

VINTAGE MESSENGER

VOL. 19 NO. 1

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

January, 2010

New Members

RMVR wishes to announce the following new members! Welcome to each of you. We hope you will take full advantage of your membership, all the club activities, and the camaraderie of your fellow members. Please help us in welcoming these fine folks.

Robert & Joyce Amaral - Broomfield, CO
Nick Bries - Pine, CO
Steve Tattershall - Lafayette, CO
Jeff & Kelly Sokol- Broomfield, CO
Scott & Sunny Henderson - Denver, CO

Bill Temple Memorial Driver's School Scholarship 6th Year

The Formula Vee Group has renewed its support of the Bill Temple Memorial Driver's School Scholarship for the sixth year. The former Bill Temple RCA Formula Vee #18 was donated by Belinda Temple in 2005, rebuilt by donations from the Vee group, is now owned and driven by Chad Wight. Five scholarship recipients have completed RMVR Driver's School and four have become regular racers. The scholarship provides free use of the RCA #18 for the April 16-18 Driver's School at High Plains Raceway. Chad will provide, fit, and support the car including fuel and supplies. The scholarship recipient is responsible for school application and fee (if any), medical eligibility, and personal safety gear. The scholarship winner will be selected from applications received by January 30. Considerations for selection include history of membership and volunteer work with RMVR and likelihood of entering a car with the club as a regular racer. For further information, contact Chad Wight at 719-592-0561 or ccwight86@msn.com, Harley VanDeWege at hadvandewege@msn.com or Bill Fleming at RMVR53@aol.com.

Notice!!!

Failure to renew your membership by March 1st, 2010 could result in a delay of your receipt of your 2010 competition license. Show your support for Vintage Racing in the Rockies, renew now!

Letter from the President

January 2010

New decade, new president, new president-elect, one new member at large, and a bunch of 'ol guys and gals on the Board, and I'm thrilled to have this team to work with in 2010. Last year was my training period on the Board. This year I hope we can steer RMVR on a new course of action that will heal our financial woes, give our racers more time on track, increase our number of race entries, put the FUN back into the Saturday Fun Race, have time for Lunch Rides and Event Highlights, and start building RMVR back up to its former strength.

Does this sound like a daunting task to you? Me too! Obviously, this cannot happen without the help of RMVR member volunteers. The Board and Chiefs of Specialties cannot do it alone. Lynn Fangue needs more *instructors* for the Drivers School. Mike Rogers needs some *Club Reporters* to write articles about our events and members. We need members to help us with our *Marketing Campaign*. We need to increase our ranks of *Safety Marshalls*, especially those who will sign up for the Fire and Rescue School on March, 20th and 21st. These are just a few examples of how you can help us achieve these goals for 2010. Let's all try to chip in and help this year; even if it is just at one event.

This will be a transition year for RMVR. We've got to turn things around financially, and that means race entries MUST increase in numbers. Please consider **RMVR's race events** to be a priority this year. Our financial well-being is dependent on your race entries.

Finally, please consider what is best for RMVR. Don't focus on what is best for you. Be willing to try some new things that will help us get more track and "fun-time" into our race weekends. I'll promise you, that if new ideas are implemented, and then not favored by the club, they will be discontinued. But, let's give these new ideas a chance.

Thank you all for the support you give to this Club of ours. Keep the cup half-full, and let's all wish for a better and more prosperous new decade.

John Brosseau
RMVR President

Board Meetings will be typically held the 3rd Wednesday of the month, at 7:00PM, at the Thornton City Hall, Training Room, 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

Minutes

Rocky Mountain Vintage Racing, Ltd.
Regular Board Meeting 12/16/09
La Familia Recreation Center
65 S. Elati St., Denver, CO

Board Members Present:

Mark Robinson – President
John Brosseau – President Elect
Bob Alder – Treasurer
Traci Pearson – Secretary
Dan Berry
Tom Deats
Lynn Fangué
Bonnie Mortimer
Jamie Stiehr

Excused absences: Bob Mitchiner (Past President), Bob Darcey, John Stokley

Call to order: 7:02 p.m.

