



Cone Clips

SCCA Colorado Solo

January/February 2000

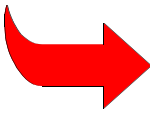
Kathy Wolfskill
3643 Ridge Road
Nederland, CO 80466



Happy 2000!

Rocky Mountain Winter Solo Series!!

Sun	Jan 23	Ice Race!	Georgetown
Sun	Feb 20	RMWSS #3	Bandimere Speedway, Morrison
Sun	Mar 19	RMWSS #4	Bandimere Speedway, Morrison



Directions

Georgetown, approximately 35 miles from Denver

- I-25 West from Denver to exit 228.
- Cross back under I-70, then Left onto Route 306.
- Continue on 306 North about 1 mile (past 22nd Street). The lake will be on your right.
- Overflow parking is in any of the 3 lots on that side. The race will be on the northwest side of the lake, with lake access on the far north parking area.

Bandimere Speedway, Morrison

- Take C-470 (runs between I-70 at Golden and I-25 in south Denver).
- Exit at Morrison Road.
- Go west toward Morrison.
- Take an immediate right onto Rooney Road.
- Follow the signs to the parking lot.



Cliff Notes

Cliff Lawson & Dale Kirstein Colorado Region Co-Chairmen

The December 5th event was a great success considering the lousy weather in the few days leading up to it. As it turned out, the weather was great, and the lot was clear of snow and ice.

The lot was not, however, clear of sand and gravel. My sincere thanks to a bunch of folks who responded to my Saturday evening email and brought along push brooms. We spent much of the first three hours of the day sweeping the course. We would have had a tough time running the event without all the brooms and broom operators. I guess you could say every turn was a "sweeper." OK, OK, I'm sorry.

Bob Klingler designed a great course, and with only 50 entrants we were able to get five runs each as well as three fun runs, and still be done by 2 pm. We all owe Kyle Watkins and Roger Nallathamby a huge "Thank you" for the work they have done on the club's truck. Obviously, the reports of its demise are greatly exaggerated. The truck showed up the morning of the event with a brand new storage system, work table, and windows. The timing and scoring folks will now have a very comfortable work area; no more sitting in the cab. Unfortunately, the air conditioning and beer cooler were not in the budget.

The next event is the Ice Race at Georgetown Lake on January 23rd. I won't be attending as my employer is sending me to Chicago over that weekend, so have a wonderful time and tell me about it when I return. Dale Kirstein has made all the arrangements and will be chairing the event. Thanks, Dale.

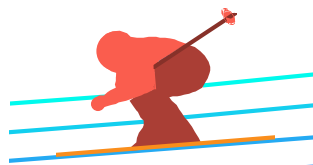
Next paved-surface autocross is February 20 at Bandimere Speedway. By the time this is published, Christmas and the New Year will have come and gone, so here is a belated wish for what I hope was a very Happy Holiday for for you all. Make a New Year's resolution to help out one of our chiefs (Timing & Scoring, Equipment, Tech, etc.) at least one event this year. I was planning on hiring people to do all the work, but then I realized a \$728 entry fee (\$723 for SCCA members) might cut down on participation. I think we gotta do it ourselves.

See you in February.



Ice Race!

Sunday, January 23, 2000
Georgetown



Info (*thank you!*) by Dale Kirstein
Event Chair, Solo Co-Chair, and All-Around Good Guy

Ice-autocrossing is a blast. It's also safe. It's like a slow-motion autocross. Not only will you learn a bunch about winter driving, but you will have a load of fun too. Give it a try!

Gates Open	7:00
Registration & Tech	Close at 9:00 a.m.
Drivers Meeting	9:30 a.m.
First Car Off	10:00 a.m. or so

Dress for the weather, and remember you may want to walk the course (on the lake), so wear appropriate footwear. There will be 6 classes: FWD, RWD, and 4WD, with each class split into bare and studded tires (street legal studs).

Any spikes or excessive studs (the tires, not the drivers) will run at the end of the event in an "exhibition" class. No loud cars may be started until after 7:30 a.m. The event will not be run in the event the weather causes unsafe ice. Otherwise, it will run snow or shine. Shifter carts and "R" compound tires are somewhat discouraged if not completely ludicrous.

