

# VINTAGE MESSENGER

VOL. 16 NO. 1

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January 2007

## Election 2007 Results

The elections results, as per the Ballot Chair, are:

President  
Bob Mitchiner 207  
Treasurer  
Bob Alder 211  
Board Members  
Dan Berry 185  
Scott Sanders 183  
Dennis McIlree 180  
Bob Darcey 177  
Darryl Welch 107

### Minutes

Rocky Mountain Vintage Racing Ltd.  
Regular Board Meeting 12/13/06  
Lakewood Heritage Center  
801 S Yarrow St.  
Lakewood, CO

### Board Members present:

Roger Hively-President  
Jim Bradley-Past-President  
Bill Fleming-President-Elect  
Mark Robinson-Secretary  
Steve Gesse-Treasurer  
Bob Darcey  
Marcia Hubbell  
Kevin Lynch  
Dennis McIlree  
Bob Mitchiner  
Scott Sanders  
Excused absence: Tom Ellis

Call to order: 6:59PM

### President's Remarks

Roger offered Marcia Hubbell his, and the Club's condolences, on the loss of her husband. Bill Hubbell was a great supporter of RMVR, and an enthusiastic vintage racer. He will be missed by all who had the pleasure of knowing him.

### Minutes

Mark Robinson noted that no corrections to the October minutes as published were brought to his attention. Bill Fleming made a motion to accept them, Marcia Hubbell seconded, and they were approved by unanimous vote. The Feedback Session was scheduled as our November meeting; see the separate Feedback Recap report

### Nominating Committee Report

As Chairman, Mark Robinson reported that the election for 2007 Board members is underway. Ballots and biographies have been mailed to the membership, and Arne McDaniel has been appointed Ballot Chair to receive the cast ballots as they are mailed in. He will tabulate the results and forward them to Roger for release at the annual banquet.

### Treasurer's Report

Steve Gesse handed out copies of financial reports that estimate a total of cash & cash equivalents on hand by year-end of about \$113,000. \$36,000 has been received from CMC, and deposited into the CAMA savings account. For tax purposes, these funds are recorded as a rebate of excess race fees not needed to operate Second Creek. Steve also handed out two proposed 2007 budgets, with different race entry fee structures. While the 2006 budget projects an estimated net loss of about \$26,000 as our cash surplus was used to partially subsidize our races without the benefit of Second Creek, discussion focused on the 2007 budget with a projected loss of about \$5,000. This would require a modest increase of entry fees while still partially subsidizing expenses with our strong financial position until a local replacement track is built (hopefully, in the near future). The entry fees would be: Drivers' School-

\$250, La Junta-\$195, Pueblo-\$225, Hastings-\$250. Steve made a motion that we adopt this budget, and Bill Fleming seconded. APPROVED.FOR: Fleming, Robinson, Gesse, Darcey, Hubbell, Lynch, McIlree, Mitchiner, Sanders. OPPOSED: Bradley.

### CHIEFS' REPORTS

#### Flagging & Communication

Pauline Wilson noted that the 2007 Fire & Rescue School has been scheduled for March 3<sup>rd</sup> & 4<sup>th</sup>.

#### Old Car Council

Dan Berry reported that the Forney Museum is looking for 3-4 race cars for a static display. This may be an opportunity to promote RMVR.

#### CAMA (Colorado Amateur Motorsports Associates)

Bob Darcey reported that Arapahoe County has added "Amateur Motorsports" as an allowed use for the East of Eden site. There is local support for the project. CAMA is proceeding with a permit application, and modification of the business plan to reflect use of a "qualified member loan program" for financing. The release terms of the \$50,000 that each of the 5 CAMA members are supposed to invest was discussed; each member club will need to decide how to disburse these funds.

#### CMC (Colorado Motorsports Council)

Marcia Hubbell reported there was no December CMC meeting, but noted that \$180,000 was released from Second Creek funds (RMVR's share (\$36,000) deposited as noted above in the Treasurer's Report).

The January 2007 Board Meeting will be the Annual Banquet, January 06, 2007.

FOR MORE INFORMATION: RMVR c/o Diane Hively - 6745 West Third Place, Lakewood, Colorado 80226 - (303) 319-3062

## 2007 Schedule

Bill Fleming noted that he is working on a very tentative July date for a one day event at Front Range Airport. This could be a test for a full weekend event the following year. There are also very tentative plans for a July "Vintage Shootout" event at Heartland Park.

