

# VINTAGE MESSENGER

VOL. 29 No. 11

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November 2020

## 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.

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*I've had some problems with the New Members Report,... if I've missed any one, please let me know and I'll welcome you in a future block. Ed.*

## 2020 Helmet News

2020 helmets are beginning to arrive. WCMS expects full stock by 01/01/2021. Pre-orders are accepted and encouraged.

Remaining stock 2015 helmets are 25% off.

I will keep you updated as I know more. Please keep Wine Country Motor Sports in mind for your racing needs.

Thanks,  
 Bonnie Mortimer, FVee 88, 303-799-6606

## Board Meeting Changes

The dates will remain as the 3<sup>rd</sup> Wednesday of each month. The time is now 6:00-8:00 PM. With the COVID19 situation, the meeting will be via teleconference.



## It's Not Too Late to Run for The RMVR Board of Directors

Hello to all RMVR members,

We are at the end of the year and with Board Member elections just around the corner. You still have one last chance to toss your name into the ring to run for an open RMVR Board position. If you have questions or wish to “step up and run” please contact me, John Victoria, Chair of the 2020 Nominating Committee. [jhajv33@gmail.com](mailto:jhajv33@gmail.com) or by phone 808-373-6359.

This would be an excellent opportunity to support your RMVR family as we move forward with the next generation of drivers.

The Board Members and Officers hold office for two years. Open positions this year are Treasurer, Pres-Elect and four open At-Large board positions.

Board Meetings will be typically held the 3rd Wednesday of the month, **6:00 to 8:00 PM, (New Time)**. The Board Meeting location is:  
**via teleconference**

457 S. Broadway Denver, CO 80209 303-778-0147[[MAP](#)]

FOR MORE INFORMATION: RMVR c/o Iris Havelka, RMVR Administrator

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## Rocky Mountain Vintage Racing, Ltd.

Board of Directors Meeting Minutes  
October 21, 2020 Virtual - teleconference

### Meeting Minutes:

1. **Call to order** JP 6:01 PM
2. **Teleconference Attending Board Members:**

Member	Present	Absent	Member	Present	Absent
Evans, Judd	X		Sumner, Branden	X	
Fay, Patrick		X	Tisdale, Ken	X	
Hall, Jeff	X		Van Westerburg, Rob		X
Leach, Brad	X		Whiteley, Jon	X	
Payne, Jeff	X		Victoria, John	X	
Schakel, Eric	X		Zieg, Bradley	X	

3. **Approval September 2020 Meeting and La Junta Special Session Minutes:** Approved Unanimously.

4. **Presidents opening remarks:**

Since our last meeting we've successfully raced at Pueblo and at La Junta! Our on-track season is now complete. That's four races plus driver's school done in a completely unpredictable year. That's a big accomplishment! Had it not been for the efforts of this group and our ability to adapt to changing conditions it would not have happened. Even in the face of sometimes overwhelming pressure to the contrary, we remained steadfast in our determination to do what we, as RMVR, do! And moreover, we did it safely. There has been record attendance in 2020. To the best of my knowledge no one got sick or hurt; that is a happy ending! So, pat yourselves on the back, now it's time to think about next season, but first we have the Feedback Session, Elections and the Banquet to plan for.

**Feedback session:** Be advised, I have signed a contract with the Lamar Events Center for a LIVE FEEDBACK SESSION! It will also serve as our last board meeting of the year and the one at which other club members generally show up to see what we do. Be on your best behavior!

5. **Treasurer's Report:** Treasurer Schakel presented a Balance Sheet and an Overall Summary. The club is in good shape for next year.
6. **Chief of Specialties reports:**

Chief Steward No incidents at La Junta, Myrl Sumner Family Fun Race. There were slight schedule tweaks. A report has been submitted to Victory Lane. Overall, fewer metal-to-metal incidents occurred this year. There will be a yearend report.

CDI - Lynn Fanguie reports that we have four more licensed drivers after La Junta! Overall, Lyn is pleased with the number of individuals newly licensed this year.

Timing and Scoring At La Junta there were 51 cars on track Saturday, and 42 on Sunday – good close racing.

Pit and Grid - Car management was excellent in.

Marketing and Communication The van should look more professional. The team is soliciting quotes for a wrap or a completely new paint job. There was discussion about trying to attract outside sponsors who could donate money in exchange for ad exposure (T-shirts, etc.). The marketing

committee would like to have shirts printed to distribute at the banquet (approx. cost of \$2,000). Board wants to see a marketing plan before approving the expenditure. Marketing and Communication are continuing to work on a Marketing Plan. Brandon Sumner offered to sponsor \$500 Ken Tisdale reminded this type of marketing is his old business ad he is willing to help. Jim Morgan and Meagan Sumner will be tapping into the many club resources.