President's Comments

Since it was his last board meeting as president, Mark Robinson made a point of thanking all the board members for their efforts and their willingness to serve and for sharing their ideas.

Robinson passed along Carol Stiehr's administrators report: We already have 93 members for 2010. Of the 81 signed up for the banquet so far, 41 are paid and 40 are workers.

Past Minutes

Bonnie Mortimer motioned to accept the November minutes, Lynn Fangué seconded the motion, and the motion passed unanimously among those present.

Treasurer's Report

Bob Alder reported that we lost over \$5700 this year.

Our printing and copying expenses were unusually high, partially because we printed a good supply of promotional

Magazine Discount And Rebate To RMVR

As a member of RMVR, we are passing along a special offer to enjoy *Vintage Motorsport* magazine and at the same time to also support RMVR. If you're not familiar with their magazine, visit their website, <http://www.vintagemotorsport.com/>.

For every subscription to this special offer, they will pay RMVR \$5.00 in cold, hard cash (We can use the money!). Cool. But more importantly, this special one-year subscription offer is at a \$5 reduced rate to you! Everybody is happy! Plus, each subscription now includes a FREE copy of their VM Annual, a great 150-page photo yearbook.

If you're already a subscriber, you can still accept this offer and it will simply extend your existing subscription by one year.

To take them up on this offer:

- You can call the Vintage Motorsport office at 800-626-9937 (Be sure tell them the "RMVR" discount code so you get the discount and RMVR gets the 5 bucks).
- or, easier yet, just go to their website http://www.vintagemotorsport.com/OnlineStore/group.asp?group_id=694&category_id=117. Be sure to fill out the discount code box with "RMVR" (No quote marks when entering.) to get your discount and so RMVR will get the \$5. (Note: The special offer doesn't apply to the two-year subscription.)

Give it a try!

Beginning its 28th year, Vintage Motorsport is "The Journal of Motor Racing History." A bi-monthly magazine for the vintage racing enthusiast, every issue features in-depth histories and profiles of the significant men, machines and events of racing's storied past, as well as coverage of the contemporary vintage and historic racing scene both in America and abroad. Regular features include columns by Brock Yates, Brian Redman, Tony Dron, Art Eastman and Burt "B.S." Levy, plus focuses on collectors, automotive art, miniatures, book and video reviews, as well as auction and concours coverage. Vintage Motorsport has been the first choice of participants, fans, insiders, professionals and serious vintage car enthusiasts for more than 27 years. It contains more pages, stories and photos than ever before.

materials to take to cars shows, etc. Alder suggested that next year we provide the membership roster as an electronic file to members instead of printing and mailing them, which will save us \$500 to \$600.

Our online expenses were up this year, as were our advertising expenses and what we spent on awards. We had some unexpected software and hardware expenses, and we also hosted the November Vintage Motorsports Council meeting.

About 40% of our overhead expenses are paid for by

membership dues; the rest must be covered by income from events.

Alder said we've begun paying track deposits for next year, and although we're OK right now, he's worried about the deposits we'll have to pay early next year, before we start getting income from race events.

We're keeping the fee for attending the banquet this year the same as last year, even though it's costing us a little less.

Special Reports

CAMA (Colorado Amateur Motorsport Association)

Bob Darcey's written report to the board: *There is little to report. We are continuing to refine the cost estimate for the restrooms / restaurant / garage building, but progress is slow. We are still investigating appropriate technologies for water treatment which will help firm up the construction budget. The water well rehabilitation is complete—the well was relined and a new pump and controls were installed. We are working on the 2010 budget.*

Tom Deats asked about the possibility of putting in a web cam at High Plains Raceway so people could check the weather condition at the track if they were interested in driving out for a lapping day. Mark Robinson said it probably wasn't a priority; Bob Alder said it would be fairly easy to do and not too expensive.