## Rules Change Proposal: Driver Eligibility/Medical Committee

RMVR began using the Medical Committee years ago to design a medical exam form and to help certify the fitness of drivers for competition when there were no medical standards in vintage racing. The approval by the Committee provided, in some opinions, an extra layer of protection that other clubs did not have. Bob Mitchiner presented results of a survey from the December '05 VMC meeting showing how other VMC clubs handled driver medical exams. RMVR is the only club to use a Medical Committee. All other clubs allow the driver's doctor to determine fitness for a competition license.

In response to Bob Mitchiner's proposal at the October meeting to change RMVR's use of the Medical Committee to review driver medicals, Dr. Pat Cavanaugh & Dr. Dave Berman from the Medical Committee, and attorney & RMVR racer Peter Jones offered their opinions for keeping the Committee in place: **Dr. Cavanaugh:** RMVR doesn't have to follow other clubs. Eliminating the Committee is a step backwards. Many doctors do not appreciate the stress of racing when examining racers for their competition licenses. The Club will increase its risk by taking this step. Medical oversight is still needed to interpret test results. Drivers over age 60 should be looked at more closely than younger racers. **Dr. Berman:** A brief history of the Committee was provided. He had consulted the SCCA's Medical Director, who said each club can do whatever they think is appropriate. The SCCA form is being updated to include the driver's doctor's phone number. There was some interest from other VMC clubs in details of how RMVR works with their Medical Committee. The quality of RMVR forms received has been inconsistent,

raising doubts about if a doctor had filled out the form.

**Mr. Jones:** There are legal issues involved in this action. If the review of forms is stopped, it could put the club at risk if a driver is accepted who had previously been rejected. If the proposal is approved, he recommends that steps be taken to verify that a doctor has performed an examination.

Steve Gesse made a motion to approve the second reading of the proposal (as shown below), and change RMVR rules as indicated. Marcia Hubbell seconded.

In the proposal, new text is in *bold italics*, deleted text shown as ~~strikethrough~~:

## B. DRIVER ELIGIBILITY

All drivers must submit ~~to the RMVR Medical Committee~~ *an a completed RMVR Competition Medical Form or one from another similar automobile racing organization. that meets all of the RMVR criteria.* *Submission of another automobile racing association's form is allowed only if it requests the same information as the RMVR form. The RMVR administrator will review forms only to assure that all required information has been supplied. Forms that are complete will be accepted. Incomplete forms will be returned to the applicant. The applicant, by his signature, authorizes RMVR to verify that the examination was performed by the physician whose signature appears on the form.* ~~established by Medical Committee.~~ Competition Medical Forms accepted by ~~RMVR the Medical Committee~~ are valid for five (5) years for applicants between eighteen (18) and thirty-five (35) years of age and two (2) years for applicants thirty-six (36) years of age and older, from the date of the examination or the expiration of the driver's Competition License, whichever is later. *Current medical forms shall be stored in a secure manner to protect the personal information contained therein. Expired forms shall be destroyed in a timely fashion by shredding or any other secure method.* ~~The Medical Committee shall be authorized by the Applicant to~~

~~discuss with the examining physician the examination performed and the results thereof. An applicant whose medical form has been rejected by a physician member of the Medical Committee may appeal this decision to the three member physician Medical Committee and may submit any additional medical documentation in support of the appeal. The decision by the three member physician Medical Committee shall be final. The applicant may resubmit a Competition Medical Form once the condition resulting in rejection has resolved or the passage of twelve months from the date of rejection, occurs first.~~

APPROVED; FOR: Gesse, McIlree, Mitchiner, Robinson, Lynch, Ellis (by proxy).

OPPOSED: Hubbell, Bradley, Sanders, Darcey, Fleming

## Open Discussion

Steve Gesse reported that Bob Sutton has exchanged his land parcel at Front Range Airport with the Shuck Corp, who had opposed Sutton's plans for a track at the Airport. Sutton now has 200 acres on I-70, and may be providing it for a race track project.

## Closed Session

The Board met in a closed session to discuss nominees for the Ernie Weil and Danny Collins Participants Awards.

Meeting adjourned, 9:00pm  
Mark Robinson, Secretary

## Classifieds



**FOR SALE-** 1967 Porsche 911S # 308377S, Viper Green, 2.0L/Webers, "all #'s matching car, long list of additions, \*\*\*\*\* RMVR and Porsche Club Racing Log Books, SERIOUS INQUIRIES ONLY!! \$50,500 US. Contact: Dale Thero 303-832-4181 Ext. 117 week days.