## 7. **Special Orders Discussions:**

### Nominations Committee report - John Victoria.

- o The Bylaws call for a Nominations Committee Report to be published to membership by Nov. 5th. This could be published in the November Messenger. Additional nominations can then be accepted up until Nov. 20<sup>th</sup>.
- o Ballots need to be mailed to the membership no later than 30 days from the annual meeting (banquet).
- o Ballots must go out by Dec. 23<sup>rd</sup> as the banquet may be on January 23, 2021 (hopefully)
- o Ballots are tallied by Constant Contact and reported to the Ballot Chairman (Bob Alder).
- o Results are then Announced at the Banquet (if there is one).
- o John Victoria stated there is good interest in filling the various offices. So far there are 6 at-large candidates, 1 presidential candidate and 1 treasurer candidate.
- o Jeff P asserted the Nominating Committee Report should be placed in the Messenger as last call for members to be added to the ballot.

### Special Orders Discussion

- o After discussion about how much legalese is really required, it was decided to add a sentence to the waiver that drivers sign, which releases the club from liability for media use. This applies to in-car camera footage, photographs, interviews, etc.
- o Feedback Session – President Payne booked the Lamar Street Center (aka Harry Matthews old place) for our first live meeting since February. It’s a cool car themed spot that everyone will enjoy. It’s plenty big and with a 100-person limit in place we should be able to stay separate and safe. Some sort of video call-in will be offered. Iris and Judd can help monitor this for input from remote members. Robert and Char have agreed to handle snacks and beverages. Iris will handle RSVPs. You will see more information soon. Awards - We have a pretty good list but still need input on the “Danny Collins Participant Award”. How about a suggestion for “Rookie Driver Open Wheel”? Alder will send email to open-wheelers looking for suggestions.
- o Eligibility expansion – Judd Evans presented a preliminary proposal for expanding our years of eligibility based upon a sliding scale to match what is considered “collector” status by the state of Colorado. This item was tabled so Judd can add to his research on the subject; Brandon Sumner will assist. Gateway Group is an excellent pattern and starting point. Best of luck to this team.

Motion to adjourn JE, 2<sup>nd</sup> BZ 8:01 PM.

# President's Message

## Rocky Mountain Vintage Racing-2020 Year End Review

Hello RMVR. Unless you've been involved in the management of the club you may not understand or appreciate what it takes to keep this organization moving. If not for the efforts of a lot of dedicated people, there's no way we go racing. If you're someone who just shows up and races, I'd like to offer a glimpse into how this club works. I've only been President this year, although I've been on the board for a total of 4 years. I still don't have it fully figured out. Since this year has been so filled with drama, I thought I would summarize what we've been through. It has been a wild ride!

The year started off normally enough. The annual RMVR awards banquet was held in late January at a new meeting venue for us, the Hagerty Insurance "Pitlane" facility in Littleton. A catered meal was served, preceded by a lovely cocktail hour at the car-themed facility. Video and photos from the previous season were shown on the big screen, speeches were given, awards were handed out and I was sworn in as the incoming president. Although nervous about leading the club, I had no idea what was about to happen. No one did.

Our monthly board meetings are held at little Mexican restaurant in central Denver called "The Blue Bonnet". We do not meet in January. The first meeting in February was greeted with a big snowstorm, so only a handful of board members showed up. We did not have a quorum, so no voting took place, but the small group discussed some business and began the process of planning our new season. One of the big agenda items at that time was replacing our war-weary old van. We had learned that the thing was overloaded and not safe for our needs. At end of last year, we had formed a committee to shop for a more robust unit. That process went on over the winter and a few candidates came and went. Anyway, Eric Ladner and Brandon Sumner finally found a nice used van that fits our needs and we agreed in principle to go ahead with the purchase. Of course, we couldn't vote that night, so that was handled via email later on (we did a lot of votes via email this year). Those who did show up had a nice meal and then battled the elements on their way home. That was the last live board meeting we had this year.

Many of us did get together one more time at the "Chiefs and Chairs" meeting that was hosted by Meagan and Branden Sumner at their new home in Wiggins on Saturday March 7<sup>th</sup>. Each year we discuss the upcoming season with the event chairs and the chiefs of specialty that make the race weekends click. There are myriad tasks that must be considered to hold an event. This list includes stuff like ambulances, tow trucks, worker rooms and meals, schedules, run group order, fuel, tire services, radios, transponders, fire extinguishers, water, worker rides, etc, etc. It takes a lot of work and planning to put on a race!