Old Car Council (OCC)

Dan Berry said the legislature is out until the first of the year. Probably in February, the OCC's monthly newsletter, the Colorado Collector Car News, will be available online to members of clubs that belong to the OCC. Those interested in subscribing can e-mail their name, e-mail address, and phone number to Greg Akiyama at gakiyama@earthlink.net; please use the subject Newsletter. E-mail addresses and phone numbers will not be shared with anyone at any time.

Mark Robinson said he'd received a letter from the OCC asking for updated contact information on our officers.

John Brosseau asked Dan Berry to continue as our OCC

representative, and Berry said he would.

Robinson said that the OCC letter he'd received also pointed out that Horseless Carriage license plates always expire at the end of a year ending in "4" or "9," regardless of when they were issued. The letter also mentioned the Denver Posts' Saturday Drive section, which each week features a collector car here in Colorado. He said this would be a great way to get free publicity for the club and invites club members to submit a photograph of their car and a short paragraph about it to Tim Coy at The Denver Post, Creative Services, 101 W. Colfax Ave. 7th floor, Denver, CO 80202. Coy's phone number is (303) 954-3006, and his e-mail address is tcoy@denvernewspaperagency.com.

Chiefs of Specialties Reports Timing and Scoring

Dennis McIlree said AMB is changing its name to MYLAPS and can be found online at www.mylaps.com. MYLAPS is increasing the price of transponders by 5% January 1st.

Timing and scoring has a new backup computer, and McIlree gave the old backup to John Brosseau. Jamie Stiehr suggested we donate it to the track to host a web cam.

Open Discussion Rocky Mountain Rod & Custom car show

Mark Robinson said they went over their \$750 budget by \$120. They handed out 1100 business card schedules (which also include a ride in a race car), and they have 1400 left. Members can pick these up at the banquet

if they want to hand them out to people.

While he didn't have exact attendance numbers, Robinson thought the show had drawn at least 15,000 people. They collected 75 e-mail addresses; each person will get a "Thank You" e-mail, and the address will be passed along to the appropriate chief if the person indicated a particular area of interest. Each e-mail address cost us about \$12; Alder pointed out that, if we get one or two people to volunteer, join the club, or come race with us, it will pay off. We also got a nice one-page write-up in the program. Robinson said that SCCA's Denise Longwell told him the show was a great venue for SCCA.

Eligibility Expansion

Traci Pearson asked for clarification on whether or not the board's resolution on expanding eligibility this year stated that we would expand our eligibility. Bob Alder said the gist of the resolution was that the board encouraged the run groups to consider it.

John Brosseau re-iterated his efforts to procure copies of the 1981 General Competition Rules (GCR) and Production Car Specifications (PCS) for RMVR and have them put online. He is also working on getting us the 1981 GT category specifications for us. In general, the GT classes are based on a car's power-to-weight ratio.

Roger Hively is the new small bore eligibility representative.

Brosseau went over his draft proposal for small bore eligibility expansion. He pointed out that our current newest (eligible) cars are 38 years old;

in 1983, when the club was formed, a 38-year-old car would have had to have been made in 1943. If we expand our eligibility to 1981, the newest car allowed would be only 29 years old. He also emphasized that this expansion doesn't change eligibility requirements for any of our current cars; it only adds new cars and classes to the club.

Fifty-four of the 106 small bore drivers Brosseau has been heard from or e-mailed have responded at least somewhat favorably for expanding eligibility. Tom Deats said that 50% of those at the November feedback meeting were against it; Brosseau said that 82% of small bore drivers he's heard from have supported it.

Bob Alder said that the purpose of Brosseau's draft proposal was to introduce to small bore drivers a coherent concept of what expansion might look like so we can see if there is enough consensus to move forward on the general idea. He said he wouldn't vote for anything that the small bore run group didn't approve.

The board also discussed continuation cars, cars newer than 1972 that could be modified to '72 specs or cars newer than 1981 that could be modified to '81 specs. There was concern that the process of deciding whether a car could be considered a valid continuation car would be tedious and contentious. Alder suggested that a list of specific continuation cars be made. Alder also said that continuation cars would be classified as exceptions to either the '72 or the '81 GCR. People agreed that not all possible continuation cars would get on the list, but it

would make the whole process easier, and the list could be added to as more continuation cars were identified. Alder and Jamie Stiehr said that someone who wanted to have a car not on the list made eligible as a continuation car could get a provisional logbook and would have to petition the eligibility team to be added.

