

VINTAGE MESSENGER

VOL. 14, NO. 3

MARCH 2005

Dear Membership,

Thank you so much for the recognition bestowed upon me at the annual banquet. It has been my pleasure to work with you for the past fourteen years. I have made many friendships and had a many a great time over the course of the years and those are mine to keep forever. Thanks to each and every one of you.

Catie

Please Make a Note of RMVR's address and newest phone numbers:

**RMVR
6745 West Third Place
Lakewood, CO 80226
voice (303) 319-3062(NEW)
FAX (303) 274-8550**

Messenger Editor, John Mihalich, requests that any submissions for the next Messenger be in his hands 7-10 days after each Board meeting.

Minutes

Rocky Mountain Vintage Racing Ltd
Regular Board Meeting 2/16/05
Jim Bradley's Racing Shop
1822 Vista Dr, Unit C
Longmont, CO

Board Members present:

Jim Bradley-President
Norm Pettitt-Past-President
Roger Hively-President-Elect
Mark Robinson-Secretary
Bob Darcey
Keith Davidson
Tom Ellis
Marcia Hubbell
Dennis McIllree
Bob Mitchiner

Scott Sanders

Excused absence: Steve Gesse-Treasurer

Call to order: 7:10PM

Announcements from Jim Bradley

Jim welcomed the new, and returning, Board members. He offered a recap of RMVR's booth at the Tri-State Swap Meet: 4 cars were displayed, and about 10 times as many race schedules were handed out compared to the 2004 meet. Thanks to Kevin Lynch for organizing our participation, as well as to the car owners and volunteers who donated their time to cover the weekend event. Jim said it was a lot of work, but well worth the effort to expose vintage racing to the community. Our Vintage

Minutes

Mark Robinson reported that there was no formal January Board meeting, so no minutes were recorded. There was a first reading of a proposed rules change regarding expiration of driver medicals, conducted via email, and it was approved (see details below).

Treasurer's Report

In Steve Gesse's absence, Jim reported that the Club is in good financial shape based on the year-end financial report that Steve had emailed to the Board. Jim anticipates that we will be able to maintain the Club's financial health in 2005 with the race schedule that is in place.

The regular RMVR Board Meeting is typically held the third Wednesday of each month, commencing at 7 p.m. at:
Jim Bradley's Shop, 1822 Skyway Drive, Unit C, Longmont, CO 80504 - (720) 289-7113
The November 2005 meeting will be in conjunction with the Feedback Session. The December 2005 Board meeting will be on the December 14th (2nd Wednesday in December).
FOR MORE INFORMATION: RMVR c/o Diane Hively - 6745 West Third Place, Lakewood, Colorado 80226 - (303) 319-3062

Chiefs' Reports

Tech

Don Woerber said Tech would be looking at legality of roll bars in the coming season. He may be preparing a proposal for a possible rules change to address their concerns.

Eligibility

Bob Mitchiner reported that the Eligibility Team had their quarterly meeting on February 9th. A summary of the meeting was emailed to the Board, which covered a possible points system for the Historic group, expansion of eligibility of Formula V cars, and the use of the Red Log books.

Chief Steward

Roger Hively stated that since the appointed 2005 Race Chairs & Stewards have prior experience, there would not be a Chairs & Chiefs meeting this year. There are updated instructions for these positions.

Flagging & Communication

Andy Gould, reporting for Pauline Wilson, said there were 33 people signed up for the Crash & Burn School, 1/3rd of which are new to RMVR. Traci Pearson is working on new F & C manuals. The estimated cost of printing is \$250.

Scrutineering

Keith Davidson indicated that letters are being sent to several car owners regarding potential or confirmed car configuration infractions.

Administration

Diane Hively reported that there are 292 paid members, 39 no charge members (volunteers who earned free membership). There is 1 new member as a result of the Mentor Program. 22 tickets have been sold for the upcoming Danny Collins Benefit. The new RMVR phone number is **(303) 319-3062**. New rosters and drivers' licenses should be out in March. Bob Darcey suggested that an email reminder to the membership be sent promoting the Collins benefit; Bob Alder will do so, and include the new phone number.

Old/New Business

Proposed Rules Change: Medical Expiration Dates

Bob Alder, working with Dave Berman, Carl Wells, and Diane Hively, have come up with a way to streamline the annual production of Competition

Licenses and coordinate them with the expiration dates of the accompanying medical exams. In order to accomplish this, it is necessary to modify our existing rules. The proposed change is as follows, with changes shown in **bold:**

R.M.V.R.-GENERAL RULES

2. DRIVER ELIGIBILITY

1. All drivers must submit to the RMVR Medical Committee an RMVR Competition Medical Form or one from another similar automobile racing organization that meets all of the RMVR criteria established by the Medical Committee. Competition Medical Forms accepted by the Medical Committee are valid for two years from the date of the examination, **or the expiration of the driver's Competition License, whichever is later.** 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, whichever occurs first.