**For Sale 1968 Autodynamics FV, PRICE REDUCED**, motivated seller, baby on the way. RMVR log books. This is a fast car prepped by Paul Malcomb. Very competitive, best of everything. Includes spares and open trailer. \$6,500. Call Matt 970-870-2873.

[matthew.cail@us.schneider-electric.com](mailto:matthew.cail@us.schneider-electric.com)



**For Sale 1958 Giulietta Veloce** Winner of 1992 Rainbow Classic at Steamboat Springs. Completely rebuilt drive train. This car was eligible from 1988-1992. It has a 2 liter drive train and brakes. Fast and dependable then and is now. \$20,000.00 Shawn Knopp 720 621-8213 Email [knoppshawn@aol.com](mailto:knoppshawn@aol.com)

**For Sale- 1972 Zink C-4 RMVR #58** This car is very competitive. The motor was gone through by Paul Malcomb and only has 3 races on it. Includes open trailer, transponder, and spares. \$5,500. Contact Steve @ (303) 579 - 8810 or [veeracer@yahoo.com](mailto:veeracer@yahoo.com).

**For Sale- Datsun 240Z, 1972 CP-3, RMVR Log, Full BRE & Tilton Equipped; Suspension, Drive Line, Cage, Etc. Two Motors. Direct Drive 5 Speed. Three Posi Diffs. 8 Wheels, Panasport & American. Double Disc Tilton Clutch, Spares. \$35,900**

**2000 Ford Super Duty, F-250 XLT**, Super cab,V-10, long wheel base, positraction, tow pkg, Glasstite Cap, bed rug, Captains chairs, etc, 43k miles. Clean as new, a great tow vehicle! \$12,900 or OBO. Terry Allard 303-816-0776

**For Sale: 1970 Lotus Type 65 Europa Series-2-Renault Gordini** with 2 X 45 DCOE Weber carburetors, aluminized equal length 4 into 1 header, Type 352 four speed transaxle, Carroll Shelby 8" X 13" alloy wheels, wheel arches flared to accommodate 50 series tyres. Seats in leather, suspension as original. \$5,500 Contact: Clive Averill 303-420-3062

**For Sale Race Bits.** Authorized dealer for Arai and Zamp helmets (SA2005), Hans devices, Sabelt harness sets (FIA), Sabelt nomex clothing, Sabelt racing seats, 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](mailto:aantipas@sopris.net). [www.titannorthamerica.com](http://www.titannorthamerica.com).



**For Sale: CALDWELL D-13 FORMULA VEE.** Green and silver Caldwell D-13 Formula Vee as raced with RMVR for the last five years. This is a front running championship car that is ready to go with race prep just completed. All the go fast parts still on the car, nothing removed. Comes with four NEW slicks, mounted on a set of spare wheels, and a spare nose with new matching paint and clear bra. Call Mark @ (720) 272-2009

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### FEEDBACK SESSION RECAP

On Saturday, November 11<sup>th</sup>, the American Motel in Wheat Ridge was again the site of RMVR's annual Feedback Session. This season-ending event allows participants to review the race season just ended, and take a peek at things coming up in 2007. About 75 people showed up at 8:30 AM for coffee & donuts before President Roger Hively called the session to order at 9 AM with his opening remarks. This year's format did without the past practice of breaking into run groups for discussion of several topics.

As this also served as our monthly Board meeting, Treasurer Steve Gesse gave his report on RMVR's financial standing, backed up by some informative hand-outs on driver participation summary, financial statements, and proposed budgets. He

offered a review of accomplishments since being elected: A substantial reduction in expenses, improvements the accounting system and better financial reporting that helps make informed decisions easier. Overall, RMVR is in good financial shape.

Mark Robinson, as Nominating Committee Chairman, gave his report on nominees for the 2007 Board election.

Our CAMA rep, Bob Darcey, was next up. He also had a handout to help those understand what CAMA is, as it is a different organization than CMC. He outlined CAMA's efforts to find a replacement for Second Creek, currently called East of Eden, and located about 60 miles east of the Mousetrap. This site offers likely permit approval with long-term

longevity as a track. The complication of financing the project, of which RMVR has a 1/5<sup>th</sup> interest, was outlined. Questions from the membership were taken about details. Bill Howard, also intimately involved with CAMA, offered a review of the zoning and permitting process ahead, along with possible timelines and a description of the track layout.