Then the Covid hit the fan. News of the novel Coronavirus was coming from all directions and the world began to change for everyone. Public gatherings were quickly abolished. People all learned about dealing with lockdown. "Zoom" calls became the new way to meet. Getting that new van registered was whole other adventure too. So, this Covid deal is like a bad flue, right? It will end soon, and we can get back to business as usual. Who knew?

As things evolved, the city shut down the restaurants and I learned to conduct our board meetings via conference call. Initially it was chaos, but eventually, with experience, we all figured it out and were able to have productive meetings. All around us, events were being cancelled or postponed, venues were closing, and options were quickly becoming scarce. As President I am the recipient of lots of emails. People were sharing comments with me ranging from "we should just cancel the whole season" to "what Pandemic?".

I began the process of contacting track and venue managers to see what their policies would be for the coming season. Tracks were forced to follow the state and municipal guidelines, which at the time, were prohibiting any kind of gatherings. I also spoke to other local clubs, NASA, SCCA, etc. to see what they were up to. It was all so

new and there was so much uncertainty that no one knew for sure. The one thing we had in common was a desire to race!

So, there were lively discussions at the early virtual board meetings about how RMVR should move forward. I am a driver and a big proponent of having the events, as long as we could do it safely and without huge financial impact to the club. Early on we had no choice but to cancel events.

The first to go was our Fire and Rescue school in early April. We hold the event at the Arvada Fire Dept. training facility, which is ideal for our needs. They even let us burn a car! Not this year guys, sorry!

Next on the chopping block was our annual Drivers School, normally held in late April at Pikes Peak International Raceway. Even though we had a contract, PPIR was not able to host the event at that time. I inquired whether it was possible to reschedule. As it turned out, they did have one other open weekend available. Fortunately, we were able to reschedule it to Labor Day weekend. I quickly changed the contract and, Eric Schakel, our Treasurer, sent them a deposit to hold that date before another club scooped it up. One small victory!

The next unfortunate victim was our Spring Grand Prix at High Plains Raceway in early May. The county was not allowing the track to operate at that time, so all their events were being cancelled, including normal public lapping days. No future dates were available for the event as HPR gets booked up early and open weekends are a rarity. As most of you know, RMVR is a founding member of CAMA, the group that originally conceived and built HPR. As such, we have preference for 4 weekends per year but typically only use two, which were selected back in August of 2019. Once a member club gives up a date it become available for other users and those dates get booked. So, no way to reschedule; we had to cancel the Spring Race.

Along about this time, our long time Administrator, Mary Popejoy submitted her resignation. You all know Mary, but you probably have no idea how much work our Administrator does. It's almost a full-time job and not one that can easily be handled by a volunteer. It was really hard to see Mary go as she always made it look easy and kept a positive demeanor in handling all the club business affairs, MSR, registration, medicals, licenses, etc. The Admin. is also expected to be the friendly voice on the RMVR phone at all hours! Mary gave us plenty of notice so we could begin the task of finding a replacement. A few good candidates emerged, and we settled on Iris Halveka as our new Admin. Mary and Iris worked together at a couple events so we could ease Iris into the chaos. So far, she has survived having to deal with a bunch of old inept car guys and gals. She is doing a great job! Be sure to thank her next time you are in line at registration. It's not an easy job!

Next on our calendar was the "Thunder on the Arkansas" event in early June at Pueblo Motorsports Park. PMP, like all the other tracks was closed but hopeful of reopening soon. That particular venue is owned by the city of Pueblo and, as you can imagine, is managed differently than most. Their MO was to be extremely conservative with their reopening plans. I'm sure the mayor must answer to a far more diverse constituency than I! Anyway, I had many phone conversations with the track manager, Donny Andrade, right up to the drop-dead date for cancellation. It seems like we talked every other day. The city would have a meeting and Donny would immediately call me with the latest news. Back and forth it went. Mostly it was not positive. I learned that the SCCA had cancelled their event, which was to be the week prior to ours at PMP and that they had moved theirs to La Junta Raceway. Since we had no real assurance that PMP was going to open, I called the track manager at La Junta, Allan Lasater, and was able to secure the venue for the week after our initially scheduled date at PMP.

Alright, we finally had a race scheduled at a track that is operating! The next big effort was to inform membership of the venue and date change. Oh yeah, long time Event Chair, Keith Davidson, opted out after many years of running the race. Thanks for all the good times Keith! Fortunately, Mark Mauz stepped up to fill the void. Thanks Mark! We sent out "all points bulletins", updated the website, Facebook page, MSR, changed hotel reservations for workers, etc. and got the word out. Entries started to trickle in...