The first reading of this proposal was done via email in December '04 & January '05. Bob Darcey made a motion to accept the proposal, seconded by Steve Gesse. APPROVED. FOR: Bob Darcey, Marcia Hubbell, Norm Pettitt, Keith Davidson, Mark Robinson, Tom Ellis, Bob Mitchiner, Scott Sanders, Roger Hively. OPPOSED: None.

The second reading was done at this meeting. Roger Hively made a motion to accept, seconded by Dennis McIlree. APPROVED. FOR: Norm Pettitt, Roger Hively, Mark Robinson, Bob Darcey, Keith Davidson, Tom Ellis, Marcia Hubbell, Dennis McIlree, Bob Mitchiner, Scott Sanders. OPPOSED: None.

Danny Collins Fundraiser

Jim Bradley suggested that RMVR should donate six 2005 race entries to the Fundraiser for Danny's family. These could be used for the silent auction or raffle prizes at the discretion

of the event organizers. Dennis McIlree made a motion that the Club follows Jim's suggestion; Tom Ellis seconded. APPROVED, by unanimous vote of all Board members in attendance.

CMC Report

Scott Sanders stated that CMC wants resolution to RMVR's withholding of payment of the surcharges for our events at Pueblo & La Junta in 2004. On 8/18/04, the RMVR Board unanimously passed the following resolution in an effort to get CMC to provide accounting of funds held by CMC for track maintenance:

Resolved that Rocky Mountain Vintage Racing, Ltd. (RMVR), stop making voluntary payments to Colorado Motorsports Council (CMC) for track improvements at La Junta and Pueblo. Voluntary payments to CMC's track improvement fund will be reconsidered in 2005 after a complete accounting by CMC of financial activity in this fund and demonstrated need for more funds.

Additionally, RMVR requests an accounting of existing "improvement funds" on a "first-in, first-out" basis as soon as practical. This accounting should indicate the existing cash balance and where this balance came from, starting with the most recent contributions.

The amount being withheld is \$3000. Scott had emailed the Board several reports purported to satisfy the requirements of the 8/18 resolution. Bob Darcey, documenting monies contributed by track users, but not actually giving a maintenance fund balance or how much was from each club, had created one of these reports.

Based on these reports, RMVR Treasurer Steve Gesse does not believe the resolution is satisfied, and that the reports requested are not anything difficult or unusual. Steve also feels that until an accurate accounting as requested in paragraph two of the 8/18 resolution is received, no more funds should be paid to CMC.

Much discussion ensued, concerning the validity of what was provided, and how our continued withholding may affect RMVR's standing in the Colorado motorsports community. Bob Darcey made a motion that RMVR pay the amount in arrears, Marcia Hubbell

seconded. APPROVED. FOR: Tom Ellis, Scott Sanders, Bob Darcey, Keith Davidson, Dennis McIllree, Marcia Hubbell, and Norm Pettitt. OPPOSED: Mark Robinson, Roger Hively, Bob Mitchiner, Steve Gesse (via proxy).

CAMA Report

Bob Darcey presented a revised operating agreement for the Colorado Amateur Motorsport Associates, LLC, or CAMA, which is formed with the intent of building and operating a replacement for Second Creek Raceway. RMVR would be an equal shareholder with 4 other entities: SCCA-Colorado Region, Motorcycle Roadracing Association, Porsche Club of America-Rocky Mountain Region, and Multi-Car Clubs Alliance. The revised agreement is more clearly defined, with better definitions, and outlines each club's equity position in the LLC. As part of the process in approving this document, RMVR needs to appoint a representative to act on the Club's behalf. Mark Robinson made a motion that Bob Darcey be appointed to this position for a term of one year. Norm Pettitt seconded. APPROVED. FOR: Norm Pettitt, Roger Hively, Mark Robinson, Keith Davidson, Tom Ellis, Marcia Hubbell, Dennis McIllree, Bob Mitchiner, Scott Sanders. ABSTAIN: Bob Darcey. OPPOSED: None.

Norm Pettitt then made a motion that RMVR accept the revised CAMA operating agreement as presented. Seconded by Dennis McIllree. APPROVED, by unanimous vote of all Board members present.

2005 Denver Grand Prix

Chief Steward for 2005, Roger Hively, reported that Vintage racing's status at this event is reduced. The Speed World Challenge series has paid the event organizers for the track time we had had in the past. They still would like the Vintage cars as part of the program, and have offered a concours Thursday evening on Larimer Square, "touring" laps for our race cars on track after racing on Friday & Saturday, with paddock space for the "touring" cars. Nostalgia and RMVR are still trying to expand our role and allow us to race.