Roger then opened the meeting up to the members in attendance. Their comments & questions covered several topics, such as thanking our veterans on their day of honor, a call for more social events, recruiting new members, encouragement of support for the Conclave, and using our membership as our best asset for growth (i.e. the Mentor Program). Showing our cars, inviting other marque clubs to races, open eligibility

to newer years, and promoting our Fire & Rescue School were mentioned as possible methods for gaining new members, as both drivers & workers. Drivers are encouraged to work events if their car is broken, as well as buying extra banquet tickets in support of our workers. Thanks to the club were offered for the gas subsidy for Hastings workers. It was suggested that members taking the mailed copy of the Messenger should pay more than those that accept it electronically. The question was raised about husband & wife being one membership as it is now; should it be two if both drive?

Roger then focused the discussion on the questionnaire that had been mailed to the membership. This sought input to assist the Board on future decisions concerning such things as the new track, race schedule, and race entry fees. Many were turned in today, and will be used to help guide the Board in the near future.

There appeared to be much support from members in attendance at the Feedback session for CAMA's track efforts. For example, member Robert Ames encouraged all to support the project via individual donations,

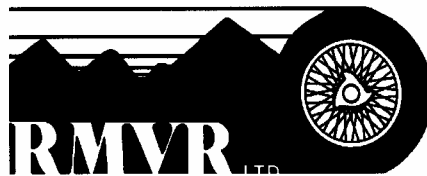
especially when compared to costs to travel to out-of-state events.

The session was adjourned at 11:53AM.

Mark Robinson, Secretary

Board Members present: Roger Hively-President, Bill Fleming-President-Elect, Mark Robinson-Secretary, Steve Gesse-Treasurer, Bob Darcey, Tom Ellis, Marcia Hubbell, Kevin Lynch, Bob Mitchiner, Scott Sanders.

Excused absence: Jim Bradley-Past-President, Dennis McIlree.



## ROCKY MOUNTAIN VINTAGE RACING, LTD

6745 West Third Place  
Lakewood, CO 80226

303-319-3062 (Voice)    admin@rmvr.com (Email)    www.rmvr.com (Club Website)

Board Members,

Here are the results of the Member Survey. I have limited the responses on some of the questions, particularly, numbers 1, 2, 3, and 8. Some respondents selected as many as 4 different answers. On all of those questions I selected the highest category marked. Also, a lot of respondents did not total the number of races in question 4. I used their response, even if it didn't add up, and accurately totaled the ones that forgot that particular item.

On question 7 I broke down the "Raced with other clubs/How many times" into two parts and listed the second question below the others.

I have included as many of the comments as possible. I will hand out some of the wordier responses at the Board Meeting.

I think I have captured the responses pretty accurately. As you can imagine there were some things that were pretty out there, but I think the overall results represent the majority of opinions.

Diane



5. How many RMVR races did you enter in 2006? \_\_\_\_\_ **Question 5 & 6 see Table 2.**

**Table 2 - 2006 & 2005 Race Participation**

	0	1	2	3	4	5	6	All
<b>2006</b>	21	22	41	25	14	9	4	3
<b>2005</b>	12	18	21	17	31	20	5	7
<b>Other Comments 2006</b>	All but 2							
	NA, 2 answers							
	Volunteer							
<b>Other Comments 2005</b>	All 4							
	All but 2							
	All except La Junta							
	NA, 6 answers							
	Several							
	Not member							
	Volunteer							

6. How many RMVR races did you enter in 2005? \_\_\_\_\_

7. Based on your personal situation, rate the following as to their relative impact on your entries in 2006. (1 = greatest impact, 6 = least impact): **See Table 3.**

- Second Creek closure ( )
- Not enough events to choose from ( )
- Raced with other clubs ( ) How many times ( )
- Unable to attend events because of time constraints ( )
- Unable to attend events because of travel and lodging costs ( )
- Other: \_\_\_\_\_ ( )

**Table 3 - Relative Impact**

	1	2	3	4	5	6
<b>Second Creek closure</b>	59	16	16	5	2	19
<b>Not enough event to choose from</b>	7	12	22	9	15	31
<b>Raced with other clubs</b>	20	22	10	14	6	25
<b>Unable to attend events - time constraints</b>	29	21	15	9	6	25
<b>Unable to attend events - travel &amp; lodging costs</b>	8	14	8	15	11	48
<b>Other: see below</b>						
<b>How many times did you race with other clubs</b>	19	25	10	14	1	2