Wait, this isn't exactly business as usual, what about the Covid situation? The board had to prepare a policy statement to share with the facilities that we use, and of course the club had to take measures to protect our members. SCCA sent me their nicely crafted policy, which provided a good motorsports baseline document from which to work. In preparation for our first actual live event, we had a lot of extra work to do. Things like building plastic partitions to use at registration and in control, sanitizing of equipment and surfaces, Covid-19 waivers, special wristbands, masks, additional hotel rooms, food trucks, elimination of communal meals, beverages and the Saturday night party! What a crazy new world!

Even with all the trouble, people stepped up, the work got done and drivers signed up! I learned in talking to the folks at Vintage Motorsport Magazine, that our race was one of the first post-pandemic vintage events in the country! Though we are a small club by comparison I believe that we are as passionate as any. We exist to race, and I think we do a disservice to our members if we do not pursue that goal. That first event in La Junta went off almost without a hitch. There were no incidents and only a couple of delays. Once cars are on track, the pandemic makes no difference!

Another event that caused some consternation on the board was the resignation of 2<sup>nd</sup> year board member Martin Willis shortly after the La Junta event. Although this came as bit of a surprise, it was just another in a long line of 2020 challenges. Martin always livened up the meetings and offered a unique perspective to our somewhat conservative way of thinking. He will be missed; at least by me. Anyway, we needed to fill the spot and the ascendency protocol is that the next highest vote getter from the previous election gets the nod. In this case it was Jon Whiteley, who immediately stepped in and took an active role in club business. Welcome aboard and thank you Jon!

The next event for RMVR was our annual fundraiser for the Morgan Adams Foundation, the "Race Against Kids Cancer" on the first weekend in August at HPR. RAKC is always our biggest race and this year was no exception. Initially entries were slow to come in, and we even considered cancelling, but we made a big marketing push and the fence-sitters finally got signed up. When the dust settled, we had over 150 cars registered! As it turns out, we had entries from 10 other states too. Apparently, some clubs were even later getting back to racing and many new drivers came out to join us! As you know, this event is usually accompanied by other special events, such as a rally with participation from various car clubs, celebrity appearances, pro drivers, grid girls, media coverage, auctions, a band, beer and whisky sponsors and a nice buffet style meal. One of the highlights of the weekend is the lunch rides. Patrons donate money to the MAF and jump into the passenger seat of one of many supercars and racecars and get three hot laps. It's always a big hit! Unfortunately, lunch rides had to be eliminated. We sure can't share helmets in today's world! We still had nice individually wrapped dinners and free beer. Four pro drivers showed up as well! The club raised right around \$180K for the MAF, down from previous years but not bad considering. Good job RMVR!

Although everyone was happy about the good turnout and large grids, some of the drivers were a little over-exuberant on track. For many, this was their first track event of the year and the cobwebs were apparently not yet shaken out. We experienced far too many dust-ups and a few metal-to-metal contacts including a rollover in the FF group. Chad and Gary called a second drivers meeting on Saturday to get some semblance of order re-instilled in the drivers. Subsequently things calmed down and everyone had a good time. Two races in and no reports of sickness.

Next was Drivers' School, rescheduled from April. Initially we considered the idea of having a one-day race on Monday (Labor Day) after Drivers' School but then remembered how tired everyone is at the end of that weekend. Race the next day? No chance. I changed the contract with PPIR again.

As a comment to how much people want to race, nearly all the registrants that signed up for the April school stayed with us and came to the September event. As I recall, we had about 58 students and 45 instructors. Of course, the format was a little different with social distancing rules, so instructors did not attend the classroom

sessions. This actually gave the coaches a little extra free time, which is very much appreciated at the school, which as you know, is go-go-go all the time! As an added bonus, Steve Hargus, driver of the #27 Silver/Blue Mustang, who is battling cancer was able to come out and spend some time catching up with many of us. It was so good to see Steve, his wife Deb and their son Ben, who is an Army officer stationed at nearby Fort Carson. We'll see you back with us full time next season my friend!

As is always the case at Drivers' School, everyone has a great time and went home happy and exhausted! Although we always lose a little money putting on the school, the club always benefits as we inject new and hopefully younger blood into our group! Welcome newly licensed drivers!