Brosseau said the exceptions we currently apply to the '72 GCR would be adapted for the '81 GCR. If there was a difference between our rules and the GCR rules, the more stringent rule would apply.

He said that, if the proposal to expand small bore eligibility was going to happen, he wanted it to get done before the race season starts so people can make decisions on racing. He said that Bob Raub (of 3R Automotive) told him there are lots of people who want to join RMVR with their newer cars. Bob Alder said the club members needed to see the final proposal first and suggested Brosseau add examples of the types of cars the eligibility expansion would add to our club.

Alder said he didn't think little stickers on the cars identifying them as '81-GCR cars would be good enough and suggested adding a number to the class identification so it was obvious which cars were prepared to which GCR; for instance, E-Production cars prepared by the '72 GCR rules would be EP-1, and those prepared by the '81 GCR rules would be EP-2.

Guest Matt Ratcliff said that, in the current big bore expansion proposal, A-Production cars would become GT1 cars, and said he thought they ought to include B-Production cars as

well. Tom Deats asked about the Sedan classes; Brosseau said that, under the '81 rules, A-Sedan would become GT1, B-Sedan would become GT2, etc. Again, this wouldn't affect our current cars or classes.

Jamie Stiehr asked whether the small bore run groups would use split starts and separate timing results such as the big bores have proposed. Brosseau said that would depend on how many new cars we had. Ratcliff said the big bore group wanted the split starts for safety and the separate timing results to please the drivers in the various classes.

Mark Robinson asked whether slicks, which are allowed in Brosseau's draft proposal, would really be allowed, because we don't now allow them.

Brosseau said he wanted to send a final proposal to the small bore drivers and ask for their feedback. Robinson suggested he not only e-mail it to the drivers but post it on our website as well. He also suggested to Ratcliff that the big bore group do the same soon.

Bonnie Mortimer asked where the open wheel group was on expanding eligibility. Jamie Stiehr said they were getting close and would also send out their proposal and ask for feedback.

Guest Roger Hively said he's talked to a lot of people who want to see the eligibility expansion happen, who knew we'd started on it last summer and wondered how it was going. He thinks the expansion will generate more race entries and hopes the club can expedite it. Brosseau said he'd have an updated proposal, minus the details on continuation cars,

ready to send out in a week. Hively said he'd like to see a first vote on final proposals at our January board meeting, after which people will get to see what we're actually proposing.

Drivers School Fee

At the end of November, Bob Alder contacted the other board members and said that, although we wouldn't be finalizing our 2010 budget until the January board meeting, he, Lynn Fangué, and Katja Stokley were trying to put together our drivers' school entry packet, and he wanted to set a fee for the school so they could finish the packet. The board discussed this at length between then and the December board meeting.

Lynn Fangué motioned that the board raise the fee for the drivers school to \$350, with the usual \$25 late fee, and with a \$100 discount on the 2010 Enduro for any student at our 2010 school who received his or her competition license by the end of the Hastings race weekend. John Brosseau seconded the motion.

Mark Robinson said that the three board members absent from the meeting had given him their proxy votes for a fee of \$350 but specifically not for the discount. Brosseau said the discount might prompt students to finish getting their licenses. Jamie Stiehr said the \$100 discount was a small percent of the cost it took people to race. Fangué said he also thought it might help. Bob Alder said it made a nice marketing point.

The eight voting board members present voted for the motion. Bob Mitchiner, Bob Darcey, and John Stokley voted against the motion (by proxy).

Mentor Program

Guest Arne McDaniel talked to the board about the mentor program, put in place in 2004 to encourage more students to attend drivers' school by making a car available to them. One of our current car owners loans their car to a student and, when that student gets their license, the car owner gets two free race entries, resulting in at least three race entries (by the student) we wouldn't have otherwise gotten. In the three years we promoted this program; it resulted in 12 licensed students. It works, he said, because it gets someone into a race car, provides them with on-track experience, and introduces them to new friends.