**Other Responses:**

Personal financial, 2006 student/ family health problems, Burned out on racing (4), Car problems (4), Broken car (3), Can't get license, Car not running, Car Prob., Commitments, Conflict with F1 race, Conflict with other events., Conflict with SCCA, Dr. Cavanaugh refused to issue license even though my Dr. approved., Entry \$, Family death, Fewer races run because of fewer races., Health, Heat re time of year & conflict, Injury, Kids in college, Looking at other venues, Mechanical problems (4), Medical (2), travel, More events would enter more, Need exciting event, No racecar now(2), Out of country/car not ready, personal choice, Raced where RMVR put on events, Racing costs, Salary new home, Total racing budget for year, Unemployed, Work related issues, Worked all other races.

8. Please indicate the race entry cost level at which your race participation would decrease because of entry fee:

\$200	\$225	\$250	\$275	\$300 or more
<b>17</b>	<b>19</b>	<b>41</b>	<b>23</b>	<b>38</b>

9. Would you donate to a fund to help finance the construction of a new track?

Yes **85** No **52**

If yes, how much? (estimate only) \_\_\_\_\_ **81 responses. See Table 4**

**Table 4 - Contributions**

<b>100</b>	<b>150</b>	<b>200</b>	<b>250</b>	<b>300</b>	<b>500</b>	<b>1000</b>	<b>1500</b>	<b>2000</b>
8	1	1	2	3	10	17	1	2

**Other answers:**

10000, 25000, ? (3), 1000-1500, 1000-5000, 100-1000, 100-150, 2000 or more, 200-300, 200-500, 200-500,250 – 500, 40-80000, 500/year x2, 500?, 500+, 500-1000, 500-1000, 50-100 , As much as possible, Call me!, Can't afford it, Dep on perks, Hundreds, Inkind const mgmt, Loan Package, Minimal amount, Not practical, Not sure, Prof. Serv, Small fraction, Thru entries, Would consider investing

name (optional): \_\_\_\_\_ **49 members listed name.**

10. Should RMVR participate in the financing, construction and management operations of a new track?

Yes **102** No **38**

Thank you for your input. If you are not attending the Feedback Session, please complete and return the survey:  
 RMVR 6745 W. 3<sup>rd</sup> Place, Lakewood, CO 80226

If you are able to attend the Feedback Session, please return this form at the end of the meeting.

Note: "Local" implies a track within a 75 mile radius of the Pepsi Center.

In this Issue:

- Feedback Session Summary • Member Survey Summary •
- Volunteer News •

**2007 Provisional Event Schedule**

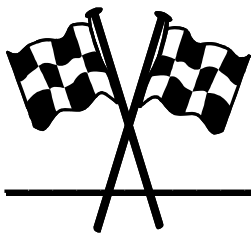
March 3-4	Fire & Rescue School
April 20-22	Driver's School and race at La Junta
June 1-3	Trans-Am at Pueblo
August 17-19	Denver Grand Prix
	<b><i>VERY TENTATIVE</i></b>
September 7-9	MPH Hastings, Nebraska
September 29-30	Enduro race at Pueblo
October ?	An additional race at La Junta, or Sandia(Albuquerque)???

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

6745 West Third Place  
Lakewood, CO 80226

NEWSLETTER  
VINTAGE RACING  
ROCKY MOUNTAIN





# ***RMVR VOLUNTEER NEWS***

***January, 2007***

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"! We start each morning with sweet rolls.(Bring your own coffee.) 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 provides 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.

<p><b>F &amp; C</b>            BJ Kellogg            3452 Meadowlark Ct.            Parker CO 80138            303-646-3784 Home  <a href="mailto:bigdog356c@aol.com">bigdog356c@aol.com</a></p>	<p><b>F &amp; C</b>            Pauline Wilson            564 S. Joplin St.            Aurora, CO 80017            303-745-7860  <a href="mailto:pauline266@comcast.net">pauline266@comcast.net</a></p>	<p><b>GRID</b>            Chad McCabe            8901 Grant St. #1635            Thornton, CO 80229            303-667-0044  <a href="mailto:wOuvu@msn.com">wOuvu@msn.com</a></p>	<p><b>TECH</b>            Jason Franikowski            3212 Killdeer Dr.            Ft Collins, CO 80526            970-227-9750  <a href="mailto:Jason.Franikowski@enrolserv.colostate.edu">Jason.Franikowski@enrolserv.colostate.edu</a></p>
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