Next on the calendar was our annual Enduro event at PMP in mid-September. This race is always bit controversial as some members don't like to put lots of miles on their racecars and consequently, entries are sometime less than stellar. We have changed the format over the years to make everyone happy. Race a little or race a lot. This year however, entries soared to over 90 for the weekend, which is huge for RMVR, especially at the Enduro! It is this authors opinion that people want to race and the fact that earlier events were cancelled led to pent-up demand. Again, no communal meal or party, social distancing and masks were the order of the day and our new-normal Covid procedures were in place. After the incidents at RAKC, most drivers took it a little easier and we finished the weekend with minimal drama. Lots of car drove lots of laps and everyone went home satisfied. Perfect! 4 events in and still no reports of illness. Thank goodness!

And finally, we made it to back to La Junta on the second weekend of October for the "Myrl Sumner's Family Fun Race". Again, there was some question just days before the event as to whether the car count would be high enough to break even. Another impromptu board meeting was called on Friday, the week before the race, and the unanimous decision was made to go forward with the event. We are, after all, a racing club and we exist to race! Although I did not attend after having damaged yet another engine at the Enduro, my scouts report that it was a great weekend! The 50 or so drivers that made the trip enjoyed good racing and warm hospitality from our friends in La Junta. Thanks to everyone involved!

And so, that's a wrap on our racing this season. We were able to complete 5 events with some record attendance numbers and with no reports of illness in our ranks. Good job, RMVR! We can still enjoy wonderful comradery and great racing with just little common sense and teamwork.

Although the racing is done, there is still work to do. The next set of challenges for the board include our annual elections, the Feedback Session in November and the Banquet in January. Can we meet at all? Will our usual venues be available? What restrictions will we encounter? Even if we can get a venue, will people come? So many unknowns. Par for the course this year!

I spent a lot of time calling around and talking to event center managers. Some venues were just plain closed while others could only handle a fraction of the normal number of people. For the Feedback session, I was able to secure the Lamar Street Center, which some of the old-timers know as Harry Matthews old facility. Super cool car-geek place for our first live meeting since February! Am I (we) irresponsible to have a live Feedback meeting? What if someone gets sick? It's a risk for sure, but so is climbing into your racecar every-single-time. It's a personal choice, so please join us virtually if you have any doubt. If you don't come, you'll miss seeing me fumble through another public speaking opportunity!

I hope to see you at the Feedback session and hopefully at the Banquet (details to be announced as they develop) at which point I get to turn this mess over to Mr. Hall!

It has been my pleasure to be your President in 2020.

Thank You,

Jeff Payne

## *CDI Corner November 2020 Edition*

Our very unusual 2020 season has come to an end. After moving the Drivers' School to September, we still had 34 Competition Students and 21 Precision students attend. That is down over 15%. Due to lower attendance and other factors, we incurred a much bigger financial loss than we had hoped. Increased attendance will go a long way to help lessen that type of loss in 2021.

We had 14 students complete their Competition Licensing requirements this year. There were four drivers that had become "Inactive" that came back out to race with us this year. These are exceptionally good results considering the challenges we faced.

In working with our Chief Stewards- Gary Merrifield and Chad Wight, along with the club leadership and our great folks on F&C, we were able to greatly reduce the number of metal to metal incidents this year. I believe Chad's report appears elsewhere in this issue of the Messenger. While five is still too many for a vintaging racing club, it is a dramatic improvement from the 23 we had just four years ago. Of the five we had, four occurred at RAKC and all in one group. Fortunately, there were no injuries, but at least one Formula Ford was severely damaged.

In addition to the four contact incidents, there were **35 spins/4 offs** at RAKC. In 2013, I wrote an article "Most Common Mistakes and How to Correct". I will not quote the whole article but the part about Avoiding Spins and 4-Offs seems to be worth revisiting. For a car that is oversteering, the proper technic is Correction, Pause, Recovery.

As the rear starts to slide, you steer into the skid. That is the Correction phase. How much steering input is the magic question; too much will cause the car to stop sliding in the one direction, and the rear end will snap back into the opposite direction. As the slide slows, it is time to stop adding steering and Pause. By hold the steering wheel in a set position for a split second, the rear end will stop sliding and start it's return to the proper attitude. At this point, you must unwind the steering wheel. This is the Recovery phase. By mastering this technic, it will allow you to maintain much more control of your race car. You might have slowed dramatically and be offline, but that is much better than spinning. Often by carrying too much speed or by turning in early, you will find yourself running out of racetrack on corner exit. The instinct is to add more steering to prevent a 4-Off. However, if you are close to or at the limits of adhesion and add more steering, the chances of spinning are almost 100%. In a spinning racecar, you have almost no control, and it is hard for your follow competitors to avoid hitting.