Proposed Eligibility Change-Formula V Cars

Jess Valentine presented a proposal to expand eligibility of Formula V cars to allow cars from 1973-1978, and create a second V class. The Formula Vee run group discussed an extension of

eligibility at a meeting of the Vee Racers of Colorado (VROC), which includes both vintage and current SCCA cars in the area, and consists of about 35 racers. Many of the current SCCA racers were excited about this proposal, because they were either already driving an older car that was not competitive with modern cars, or they still had one or two older cars that are not currently RMVR eligible. VARA already has two V classes, and this proposal is along those lines. The engine sizes being considered would be very close in performance due to the cooling differences. The appearance of the later cars are similar to the cars currently being raced with RMVR. There are more cars available as the non-competitive SCCA cars have little collector value, making them attractive to people as an inexpensive entry into vintage racing, and the grid sizes of the current Vee run group could easily accommodate more cars. Jess handed out thorough background information in support of the proposal supporting the change. The proposed rules change would be as follows, with changes shown in **bold**:

D. Section C.1.D: SPORTS RACERS AND FORMULA CARS- With the exception of the Formula V2 class, all sports racers and formula cars must have been manufactured prior to 1/1/1973 and must be prepared in compliance with the 1972 SCCA GCR, PCS, and FIA Papers, with RMVR exceptions. Class Formula V2 cars must have been manufactured prior to 1/1/1979 and be prepared in compliance with the 1978 SCCA GCR (dated 1/1/1979) with RMVR exceptions.

FV2 class FORMULA V cars manufactured between 1973 and 1978 and prepared in compliance with the SCCA GCR dated 1/1/1979 with RMVR exceptions. FORMULA V cars built prior to 1973 can be eligible for FV2 if it can be proven that cars of that specific make and model were used in competition and prepared as described in the 1/1/1979 GCR during the years of 1973-1978.

RULES: C. CAR ELIGIBILITY SECTION 3

RMVR EXCEPTIONS TO THE 1972 GCR (**FORMULA V1**)

FV1

(5.3.d) Slick racing tires are permitted.

(5.5) The 1385cc "big bore" 40 hp kits may be used.

(5.5) Magnesium alloy or aluminum material be authorized for engine cases.

(5.5.s) Oil coolers and filters are "free"

(5.9) Fuel cells are required.

(5.11) 12-volt electrical systems are allowed.

RMVR EXCEPTIONS TO THE 1/1/1979 GCR (FORMULA V2)

FV2 CLASS

(5.5) Magnesium alloy or aluminum material be authorized for engine cases.

(5.9) Fuel cells are required.

(5.11) 12-volt electrical systems are allowed.

Tom Ellis made a motion to accept this first reading of the proposed rules change, and Bob Mitchiner seconded. APPROVED, by unanimous vote of all Board members in attendance.

Operations Manual

Bob Darcey handed out printed copies of the RMVR Operations Manual He noted that there was some minor changes made after printing, and stated that what is posted on the RMVR web site will be the most current and correct version.

Old Car Council

Bill Rosenbach suggested that the Board should reconsider renewing its membership in the OCC, as most RMVR members are involved in the collector car hobby, and we should support the OCC's ongoing efforts in monitoring legislation that can affect our use and enjoyment of vintage, classic and collector automobiles. Time did not permit further discussion, so the matter was tabled for a future meeting.

APEX

Our APEX editor, Dave Plank, was in attendance. Jim Bradley thanked Dave for his efforts so far, and is certain all members are looking forward to Dave's first issue.

Open Discussion

It was mentioned that new drivers enrolled in Driver's School should be made aware that mufflers are required at Second Creek this year. There are 8 signed up as students, and 1 entered in the Precision Driving group, as of this meeting.

Meeting adjourned, 9:28PM

Mark Robinson
Secretary

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- Collins Family Benefit • Volunteer News • La Junta Event •
- Annual Tech Form • 2005 Request for Entry Form •

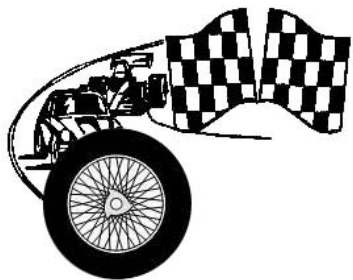
2005 Event Schedule

March 5 - 6	Fire / Rescue School
March 12	Annual Tech
March 12	Collins Family Benefit (AKA Spring Fling) at Road Arvada, a joint event with Nostalgia Racing
March 18 - 20	Driver's School @ Second Creek
April 16	Annual Tech
April 23-24	La Junta
June 3	Advanced Driver's School @ Pueblo
June 4-5	Trans-Am Invitational @ Pueblo
July 16-17	Second Creek
August 6 -7	Second Creek - Backwards
August 12-14	Denver Grand Prix
September 10-11	La Junta
Oct. 1-2	Pueblo Enduro Weekend

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

**ROCKY MOUNTAIN
VINTAGE RACING
NEWSLETTER**

6745 West Third Place
Lakewood, CO 80226



**The Friends of Danny Collins
Cordially Invite You to Attend
The Collins Family Benefit**



Saturday, March 12, 2005

6:00-10:00 p.m.

5889 Lamar St., Arvada, Colorado 80003

Silent Auction ♦ Raffle ♦ Live Auction

Hors d'oervres, Beer, Wine & Soft Drinks

Informal tour of The Mathews Collection

⇒Quality Items are needed for the Silent Auction⇐

To Donate Auction Items, contact John Twenty

303.697.2846 by March 7, 2005.