 **Upcoming Events**  **Upcoming Events** 

RM Solo Winter Series #3

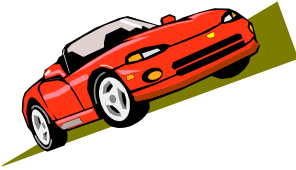
Sunday, February 20, 2000
Bandimere Speedway, Morrison

Registration/Tech	7:30 a.m. - 9:00 a.m. sharp!
Drivers Meeting	9:30 a.m.
First Car Off	10:00 a.m.

Winter event reminders: Just for fun (no points or trophies); anyone can ride along with anyone anytime (age 12 min); held in all reasonable weather, but don't risk life and car to get there; \$25 non members; \$20 members. Some loaner helmets available. See you there!!

Winter Series #2

December 5, 1999



as reported by Dale again--yay!

Well, a good time was had by all! The roads were dry, and the lot was snow-free. After the course was swept of gravel, the driving was pretty good. And by 11 a.m. or so most of us had shed our jackets. Bob Klingler put together an excellent course. Just 52 drivers turned out, which meant that those of us with faith in the great Colorado weather were able to drive 5 regular runs plus 3 fun runs at the end. Talk about seat time!

Great job to Kevin Bailey (in David Fauth's car) for staking his ever-so-rare claim on the 1,000 point spot, and David Fauth in his cheater Acura Type R (I'm not jealous ☺). Dale himself (this is Kathy writing now, so I can say this) did an outstanding job with 971 points in his 1st generation Miata in CS. Great to see Carolyn and George Counnas back in their Celica (unless you were in E Stock), as they took 1st and 2nd in the biggest open class of the day. In the biggest class of all, the Rookie class, congratulations to Bryan Sendelweck who stole the win by 2 points over Van Michael.

Cls	#	DriverName	Run 1	Run 2	Run 3	Run 4	Run 5	Pax	Pnts
GSX	1	Kevin Bailey	44 388+2	43 808	43 551	44 157+1	42 722	33 665	1000
GSX	11	David Fauth	43 957	43 583	43 352		42 975	33 864	994
BSX	99	Bob Klingler	43 237	43 149	42 481	41 876+2	42 154	34 187	985
BSX	93	Barry Ott	44 943	45 755	45 141	44 208	42 968	34 847	966
DSX	92	Kent Hamblon	44 708	44 629	44 912	44 452	43 911	35 129	958
SS	23	Amie Coleman	49 63	48 218	47 504	47 056	45 865	38 068	884
AS	9	Nichlas Wilson	47 817	47 27	47 133	45 638	45 51	37 091	908
AS	6	Carol Anne Freeman	52 53	50 66	49 677	48 549+1	48 073	39 179	859
CS	61	Dale Kistein	45 079dnf	44 046+1	43 583+1	43 458	43 216	34 659	971
CS	6	Frobi Frobisher	46 206+1	46 208	45 561	45 117	45 001	36 091	933
CS	78	Roger Zimmernan	49 927	49 268	48 339	48 729	47 965	38 468	875
CS	112	Kurt Sendelweck	53 622	50 468	49 879	49 038	48 844	39 173	859
CS	8	Scott Snyder	49 871	49 766	49 281	49 069	52 375	39 353	855
CS	12	Theresa Southie	54 82	54 974	53 159	54 369	51 648	41 422	813
CS	18	Karen Sulzbach	55 202	54 336	52 153	52 567	51 041	41 737	807
DS	28	Wes Dorsey	76 481+3	55 688+1	49 136+3	50 000+2	49 868	39 894	844

