

In spite of canceling the sessions on Saturday, almost everyone who made it to La Junta chose to enjoy the dinner at Otero Junior College that evening. That's what I love about RMVR – even when the weather is bad, they know how to have a good time. The food was good, the talk about the history of the race track was very interesting, and the local greenhouse – Bonnie Plants – gave everyone free tomato and strawberry plants! There were also several gift baskets from area merchants that were raffled.

Sunday was perfect – cool and sunny. Now if we just had a few more people. Unfortunately, with the bad weather up in Denver, quite a few of the racers and workers could not get out of town Friday evening. So we operated with a skeleton crew – in fact, “all by yourself” became the catch phrase for the day. Grid, Tech, Start, and several corners were staffed with only one person. Thanks to everyone who made it down for getting us through a challenging day! BJ had backpacks

made for worker gifts this year, and since we hadn't done much Friday & Saturday for him to choose who should get one, he had the workers draw a card – the highest two cards won. Karin Taiclet and Tony Peak each got a nice RMVR backpack.

We had lots of good racing on Sunday, but unfortunately we had another major incident. This makes the third year in a row that we have had a major incident at Driver's School. It reminds us why we have Crash & Burn School every year. I'd rather be practicing than seeing the real thing right in front of me. The driver had to be transported to the hospital this time, but thankfully he was all right.

Next we head to High Plains Raceway! Our Inaugural event is May 16th & 17th. We will be staying at the Longhorn Motel at I-70 & Hwy. 36. We've waited a long time for this one and I still could use a few more corner workers. There are 14 corner stations – it's a huge track! Saturday after racing there will be a party in the tent to christen the track – beer, wine, and appetizers. If you haven't been out there yet, take I-70 east to the Byers exit, then take Hwy.36 east for 17 miles. You can't miss it! As always, you need to be at the track by 8:00 AM on Saturday and 7:30 AM on Sunday for our corner marshal meeting – earlier to help put equipment out on the track – just look for the van.

Then we are back to Pueblo for our annual Trans Am Race June 13th & 14th. To get to the track go west on Highway 50 from I-25 to 45 south, Pueblo Blvd, and go south about ¼ mile to the track entrance, Pueblo Motorsports Park. There's usually a great dinner on Saturday night at this event. This time we will be staying at La Quinta Inn I-25 exit 102 – 4801 N. Elizabeth St. (719) 542-3500 - Free breakfast and outdoor pool. So e-mail me soon. Or sign up online www.rmvr.com. See you there!

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



EVENT • Trans-Am Invitational

DATE: June 13 & 14, 2009
LOCATION: Pueblo Motorsports Park
CHAIR: Keith Davidson (303) 526-2807 mightyfr@msn.com
RACE STEWARD: Bill Fleming (303) 690-3506 RMVR53@aol.com
ASSISTANT STEWARD Tim Oakley (970) 842-2645 airotherm@twol.com
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 30, 2009 (at the track \$50.00)
DEADLINE: May 30, 2009

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

EVENT SCHEDULE

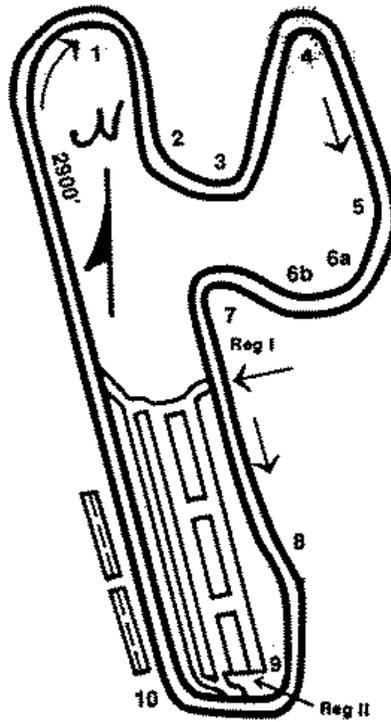
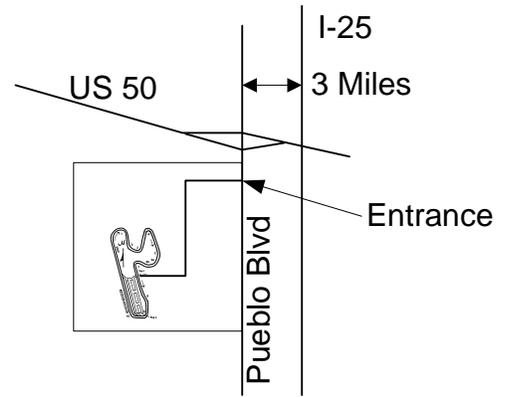
REGISTRATION & TECH: Saturday 7:00 AM
DRIVER'S MEETING: Saturday 8:30 AM
Sunday 8:00 AM

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.

Pueblo Motorsports Park Pueblo, Colorado

2.2 miles
Altitude 4900'



Accommodations:

Comfort Inn; Pueblo West.....	719-547-9400
Comfort Inn; Exit 101.....	719-542-6868
Days Inn; Exit 101.....	719-564-1840
Econo Lodge; Exit 102.....	719-542-9933
Hampton Inn; Exit 102.....	719-544-4700
Holiday Inn; Exit 101.....	719-543-8050
La Quinta; Exit 102.....	719-542-3500
Motel 6; N Elizabeth; Exit 101 or 102.....	719-543-6221
Motel 6; W US 50; Exit 101.....	719-543-8900
Pueblo Motor Inn; Exit 101.....	719-543-6820
Pueblo West Inn; Pueblo West.....	719-547-2111
Quality Inn; Exit 101.....	719-544-5500
Sleep Inn; Exit 101.....	719-583-4000
Super 8; Exit 101.....	719-545-4104
Wingate Inn; Exit 102.....	719-586-9000