If you would like to fund raffle items please

enter an amount below.

All Proceeds from this event will go to the

Collins Family



We need to order the right amount of food. So **Everyone** is asked to **RSVP by March 7, 2005.** Thanks!

Special Auction Item Announced!!!

1967 Mercedes 250SE purchased from the estate of the original owner, in November 2000. The car has 70,000 actual miles and has obviously had meticulous care all of its life. There is no evidence of any rust or body damage, ever, and the interior is in amazing original condition, save for the repair of the driver's carpet and arm rest. We have spent about \$2000 at cost, since purchase, including new Bilstein shocks, muffler, brakes (calipers, pads & master cylinder), and of course, a full major service. The car has all logbooks, original purchase documents and the complete tool kit. Everything works, except the clock.

This is a very rare car, not only because of its condition, but the unusual combination of the floor mounted manual transmission shifter and full leather interior. With 170HP, 4 wheel disc brakes and a weight of 3300 lbs, it performs well in our modern motoring environment, while providing a classy, eye catching ride.

Own this beautiful survivor for the price of a used Honda!



Tickets will not be mailed. Please check in at the welcome table on the evening of the event.

Admission Information	No. of Guests	Extended Total
\$ 30.00 Per Person		\$ _____
I would like to fund a raffle item in the following amount:		\$ _____
I would like to make a direct donation to the Collins Family in the following amount:		\$ _____
Total Due		\$ _____

Name (please print): _____ Phone: _____

Payment: Payable to either RMVR or Nostalgia Racing (✓) Check _____ Visa _____ MasterCard _____

Card #: _____ Exp. Date: _____

Signature: _____

**Please return form with payment to Attn: Greg Mathews, 5889 Lamar, Arvada, CO 80003
or Fax: 303.456.1306**



RMVR VOLUNTEER NEWS

MARCH, 2005

Spring is here and race season is just around the corner! Wait, Pauline said that last time. We better get down to work. By the time you receive this newsletter, Crash & Burn School will be over. Yes, I'm having trouble believing this also.

The next event will be Driver's School at Second Creek Raceway on March 19th and 20th. Volunteers, remember that anyone who received a 100 hours patch at the Banquet is eligible for a free Driver's School. The fee is all that is waived; you still need to get a medical exam, a race car and all your safety gear. **Thanks Club!!** If you can organize all this get your application in early. For a race car, find a driver looking for a student to mentor. This warning is probably too late, but miracles have happened.

Now, for the new race season: as I write this, I don't know of anything special that the Chairs may have planned for this year. I do know we will be having the Trans-Am Reunion again at Pueblo in June. **Plans call for an Advanced Driver's School at Pueblo on Friday, June 3, before this race.** This will be a club sanctioned event so **we will need workers!!** Think about taking this day off and joining us. I am assuming we will provide Thursday night motel rooms and lunch on Friday. More details later. We will have our race in July at Second Creek. And, we'll be back in La Junta in April and September. Things are looking good this year for there to be a Denver Grand Prix, and if there is there may be a Vintage group again. Sounds like another busy summer with lots to keep our interest level high. We will let you know through this news letter if anything is different for an upcoming event.

To get off to a flying start, we have two events scheduled earlier than you would expect.

Driver's School at Second Creek Raceway, March 19th and 20th, as always, is our first event of the season and yes, **WE DO NEED WORKERS!** Driver's School is a full weekend event, all day Saturday and Sunday. We are out there rain or shine, snow or mud, having a great time! If you are a new worker, this is a great opportunity to get some on the job training at a low key event. If you are a veteran, please join us in training the new folks. For those of you who found this event too boring in the past, I can assure you that the new schedule allows for more track time. Also, this year we are trying out a new group. This group is for people interested in Vintage Racing but who need to find out if this is really for them. This group will be allowed to use street cars and will not require all the safety gear, only long pants, long sleeve shirt and a helmet. They will be limited to driving at highway speeds.

Come on out and help us out. Dress for all weather as it is very unpredictable this time of year. We will do some corner worker training sessions while the students are doing track walks and van rides. Also, remember we get to practice all our special flagging procedures that we hope we won't need the rest of the year. Don't forget to register when you arrive on Saturday morning - once is good for the whole weekend. We will have Beer & Snacks Saturday evening, weather permitting. Lunch tickets will be provided for the concession stand (Mo makes great Cajun!). Directions to the track - I-70 to Tower Road north to 88th, then west to the gate, just short of reaching Buckley, or I - 76 to 96th, east to Buckley, south to 88th, just around the corner after you turn east on 88th turn in the gate, or the gate off of Buckley closest to 88th may be the one that is open

Our first race is at **La Junta, April 23rd and 24th**. We will have the sign-up for this in the April Newsletter and by the faster e-mail method.

Here's something to think about. At the Feedback Session we talked about the bunkers at Pueblo and how the tarp frameworks were in bad shape, or non-existent. The Club is thinking about providing the materials if the volunteers will provide the labor. Who would volunteer to help with this? Do we want to do this on a weekend day or a Friday before a race weekend? I, John Twenty, have volunteered to organize this so e-mail me or call me with your ideas. 303.697.2846, smithtwenty@earthlink.net.