Consider the alternative to adding more steering- **DON'T!!** Yes, you will probably go 4-off, but it is much easier to control the car. After easing up on the throttle and checking your mirrors, you can ease back onto a clear racetrack. You will have to visit Tech, but it is better than spinning and hitting another car or someone hitting you. There are only two corners on racetracks in Colorado where this could be a problem- Turn 10 at Pueblo and Turn 7 at La Junta. They both have a limited run off area and a substantial barrier on driver's left that would not be good to hit. At these two corners, it becomes a judgement call. Do I go 4-off to avoid spinning and maybe hit the wall with the side of the car or maybe hit any or all parts of the car while spinning?

In the above two locations, it is best to maintain the vintage spirit and not spin or try and catch a spin. Leaving a little extra margin for error is highly recommended. In fact, it is best to maintain the vintage spirit around the entire racetrack. If we all do that, we can reduce the number of spins and 4-offs. Reducing spins will go a long way to achieving our goal of ZERO metal to metal contacts for the season.

It is not too soon to start talking up the Drivers' School- May1-2, 2021 at PPIR. I hope you all have a safe and healthy off-season.

Lynn Fangue- CDI

# Chief Stewards' Year-End Report 2020

## 2020 Incident Report Summary

<u>Year</u>	<u>Incidents</u>	<u>Groups</u> <u>Vee +</u>	<u>FF</u>	<u>Small</u> <u>Bore</u>	<u>B/M Bore</u>
2017	23	11	6	6	0
2018	8	2	2	2	2
2019	9	5	1	0	3
2020	5	1	4	0	0

## 2020 Incidents by Group by Event

<u>Event</u>	<u>Vee</u>	<u>FF</u>	<u>Small Bore</u>	<u>B/M Bore</u>	<u>Total</u>
HPR Spring					cancelled
Pueblo/La Junta					
HPR RAKC		4			4
PPIR School					
Pueblo	1				1
La Junta					
<b>Total</b>	<b>1</b>	<b>4</b>			<b>5</b>

RMVR can be proud of our response to the challenges of Covid-19 in providing fun and safe racing in 2020. After cancelling the Spring Race and moving the June Pueblo Race to La Junta, we enjoyed 4 events instead of the 5 originally scheduled. Our leadership team showed great resilience in planning and implementation to bring this about. We can also celebrate a safer season than 2019 with only 5 contact incidents compared to 9 (1.25 per event compared to 1.8 in 2019). Through the year, there were 5 driver penalties levied. All suspensions are now clear and 3 drivers remain on probation because they have not cleared yet. One driver has retired.

This year the Production car groups were safest on the track with no incidents compared to 3 last year. Formula Vees improved from 5 incidents in 2019 to only 1 this year. Formula Fords had a difficult time keeping cars on track and out of each other's way at RAKC with 8 drivers having 4 metal-to-metal contacts. RAKC was a little wild and the Stewards, CDI, and Race Chair held an impromptu drivers' meeting Saturday at lunch time to calm things down. Still, throughout the weekend, there were 35 spins/4-offs which indicated over-aggressive driving and lack of Vintage Racing Spirit. Other factors possibly contributing to the high number of incidents at RAKC were a record number of entries (152), 36 Formula Fords, and the fact that RAKC was the first event at HPR for the season.

For 2021, the Chief Stewards want to maintain the safety record for fewest number of incidents in a season since 2018 when Gary and I began working together. By comparison, there were 23 incidents in 2017. We are thankful to have great club leadership, an exceptional team in Control, and Corner Marshals who are the best anywhere. In addition to maintaining track safety, we also work to maximize track time by working with other track officials to remove disabled cars and clean up fluid spills as quickly as possible. Ultimately, time on track is determined by driver safety on the track and driver maintenance of race cars off the track-- all with a mindset to practice the Vintage Racing Spirit, remembering that there is nothing to win or lose except the respect of fellow drivers. We look forward to serving you again in 2021.