The problem with the program is that it asks a lot of our current car owners to loan their car to someone else for a full weekend, not to mention the risk associated with letting someone else drive their car. McDaniel wondered if there was a way we could shorten the loan period to a 3-session, 1-day deal. Something less than a full weekend, he thought, would get more car owners to participate in the mentor program. The point of any such program, he said, was to get people into cars to get them hooked.

In the mentor program, the only direct cost to the club was a two-year membership for the student (to keep them involved) and a subscription to Victory Lane.

While he thought the current mentor program should continue and be promoted, he wanted to discuss other ways to encourage our members to bring non-members to the track and get

them into cars, even if just for a lunch ride.

Lynn Fangué said the most successful way for us to attract new members is to get our own members to invite people to the races, and he wondered how we can encourage our drivers to invite their friends, neighbors, and family to come to the track.

Jamie Stiehr wondered when we could put people in cars; lunch rides are fine, he said, but we don't want others in the cars when we race.

Bonnie Mortimer suggested something like SCCA's Precision Driving Experience (PDX), a one-day school for drivers and their street cars. Fangué said he'd like to reinstate our own Precision Driving School, following the same format as our regular drivers' school but without the Sunday wheel-to-wheel racing. Bob Alder said that it was still a "school"—still two days long—unlike the SCCA's one-day PDX.

Stiehr suggested we could reserve the track on the Friday before one or two of our race weekends and use it for our precision driving school while our own drivers use it for a lapping day. He also said we could do an abbreviated, second drivers school later in the year. Bob Alder said he thought that separating our precision drivers' school from our regular school and running it as a one-day or even an afternoon event would work well.

Meeting adjourned: 9:06 p.m.
Traci Pearson, Secretary

Classifieds

For Sale 1967 MGB Roadster GHN3L127xxx - British Racing Green/Black. Original three-owner Colorado car. Recently refurbished with new interior (door panels and leather seats), new suspension (bushings, springs, shocks, kingpins and steering rack) and tonneau cover. Paint, chassis, tires, and top quite good. No corrosive rust - engine and drive train first-rate. Right year, right color, right history, right condition - a well sorted car that runs and handles possibly better than new. \$14,500. Additional information 303-525-5704. 02/10



For Sale 1967 Innocenti - 58k miles, Green w/ plaid tartan top. 998 stock motor, LCB header, center exhaust, Nikki carb. - "magic wand shift", wide ratio gears suitable for highway. Solid/reliable mechanical, new quick steering rack, recent brakes & hydraulics, CVs/boots, fresh carb kit, new SU fuel pump, will pass state emissions, brand new 165/70 Yokohama's on Cromadora Fergat wheels, Wood dash, w/ all original Italian gauges, Hella H4 lights, Hella loud horns, Recaro seat, fully carpeted, w/sound attenuation backing CD/audio system. Spare hydro front sub frame with u/l suspension incl. \$7,500.00 call Rick Boucher @ (303) 324-6372



For Sale- Moss Monaco body on a 1970 Triumph Vitesse chassis. 2000 cc straight 6, four speed w/electric overdrive 5th. 4/11 gears. 5000 miles on new engine and trans. New electrical and front suspension. The only area not rebuilt is the rear suspension and gears. Right hand drive. Car is a real screamer. Drives straight and fast. Questions or more photos @ <http://s811.photobucket.com/home/stevetat> call Steve @ 303-641-0003 \$8500



For Sale-1998 Interstate Supercoach Car Hauler, 24' box, insulated, rear ramp door and side access door, double axle, electric brakes, heavy axles for a 10,000# capacity, full lights, white, no winch, no bench inside, diamond plate aluminum front rock guards.. Used very little by older classic car buff and in excellent shape. Asking \$5100. Wood Eppelsheimer-woodgsa@aol.com 970-290-0160

FOR SALE 1967 MGB GT- Car # 188- Driver retirement but not the car- Needs good home - Competitive reliable for 13 seasons. Fab Tech engine & lots of parts! - Ready for 2010 Season.last race High Plains Raceway Enduro 2009. Race lap time 2:16.835. Price \$13,000 or best offer. Contact: Bob Walker 719-646-5910.