PLEASE SEND IN YOUR 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.

F & C John Twenty 8451 Mariposa Dr. Morrison, CO 80465 303-697-2846 smithtwenty@aol.com	F & C Pauline Wilson 564 S. Joplin St. Aurora, CO 80017 303-745-7860 pauline266@comcast.net	GRID Kevin Rutherford 4156 Lowell Blvd. Denver, CO 80211 303-477-5562 rutroring@att.net	TECH Don Woeber 2706 Dundee Ct. Ft. Collins, CO 80525 970-223-9546 woden6@frii.net
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Classifieds

For Sale: Haulmark. Transport Race Trailer, 20 feet long 8.5 feet wide. Spring suspension, easy lube axle, axles are upgraded to 5,000 pound capacity, special ST225/75R15 tires, spare wheel and tire front mounted, with lock and cover, special 6 stud white spoke steel wheels, 4 wheel electric brake, breakaway switch, aluminum fenders, payload capacity 3,940 LBS, curb weight 3,060 LBS, gross vehicle weight 7,270 LBS, spring assist rear ramp door w/extensions. bar lock on rear door, 36" side door, bar lock on side door, side door opening 36" wide x 73-1/2" high, 3/4" plywood floor, exterior walls and ceiling special vinyl siding, interior lighted with switch by side door, 24" stone guard, beavertail, standard 4 flush mount square D-rings installed, plus an additional 8 flush mount square D-rings with 4 roller bearings, one for each tire. 4 tire hold down straps each with a ratchet, heavy duty anti-sway trailer hitch, 3 special outdoor key lock padlocks, special tongue lock, 14" x 14" non-powered roof ent, white in color. The trailer is in Denver for viewing. It has only been on one 2,200 mile trip. Total paid for trailer with all the added equipment was \$7300.00. This was a discounted price as I picked up the trailer. I will consider any offers. Call Richard Gordon 303-756-7427

Or email:
RichardNGordon@comcast.net

For Sale \$10,500 OBO- 1962 MG midget, RMVR log book #118 GP Call Joe 303-794-4619 jpzz1@earthlink.net
This car has all the GO FAST parts:
Engine: 1275 with +40 over pistons, Adjustable cam gears-chain drive, Copper S rods, 5" intake manifold-hot jet coated, ARP bolts – Rod and Head, 45 DCOE Weber side draft, Lightened, Nitrited and balanced crank, Big bore LCB exhaust header, Race oil pan with windage tray and baffles, Aluminum flywheel, Longman GT 14 Head, MSD rev limited, Approx. 14:1 compression ratio, high flow pump, Kent 296 cam, 1.5 ratio roller rockers, Lightened cam followers. Only synthetic oil is used and changed after each race weekend.
Transmission: Fresh, newly re-built close ratio, never raced/used. Rear end: Limited slip 1:4:55, Double bearing hubs, Mark Williams custom/hard competition axels (never again worry about breaking!) Tilton clutch and brake bias adjuster, Adjustable shocks.

Annual Tech Inspections

It's time for your yearly pre-season Annual Tech Inspection! Don't wait until the Friday evening before the first race; get it done now. You should inspect your own car and fill out the RMVR TECH and Safety Inspection form, This form can be copied from the Handbook or obtained on line. Then have an automotive professional or Technical Inspector check the car and sign the form. An entry will be made in the log book and sticker affixed to your helmet(s).

Clean your car thoroughly before inspection; you may find structural defects or corrosion you wouldn't otherwise see. If you're an automotive professional, you may inspect your own car, but someone else should check it over as well. Every year you should replace coolant and clutch and brake fluid. You should also clean, inspect and repack bearings. Check your suspension and ball joints. Start your vehicle, warm it up and check for leaks in coolant hoses and oil and fuel lines. You can even set paper under your car and let it sit; you may well find leaks you didn't notice before. If you have a new helmet; the rollover bar clearance is still 2", regardless of what clearance you had formerly.

You should be present for the actual Annual Tech Inspection; you may learn a lot about your car. The completed Annual Tech Inspection is acceptable for the regular Tech Inspection for your first race. The Tech Inspector will check over your car and sign the form, then record in your log book that your Annual Tech Inspection has been completed.

For every race thereafter, check over your car and safety equipment, fill out the Tech Inspection form, sign and date your log book. It's your responsibility to make sure your car is properly prepared for each race weekend. A Tech Inspector will double-check your car and safety equipment, make sure your form and log book are properly filled out, then sign both and give you a tech inspection sticker for that race.

Please make sure your car, your equipment and your Tech Inspection Form and Log Book are ready for Tech Inspection. We have a lot of cars to inspect and not a lot of time. If you need your car inspected after practice starts, bring your car to the Tech Tent in the Hot Pit. Each race weekend, we give out a Tech Award to one car that was completely prepared for inspection: Log Book and Tech Sheet filled out and signed, with race gear laid out. Tech Award consists of an engraved knife and dash plaque for each race.