Chad Wight & Gary Merrifield  
Co-Chief Stewards

<u>Event</u>	<u>Name</u>	<u>Infraction Report 11-08-20</u>	<u>Penalty Remaining</u>
PMP	Mark Shillingburg	#2 M2M; BOSS #10 W/Blk	1 event probation
Snowmass	Frank Jones	#3 4-off into barrier; FF #431	1 event probation.
Pueblo	Dave Gardner	#2 at Cnr 9 M2M; SB	2 event probation
PMP 6/19	Steve	#2 4 off Into Barrier (PMP)	1 event probation
PMP 9/19	Bachenberg	#1 M2M OAD (PMP)	
Snowmass	Scot Petitt	#2 through hay bales	1 event probation
HPR	Steve Rogers	Unauth track entry OAD #2 M2M; FV	2 event probation
HPR 5/19	Terry Hefty	Class 1 M2M	1 event probation
HPR 08/03/20	Thomas Klimas	FF#4Gray/Red	License retired
HPR 08/03/20	Carl Bauer	Class 3 M2M; FF #28 Blue	2 event probation
Pueblo 09/19/20	Andy Gould	Class 1 M2M; FV #24 Gold	1 event probation
Key:	OAD= Over-Aggressive Driving	M2M= Metal-to-Metal	Class 1,2,3,4 = Level of severity
In lieu of penalty, drivers are invited to volunteer as Corner Marshals for one or more weekends. To be properly credited, a driver must sign-up, show-up, & report to the race steward. Also, non-participation only cancels suspension, not probation. For further detail on infractions, see <i>Operations Manual</i> , Appendix J: p.54-56 (2018 Edition)			



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## Classifieds

### **For Sale: 1966**

**Lotus S7** 1500cc, 135hp Ford, non-cross flow, 4 cyl. with 2 Weber 40 DCOE's. Dry sump, Leeson Gearbox, gone through in 2016. New Fuel Safe cell in June of 2016, 13" X 6" wheels, Brakes are disc front, drum rear. Some spares and original road parts [windshield, headlights, etc.]. Car has been racing with RMVR since 1987. Front runner in small bore, running 2:11's at HPR, down to 2:08 with new tires. Also raced in the Monterey Historics, various other US tracks, and in New Zealand. Augie Pabst raced the car several times in the Steamboat Springs Historic Races in the late '80s and early '90's. It is a solid, reliable, totally legal DP81 car. Has current RMVR Log book. Prepared by Thomas Vintage Motors. Call Tom Ellis 303-449-9112



### **For Sale: 1972**

### **Brabham BT-38**

**chassis #12.** Lucas Fuel Injected BDG built by Cosworth Racing, 300+ HP DYNO sheet.

Complete history on this RONDEL TEAM car driven by Pescarolo & Wollec during the 1972 F-2 season. No expense spared on restoration, call for complete details. \$69.5K Terry Allard 303-816-0776



### **For Sale: Ex-Harley Morey, Chiquita, A Production, '65**

**Corvette** with fresh aluminum head 427 engine with flat tappet cam. Tex Racer Super T-10 trans, Accusump, 2 sets of Bassett wheels, fresh alignment, 4:11, 15 gallon cell, new windshield, good paint, 4 RMVR log books, raced with CVAR, SVRA. Contact Bob Hill at 719-597-1946 or oldshelby110@gmail.com. \$58k.

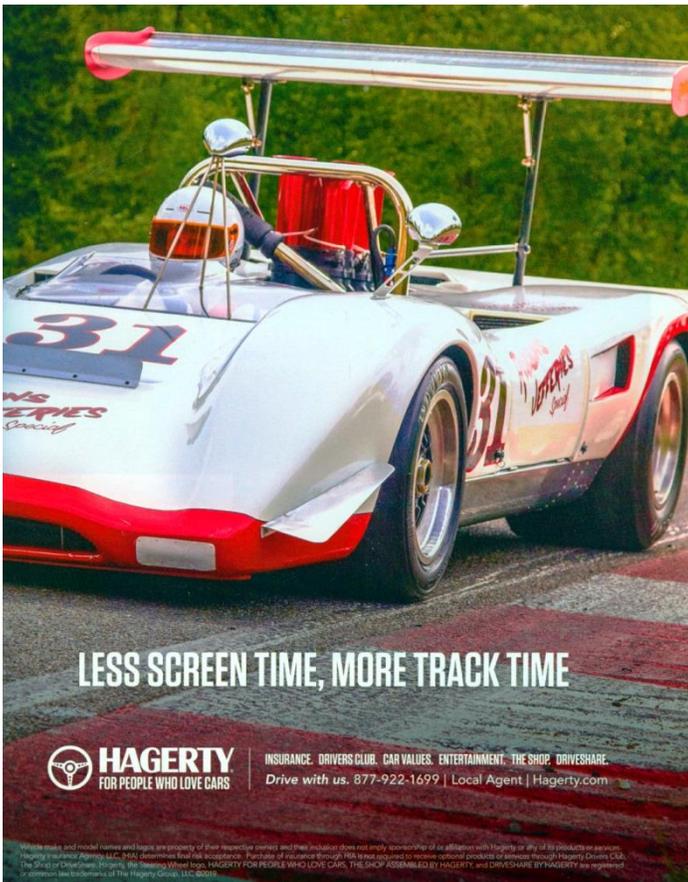


### **RMVR Apparel Now Available On-line**

If you need some cool RMVR logo apparel, you can get it here. If you forgot to purchase an event shirt from past events, here they are!! Keep returning as the store will add more products as our members request them.