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In this Issue:



2010 Event Schedule

March 20 & 21, 2010

April 16-18, 2010

April 17-18

May 15 & 16, 2010

June 12 & 13, 2010

June 27, 2010

July 10 & 11, 2010

September 3-5, 2010

October 2 & 3, 2010

Fire & Rescue School (aka Crash & Burn)

Drivers school at HPR

Spring Races @ HPR

HPR in May

Trans-Am Invitational at Pueblo

Pikes Peak International Hill Climb

Pikes Peak International Raceway

Show Boat Grand Prix at Hastings, NE

Enduro at HPR

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

32024 Snowshoe Road
Evergreen, CO 80439

NEWSLETTER
VINTAGE RACING
ROCKY MOUNTAIN



RMVR VOLUNTEER NEWS

January, 2010

By Pauline Wilson

Well, it's the beginning of another race season already. I would like to start this year out just like we did last year, with a brief description of what we do at the races. **If you know of anyone who is interested in cars, please forward this newsletter to them.** We need all of the volunteers that we can get!

Timing & Scoring -Why should YOU work Timing and Scoring? First of all, there are the benefits:

- 1.Except for street races you will be inside. No need to be exposed to nasty sun or rain or (potential) rattlesnakes.
- 2.The snacks are "primo"! In the afternoon we often feature zesty trail mix and green grapes. At street races, canned soft drinks are also provided.
- 3.There is never a dull moment
- 4.Free Excedrin is provided for every headache.
- 5.The view of the track is dynamite! Of course you'll never actually see a race - just the little bit that goes by the start finish line in front of you.

What kind of help do we need?

As most of you know, our duties in Timing and Scoring have changed considerably since we've begun using the AMB transponder system. However, we still need a few people who are computer literate. We also need someone to copy and post results, and someone to rent transponders on Friday and collect them on Sunday after the races.

So, if you enjoy lots of stress, mixed with lots of laughs, T & S is the place for you!

Tech - Members of the Tech team are involved in two important areas of vintage racing. The first of these is the actual inspection of the race cars before each race event to verify that the necessary modifications pertaining to safety and fluid containment are present. This is not only a great way to meet other members of RMVR but it offers one the opportunity to see these cars up close. If you have ever wondered what it takes to restore and race prepare a car for vintage racing this is a great way to find out.

The other area of Tech that you can become involved in is the hot pit. The purpose of the hot pit is to inspect cars which have been involved in any type of track incident that may have compromised the integrity of that car. This also includes inspecting cars that appear to have some type of mechanical or safety problems. The hot pits provide an excellent opportunity to get into the real action of vintage racing.

Members of the Tech team come from a wide range of different backgrounds, many of whom are automotive professionals. If you share an interest in these classic cars, the RMVR Tech team is an excellent way to put your talents to work and have fun doing it.

Grid - The first advantage to working Grid is that you can wear shorts if you want to. (In La Junta you'll want to!!). Next, we'll give you a snappy Pit & Grid shirt to wear. The second advantage is you don't have to stand in one small area and wave different color flags around in the wind, so you don't have to remember what the colors mean.

However you do have to remember BELTS, GLOVES, EYE PROTECTION, HELMETS, and ARM RESTRAINTS and when and which type of car they pertain to. These are the first things to check for on each and every car prior to allowing cars on the track. Grid offers a unique perspective and different view of the races and members of RMVR.

Flagging & Communications -So, you think you may want to be a corner worker. The first question you may ask yourself is, "What will I have to do and what do I need to know to work on a corner?"

The people on the corners serve several purposes, all very important to the safe conduct of a race. The first, and probably the most important, function is communicating to the drivers the condition of the race course through the use of flags. At least two people at each corner will be dedicated each race to flagging. One worker will be responsible for the yellow flag that warns the drivers of danger between this corner and the next. Another worker will be using the blue flag to warn the drivers that a faster car is approaching from behind. These two workers stand near each other, one facing on-coming traffic and one facing away. Since neither can see all that is happening around the corner, they must warn each

other of danger coming from the direction they are facing. These two will also use other flags to warn drivers of debris or slippery conditions ahead, a slow moving or emergency vehicle ahead or that the race has been stopped.