If, while on the track, you get a black flag or meatball flag, come directly to Tech in the Hot Pit unless something is so seriously wrong with your car that imminent damage or failure would result. If we have to send a Tech Inspector to the pits to hunt you down, we won't forget it! Repeated failure to heed the flags can result in an inordinate amount of track time lost

Remember: our main concern is safety; your safety, the safety of the other drivers on the track, and the preservation of all the cars on the track. If we require you to repair or replace something, we're only doing it in the interest of safety. The club has agreed upon and mandated a number of safety requirements to keep all drivers and cars safe, and we're simply making sure those requirements are met. Have the Annual Inspection performed before the first event. It is possible for Tech to do the Annual at the track subject to you sacrificing a considerable amount of track time.

1966 Austin Mini Moke (RHD). Original Catalina Island moke (#41) with documented history. Complete frame-off restoration in 1998, no expense spared. White with blue top and seat cushions. Fresh 1275 A+ engine with 4 syncro rod-change gearbox,

upgraded electrics, fog lights. Custom roll bar with 3 point inertia belts front and rear. 5" Minilites with Yokohama A008, wing extensions. Beautiful condition, concours winner. \$ 12,500 OBO Call Chris at (303) 933-933 (email: cooley933@aol.com)



REQUEST FOR ENTRY (2005)

Note: If viewing this form in Acrobat Reader, you can check appropriate boxes, type in blanks, and print. Or you can just print the blank form as is and fill out by hand. Or you can save the blank form (PDF file) on your PC for future use.

March 18-20 — Drivers School
Use Special Entry form.

Second Creek—\$180
July 16-17

LaJunta—\$180
September 10-11

LaJunta—\$180
April 23-24

Second Creek Backwards—\$180
August 6-7

Pueblo Enduro—\$180
October 1-2

June 4-5 — Trans-Am & Advance Racing School. Use special entry form.

Deadline for Entries — Two weeks prior to race — \$25 late fee, \$50 if paying at the track.

DRIVER INFORMATION: (Complete one form per driver per car)

Name: _____ Address: _____
Phones: _____ City: _____
Home: () _____ Work: () _____ State: _____ ZIP _____

RMVR Member? Yes ___ No ___ If "No", please contact the club at 303-319-3062.

(If racing as a Guest, your affiliate club or VMC : _____ and its License # : _____)

RMVR License? Yes ___ No ___ License #: _____ Student? Yes ___ No ___

Are you currently under probation or suspension? Yes ___ No ___ Details: _____

Has your competition license been denied or revoked in the last 3 years? Yes ___ No ___ Details: _____

Emergency Contacts: At Track: _____ Other : _____ Phone: _____

Note: All racecar drivers are required to have a current medical form on file. If you have a medical condition that could affect emergency treatment, please indicate it on helmet or suit.

RACE CAR INFORMATION: (Complete one form per car. One driver pit pass and three crew passes per car entry. Drivers entering two cars receive \$25 reduction on second car entry.)

Make & model: _____ Year: _____ Color: _____ Displacement: _____

RMVR Car # _____ Class _____ Running in Ladies or Historic Group? Specify: _____

(If non-RMVR car, desired car number _____) Fuel: Gas? ___ or Alcohol ? ___

Do you run an AMB Transponder? Yes ___ No ___ If "Yes" transponder # _____

Is your Transponder now registered with RMVR? Yes ___ No ___ (Note: \$50 weekend transponder rentals are available.)

As a condition of this Request For Entry, I certify the following:

- I have read the rules of ROCKY MOUNTAIN VINTAGE RACING, LTD. and agree to abide by those rules.
- The car entered has been approved by RMVR Eligibility and continues to conform with the rules. (Guest Exhibition cars can be approved on a case-by-case basis by the Chief Steward.)
- RMVR reserves the right to refuse any entry or to remove from competition any competitor as deemed necessary.
- At any time during the race event, any participant may be required to meet with the Steward and other officials to consider driving or behavior infractions. Failure to attend such a meeting can result in immediate disqualification from the event.
- As an entrant and/or driver, I make this Request For Entry into this RMVR event with the knowledge that motor racing is dangerous and that I will be expected to sign a "release form". As Driver/entrant I further acknowledge that vintage racing may involve dangers present in any form of contemporary racing; that vintage racing may also involve special dangers including, but not limited to, lack of contemporary safety equipment in my own or in competitors' cars (such as roll cages, fuel cells, fire systems, etc.); and that race groupings may include different types of cars creating potential problems of visibility and disparate speeds.

SIGNATURE REQUIRED - Driver/Entrant _____ Date _____

Entry Fee \$ _____
Voluntary Contribution to Worker Fund (\$5 increments) \$ _____
Late Fee (See above) \$ _____
Transponder Rental \$50 (Pick up at Timing Scoring) \$ _____
RMVR \$60 Membership (If needed) \$ _____
Additional Fees (As applicable) \$ _____
TOTAL ENCLOSED-----> \$ _____

Make checks payable to "RMVR" and mail this form and check to:
RMVR
6745 West 3rd Place
Lakewood, CO 80226

Cancellation Policy: Total reimbursement of fees will be granted if registrar is notified of cancellation no later than 72 hours prior to race. Cancellations later than 72 hours, or no-show, will forfeit fees.