ES	1	Carolyn Counnas	50.796	47.477	46.909	44.959+1	45.179	35.511	948
ES	11	George Counnas	47.029	46.138	45.667	49.419+2	44.890+1	35.894	938
ES	6	Jay Bonvoubir	49.072	48.214+1	47.76	47.326	46.178	36.296	928
ES	25	Tom Exley	47.563+1	47.586+1	47.659	46.852	46.291	36.385	925
ES	61	John Bonvoubir	49.407+1	48.207	47.481	47.088	46.613	36.638	919
ES	53	Cliff Lawson	52.826+2	47.677	46.764			36.757	916
ES	63	Kevin Childers	48.379	50.438	48.522	47.497	47.813	37.333	902
ES	40	Pete Mathewson	dnf	55.075	57.538+1	52.986	53.247+2	41.647	808
FS	85	Victor Michael	46.97	44.676	47.64	45.657	46.911+1	36.054	934
FS	88	Adam Michael	49.063	48.238	48.182+1	46.883	47.348	37.835	890
FS	75	Rich Stark	47.65	47.084	47.483+1	47.817	48.471+2	37.997	886
GS	14	Gary Reavis	47.706	47.346	49.256+1	49.077+1	48.449	37.309	902
HS	69	Jean Paul Stassi	54.376	53.552	52.674			41.349	814
ASP	26	Hsun Chen	47.592	47.426	51.682	45.885	46.018	39.094	861
CSP	28	Mike Becker	48.918	45.294	45.163+2	54.601		37.599	895
CSP	82	Matt Merdian	59.254+1	50.931	49.713+1	48.68		40.419	833
DSP	1	Chris Dosey	44.350+1	50.786	47.091dnf	42.909+2	44.549	35.584	946
DSP	52	Rusty Hopper	46.085	45.271	44.511		44.588+2	36.499	922
DSP	5	Joseph Saliba	53.47	52.512	51.794	51.245	51.032	41.846	804
ESP	58	Ken Outcault	46.417+1	46.62	46.118	45.101	45.886+1	37.073	908
ESP	85	Rafal Szczyba	54.958	52.394	50.771+1	66.553+3	51.126	42.026	801
CP	17	Ken Ennis	46.294	45.448	45.933+1	44.444	44.903	38.089	884
SM	7	Scott Campbell	48.323	48.956+1	48.275	46.922	46.444	41.8	805
ST	86	Roger Nalathamby	48.822	45.525	45.923	46.434	48.489	35.509	948
ST	66	Johnnie Downs	48	47.484	46.532	46.46	46.599+1	36.239	929
STP	30	Brad Perdue	55.611+3	48.555+1	48.6	49.956	49.018+2	41.067	820
ESR	7	Bryan Sendelweck	50.573	49.366	48.126	47.51	47.9	37.343	902
FSR	6	Van Michael	49.715	48.399	46.605	46.37	48.168	37.421	900
GSR	15	John Mks	55.176	51.06	49.998	49.708	49.013	38.622	872
STR	39	Robert May	51.906+1	52.195	50.626	50.121	49.713	38.776	868
GSR	13	Stephen Gibert	53.959	53.009	51.63	50.976	51.365	40.169	838
CSR	86	Chad Wright	50.999	51.239	50.19	50.458+1	50.32	40.252	836
FSLR	6	Kim Michael	dnf	56.600dnf	53.692	51.380dnf	51.775	41.406	813
ESR	42	Gordon O'Brien	55.955	54.362	54.381	54.122	54.389+1	42.54	791
ESR	17	Augustine Huckle	56.155	54.61		54.702	55.821	42.923	784
SMR	1	Mark Goddy	50.141	50.66	48.337	48.845	48.4	43.503	772



For Sale



For Sale



For Sale



Send in your items for sale of no more than 4 lines, and we'll try to include them as space permits. Send to kathyw@ff.com or mail them to Kathy Wolfskill, 3643 Ridge Rd., Nederland, CO 80466.

For Sale: 1996 Neon ACR. 5 spd., AC, new Koni adjustable shocks, new windshield, street tires, snow tires, and BFG G Force tires, all mounted on alloy wheels. Red with white stripes. \$5900. Call Linda Duncan at 303/697-0878.



Ask the Auto-X-Pert

The Pre-eminent Automotive Authority of the Millennium

Unfortunately, the millennium we're referring to was several millennia ago, before anything automotive even existed. But if it had, this definitely would have been the pre-eminent authority.