Support our club and advertise RMVR by purchasing and proudly wearing these cool products!

<https://represent.com/store/rockymountainvintageracing>



## Event Tech Reminder

...A reminder to all drivers that they must have their Annual Tech on file and every race their vehicle must be inspected by the owner / driver and a tech inspection sheet must be filled out and signed to give to tech at registration please and thank you.

## Time to TECH

Before you know it our first race in 2021 will be here so make plans to have your car inspected by one of 38 RMVR authorized TECH inspectors listed on the RMVR web site. If you want to be an inspector yourself simply call Brandon Sumner or Jeff Hall to discuss the process. Those of you that are currently authorized tech inspectors contact Jeff Hall to order your stickers. REMEMBER, an annual TECH is good for the entire racing season. AND Tech inspectors will only inspect a car at the track for out of state racers and for those in the club that have made previous arrangements with TECH for an at track annual inspection.

**WANTED:** Do you have any old automotive related materials you would like to move out of your house, office or garage? Why not donate them to Auto-Archives, the Colorado 501c(3) non-profit Automotive Library and Research Center based in Littleton. We are looking for car magazines, race programs, books, photographs, trophies, and model cars in any condition to be catalogued for research and educational uses. Any donations are tax-deductible.

Thanks to the help of several RMVR members, we now have complete sets of most of the major magazines but are still looking for the following magazines to complete collections within the 55,000+ items currently in the archive: Hot Rod (1948-1960, 1970, 1974-83), Motor Age (pre 1992), Hop Up & Motor Life (pre 1953), National Speed Sport News (pre 1985).

Do you have any old Slot-car track and accessories lying around that you haven't used for years? (Scalextric) We are trying to build up a big four-lane circuit that will be used for Auto-Archives and charity fund raiser 'race day' events that RMVR members will of course be invited to.

We are also continuing to build a fascinating archive of motor sport events Colorado. Do you or anyone you know have any Colorado related material? Events from places such as Continental Divide Raceway, Pikes Peak, Steamboat, Aspen, Salida, Copper Mountain, Lakeside, Second Creek, and La Junta.

Help us build an exceptional archive here in Colorado for all car enthusiasts to access. To find out more about Auto-Archives, or to donate any items please contact William Taylor on 303 933 2526, or by email at [library@auto-archives.org](mailto:library@auto-archives.org)

See our new revised website at [www.auto-archives.org](http://www.auto-archives.org) and check out the RMVR club page that records donations from RMVR members. <http://auto-archives.org/clubs-auto-archives/rocky-mountain-vintage-racing-rmvr/>

## Victory Lane Magazine

Dan Davis at Victory Lane Magazine is always looking for content (articles). They are particularly interested in stuff about RMVR, our history, our members, our racetracks, racecars, race shops, anything unique that others would be interested in reading about. We could really use a good (even mediocre) writer or two that would be interested in putting something together. I have personally submitted a couple of articles to Dan and been published! Just think, you could be a big nationally published author!

Please submit articles to me [Pres@rmvr.com](mailto:Pres@rmvr.com) and I'll see that Dan gets it.

Thanks!  
Jeff

**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. Photos should be .jpg or .tiff formats. Attached files should be in .txt or doc format. 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](mailto: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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RMVR Website- <http://rmvr.com>

### 2020 RMVR Schedule

**November 14, 2020**

**Feedback Session**

Virtual Meeting

**January 23, 2021**

**Annual Banquet**

**Provisional Date**

Location TBD

**Event Registration:** Register [online](#)



# ***RMVR VOLUNTEER NEWS***

***November 2020***

**By Lisa Williams**



Dear RMVR Volunteers,

As the 2020 RMVR Racing Season comes to an end, I want to send a heartfelt thank you to all my wonderful volunteers whom have endured this fun yet challenging race season. I never imagined that 2020 would bring us what is has. The global events that have taken place over the past ten months surpassed any vision I had. With that being said, here we are. As I shared in the Spring, we will come out on the other side of this better than we were. Yes, this has not been without daily struggles, but we did it! The journey is far from over but at the end of the day, we got to go racing in 2020, despite it all. Please know that without each and every one of you, RMVR would not have been able to put on such great events this year in the midst of COVID-19.

Stay safe, healthy, and strong this Fall and Winter. I truly miss all of you in the Winter months. Watch your e-mail inbox for schedule updates as we plan for the RMVR Feedback Session and Banquet, however they may look this year.

Warmest regards and friendship,  
Lisa

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