For Office Use Only: Date Received: _____ Check #: _____ Total Amount: _____



EVENT • La Junta Race

DATE: April 23 & 24, 2005
LOCATION: La Junta Airport
CHAIR: Deb Gray (719) 384-7640
RACE STEWARD: Stan Edwards (303) 423-8129
Asst RACE STEWARD: John Mac Intyre (303) 467-2386
RACE ENTRY FEE: \$180
LATE ENTRY FEE: \$25.00 after April 09, 2005 (at the track \$50.00)
DEADLINE: April 09, 2005

Fuel WILL be available

Big T High Performance

Your **FUEL** supplier at RMVR events is now stocking Sunoco Fuels & Power Fuels, along with VP Racing Fuels, in octane ratings from 98 to 120. We have leaded and unleaded fuels in all brands.

Call us at **720-872-2414** and tell us what you use, so that we will be sure to have it on the truck.

Customer Service is our key

EVENT SCHEDULE

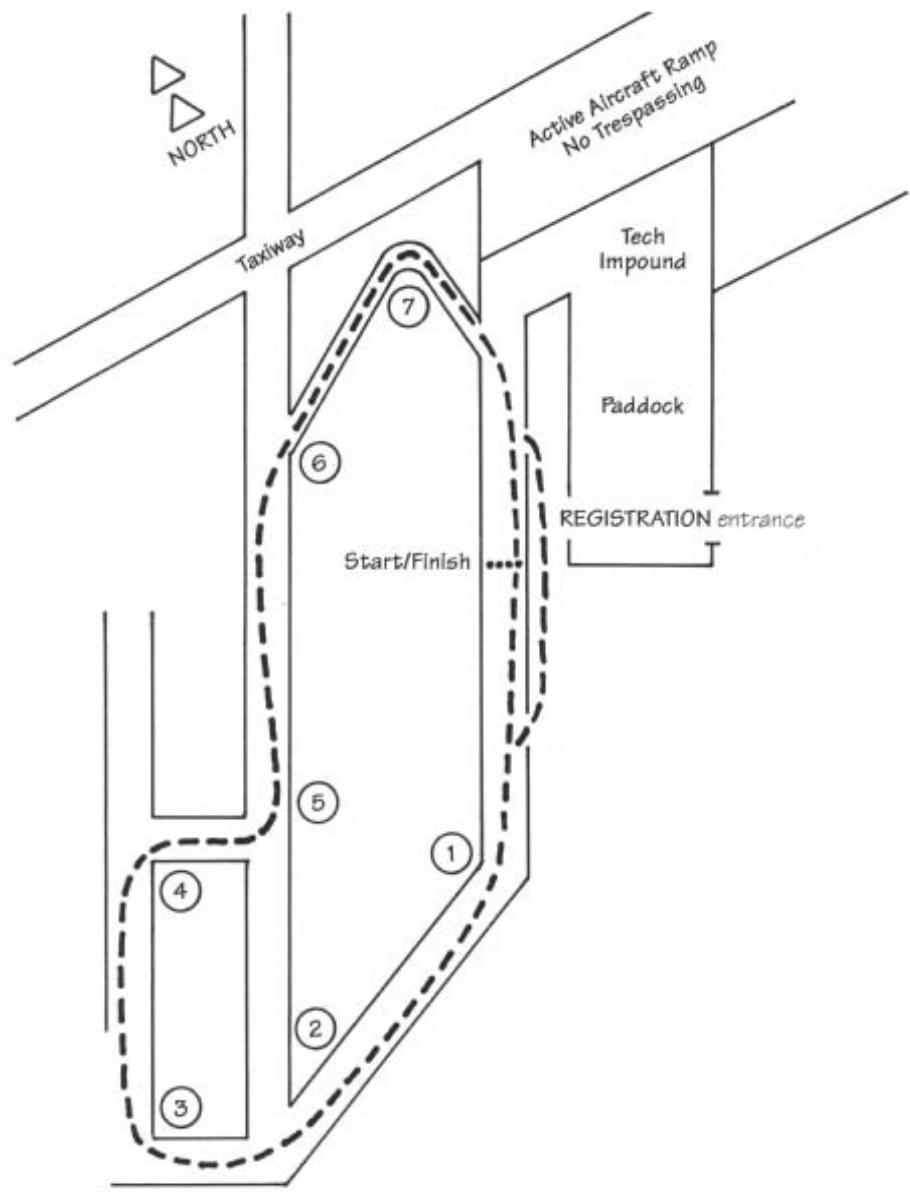
REGISTRATION & TECH: Saturday 7:00 AM
DRIVER'S MEETING: Saturday 8:30 AM
Sunday 8:00 AM

The rest of the schedule will be handed out at either registration or at Driver's Meeting.
All drivers and crew must sign in at registration.
Any driver that has not signed in, by the above specified time, will not be allowed on the track.
All drivers must attend the Driver's Meeting.