**By Geoffrey Robert (insert several boy scoutish attributes here)
Danger Careful Leicester**

Well, it seems that the long winter is finally giving way to a new autocross season. How many more sunny 70 degree days can you stand? Soon, we will once again be swathed in the happy sounds of tortured tires and grinding gears. Ahh, heaven! And there's no better time to perform pre-season preparations than before the season starts, I say. And so, we'll jump right in to this month's first question, which I very carefully made up just this morning.

Dear Mr. Auto-X-Pert Sir,

This year I want to do my very best! I want my car to perform at its peak, but I'm not the most mechanically-inclined person in the world. What's the easiest way to tune my car?

Signed, Diesse Que

(Did you know "diesse" means "goddess" in French? And you thought this column wasn't educational!)

Well, you raving Continental Cutie, car tuning is certainly important! The old days of lab-coated engineers adjusting the mechanical bits with on-board diagnostics and large peripheral computers are behind us, my friend. Time marches on. These days, the well-prepared technician needs a Chromatic musical instrument tuner and a hammer.

Let's begin with that trusty engine of yours. Begin by draining all fluids, removing the valve covers and exhaust system, and all electrical components. Remove the cylinder head(s) and replace the gasket. Then, torque the head bolts to factory specs, which are not available at this time. Think you're done, huh? Ha! Not yet! Gently tap the cylinder with your hammer and determine its musical pitch. You will find that the gentle ringing moves up and down the musical scale and can be adjusted by tightening or loosening the bolts. Since this is a race car, we need everything tuned to B Sharp! Pay attention to the tuner! Only those with



highly trained ears can do this delicate operation by ear. This is why Julie Andrews was such an awesome mechanic.

Reassemble the rest of the engine, tuning as you go. When all components are tuned to B sharp, you will indeed be sharp! If you tune everything as closely as possible, your car will perform most harmoniously. Extra care must be performed when adjusting the air pressure in the tires, as you don't want to wind up with A Flat.

This system works intensely well, and you should note (get it?) a drastic performance increase right away; although there are a few slight, uhh, considerations you might want to take into account. One; you may find you have tightened bolts slightly out of factory specs. This shouldn't be a problem if you don't mind major parts falling off. Also, your car may have diminished capacity to retain fluids. This may result in the slight irritation of your car not being allowed anywhere near the actual course. Two; umm, technically, there is no B sharp in the musical scale. But I'm sure you can overcome these slight complications and enjoy a melodious season!

Dear Mr. Auto Person Sir,

I see that the first event of the new millennium is an ice race. Having never engaged in this type of event, I would appreciate some help on driving techniques, tire and vehicle preparation, and also advice on what to wear. What classes are there? Will we have run groups? Will my limbs freeze and drop off my body? Help!

Thanks in advance, Nanook of Longmont

Well Nanook, there is a whole different regimen as applied to ice racing. The advice I dispense for this aspect of the sport doesn't relate at all to our normal pavement pursuits. However, if you follow my advice exactly, you should have a great time and do well. Make sure you write this down and tape it to your windshield; you don't want to forget any of this. And here goes:

DON'T SINK.

Glad to help!



News Flash of the Century!

As you can imagine, the plush offices of Ask the Auto-X-Pert Inc. have been flooded with phone calls and letters by those seeking automotive wisdom. The mail carriers have threatened to stop delivering these bulging sacks of mail up to the 19th floor penthouse suite, where yours truly basks in splendor and renders timeless advice. And so, I am pleased to make the SHOCKING announcement that I, Mr. Pert himself, has at last joined the 80's and can now be reached by E-mail!

So please, burn up the phone lines and E-mail your questions and concerns to me, and I will of course answer all questions with the knowledge I'm famous for, except nobody knows about it. What's the address, you say? Well sheesh! The Auto-X-Pert needed something different; something flashy and offbeat. Something that would stand me out from those other so-called automotive authorities that don't have a clue about heel-and-toeing. So I came up with this, ultra-clever E-mail address: geoff@eagle-access.net

Pretty crafty, huh? So please mail or e-mail your questions, which will be faithfully answered in these pages. Your identity will remain concealed, except if I accidentally mention your name and class, along with a description of your vehicle and a photo. Hey, accidents happen.