A third worker, or sometimes the worker with the yellow flag, will be wearing the radio and will be in communication with race control. This is the second function of the corner workers. This worker will report all incidents or problems to race control and will inform the other workers on the corner of what is happening at other corners during the race.

Corner workers must also be ready to respond to any problems that occur with the race cars near their corners. If a car stops, for any reason, between their corner and the next, they will go to the car, with a fire extinguisher, to determine the problem. If the car cannot be restarted, the worker will assist in moving the car to a safe location and assist the driver back to the safety of the corner station. If the car can be restarted, the worker will direct the driver in safe re-entry of the racetrack.

During the race day the workers will also work to maintain a safe race surface by sweeping debris from the track and drying any oil or antifreeze that may be deposited on the track by a race car.

And finally, the workers will watch the race cars to detect any possible mechanical problems that may be developing with the cars of which the drivers may not be aware. The workers report these problems to race control so that the race steward or the technical inspectors can determine whether to allow the car to continue.

This sounds like a lot of work. You may ask, "What is in this for me?" Good question! The first thing, and probably what gets most people started in corner working, is the involvement in and closeness to the action. You cannot get any closer to the action without actually being in a race car. Watching the racing from up close and knowing what's going on around the track is an experience you can't get any other way. Another large benefit is appreciation. I don't know about you, but not much that I do is rewarded with sincere thanks these days. During a race weekend the number of people that walk up to me and say, "Thanks for being here" makes me feel that I have done something worthwhile. It's not all work either out on the corner, and I've gotten to know a lot of interesting people since I have begun corner working - people who share an interest in racing and vintage cars.

Your final question will be, "What will enable me to do this?" First is training, both classroom and on-the-job. RMVR conducts an excellent "Fire and Rescue School" each March, at the beginning of the race season, to train workers in the functions of corner working. If you are interested in working, I highly recommend attending this school next March. Also, each corner has a captain, a more experienced worker, and during the weekend the captain will be reviewing and teaching as situations occur at the corner station.

So, get involved with your club. It's fun and rewarding and you will be providing a very necessary service to the racers.

PLEASE SEND IN RESPONSE TO THE APPROPRIATE CHIEF LISTED BELOW.

If you have any preferences as to whom you share a room with, please be sure to let your chief know. Remember that all specialties are limited as to the number of workers for whom they can provide accommodations, so send in your reply form before the deadline.

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	Andy Kitchens 3307 Birch Drive Loveland, CO 80538 970-227-7566 andyks60@msn.com

NEW!
WHAT HAS 13 PAGES OF GREAT PICTURES?
The
RMVR 2010 PICTURE CALENDAR



**Where are you?
Check out 47 pictures and 194 cars
featured in the calendar.
Find yourself among the 83 drivers?
Is that you in the hot pits?
Where are you among the 51 workers?**

ORDER TODAY!

New to RMVR is the 2010 Picture Calendar. It includes pictures from a cross section of all race groups, Pikes Peak Hill Climb, drivers and corner workers. Professional photographers Rupert Berrington and Pam Cox were gracious enough to allow some of their photos to be used along with photos by Michelle Mitchiner and Paul Markey.

Calendars can be ordered on line by credit card (or your PayPal account). Simply go to www.rmvr.com and follow the links on the home page.

Or you can pay by check by mailing in this form with your check.

To Order, please supply all information below

Please send me the 2010 RMVR Calendar @\$18 each.

Number ordered _____

Total Amount Enclosed: \$_____

Name _____

Address _____

City _____ State _____ Zip _____

Thanks for your order. We'll be mailing it as soon as we can.

Checks should be made payable to:

“RMVR”

And mailed to:

Calendar Project
c/o Ethel Mitchiner
2620 Stratford Lane
Longmont, CO 80503