CANCELLATION POLICY: Total reimbursement of race fee will be issued if registrar is notified of cancellation no later than 72 hours prior to race dates.
Cancellations later than 72 hours or no shows will forfeit the race fee.

LaJunta Municipal Airport • LaJunta, Colorado

1.6 miles · Altitude 4238'



Accommodations:

La Junta Inns & Suits- 1325 E. 3 rd	(719) 384-2571
Stage Coach- 905 W 3 rd	(719) 384-5476
La Junta Travel Inn-110 E 1 st	(719) 384-2504
Westerner-1502 E 3 rd	(719) 384-2591
Super 8- 27882 Hwy 50 Frontage Rd.	(719) 384-4408
Midtown Motel- 215 E 3 rd	(719) 384-7741
Holiday Inn Express- 27994 Hwy 50 Frontage Rd	(719) 384-2900



RMVR TECH and Safety Inspection

Car # _____

Car Color _____

Owner _____ Event _____ Date ____ / ____ / ____

Make, Model and Year _____ Class _____

Driver # 1 _____ Driver # 2 _____ Log Book# _____

Using Synthetic Oil > Motor Y | N Trans Y | N Differential Y | N Coolant type _____

INSTRUCTIONS: Prior to the car's first event of the year, an **Annual** inspection must be performed. This **completed** inspection should be done prior to coming to the track. The inspector's portion can performed by any qualified automotive professional familiar with racecars or by any RMVR Tech inspector. Don't ask trackside inspectors to perform the **Annual** Inspection at an event. This form and car logbook must be completely **filled out and signed** prior to presenting car for Tech Inspection. The completed Annual Tech Inspection form can be submitted at the first event in lieu of the regular race weekend trackside tech inspection. **Reference the item number when writing any comments or discrepancies.** For questions consult your copy of the RMVR Rules or contact any member of the RMVR Tech team.

		Description		Driver	Tech			Description		Driver	Tech	
Driver Safety Equipment	1	Helmet (Snell 95A or newer SA rated)				Vehicle Exterior	23	Numbers Legible (10" min)				
	2	Balaclava for beards or long hair					24	Advertising (within rules)				
	3	Goggles, glasses or face shield (required)					25	Body panels secure (no sharp edges)				
	4	Clothing (2 Layers, Nomex or Kevlar)					26	Windshield & Windows				
	5	Shoes (Firm soled leather or fire retardant)					27	Headlights (taped or covered)				
	6	Car logbook with current photos					28	Brakelight(s) (where equipped)				
	7	Fire retardant gloves & socks					29	Exhaust system (firmly attached)				
Engine Compartment	8	Clean - All systems in good condition					30	Top (must be down and secured)				
	9	Fuel system (2+ Carb Return Springs)					31	Mirrors 2 Min (Looseness and adjustment)				
	10	Coolant system (catch tank 32oz.)					32	Exterior modifications (within rules)				
	11	Oil Supply (catch tank 32 oz.)					33	Hubcaps (removed)				
	12	Battery (hold down/ terminal covered/ cutoff)					Fuel System	34	Filler cap & seal			
Vehicle Interior	13	Wiring					Suspension Running Gear	35	Fuel cell / mounting / fuel lines /ground			
	14	Exhaust Manifold						36	Brakes / hoses / fluid level and quality			
	15	Firewall (solid, check for holes)						37	Wheel, tires & lugs (lug nut grip area)			
	16	Roll Bar: Fore/Aft brace 2"or < from top Main Hoop				38		Wheel bearings				
	16a	Roll Bar: 2" helmet clearance/Main Hoop				39		Suspension & Shocks				
	17	Seat belts 3" lap belts (2"w 6 pt.)				40	Steering Linkage					
	18	Safety harness (2", newer than 5 yr)				Other	41	Frame: Cracks, Corrosion, Welds				
	19	Arm restraints or window nets all cars					42	Neat, Clean and prepared for tech				
	20	Fire extinguisher (dry 2 lbs 10bc rated or Halon Min)					43	Transponder Y N				
	21	Interior / trunk (no loose objects)					44					
22	Seat Mounts; Cushions, Backs firmly attach				45							

I have inspected the above vehicle and take full responsibility for its condition on the race course.

Owner signature: _____

Owner Comments: _____

The undersigned hereby understands and agrees that the inspection of the above automobile is in no way intended to be a certification, representation, or guarantee of any kind by the inspector that said automobile is fit or safe to drive, and that the technical inspection does not imply any liability on the part of the TECH Inspector(s) or RMVR.

Driver # 1 Signature _____

Driver # 2 Signature _____

I have inspected the above vehicle, issued tech sticker and made appropriate entries in log book :

Tech Inspector:

or Annual Inspector _____

Signature | Stamp

Comments: use reverse if necessary

2005

