



## **Cone Clips**

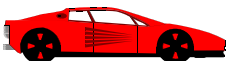
SCCA Colorado Solo News  
February 2001

Unbelievable...only February & we have a  
**Rocky Mountain Winter  
 AND Summer Solo Series!**

Cliff's done it again--feast your eyes on *this*, your schedule for happiness & fulfillment in life:

• Sun, Feb 25	• RMWSS #2	• Coors Field
• Sun, Mar 18	• RMWSS #3	• Coors Field
• April 21 & 22	• School & event?	• Coors Field
• May 26 & 27	• events	• PPIR
• June 16 & 17	• events	• Coors Field
• June 30	• event	• Coors Field
• July 28 & 29	• events	• Coors Field
• August 10-12	• National Tour	• ?
• August 26	• event	• Coors Field
• September 23	• event	• Coors Field

• There may be more dates yet to be added from Continental  
 • Divide Region down south. Stay tuned (yuck yuck).



## Whadda We Do? When? How? Etc?

For the winter events, remember...we start an hour later than summer, so get that extra beauty sleep (not that any of us rich, famous, beautiful people-with-our-priorities-in-the-right-place need anything as mundane as *that!*)

<b>Gates Open:</b>	7:00 a.m.
<b>Registration Closes:</b>	9:30 a.m.
<b>Tech Closes:</b>	9:45 a.m.

Winter events are strictly for fun (no season points and pesky trophies to worry about; we know you have yet to clear out your trophy room for *this* year's stash).

Be prepared for *all* kinds of weather, & see you there!



# Cliff Notes

by Cliff Lawson  
Colorado Region Solo Chairman

On your behalf, I attended the SCCA National Convention held here in Denver over the weekend of February 1-3.

It was better than I expected. I don't know why I expected less, probably because I figured it to be focused entirely on the road racing aspects of the club. While there were more road racing seminars, there was a whole day on Friday with continuous seminars that were Solo II-specific. One of our own, Kevin Youngers, gave a great talk on course design to a group of about 50 of the Solo II contingent. Great job, Kevin.

The really good news is that I learned that we are doing as well as anyone and far better than most. We have large turnouts and are *\*very\** well organized. I was surprised to hear that many regions do not have permanent Chiefs of Specialties (Timing & Scoring, Registration, Tech, etc.). Consequently, the event chairperson ends up trying to *\*do\** way too much. Needless to say, those regions also have great difficulty recruiting and retain event chairs.

The **ONLY** reason I agreed to chair our events for a second year is because of our staff of chiefs. Without their experience and professional approach to the job, we would have been unable to handle the growth we have seen over the past year.

Speaking with my counterparts from some of these other regions, they were amazed that I had season-long chiefs and those chiefs were responsible for their own replacements if they could not make it. Several of the smaller regions want to come to our events to see how we can run 150-170 cars, get four runs and be finished in time for dinner. On the other hand, San Francisco can run 250 to almost 300 cars in a day -- with only three runs, however.

I want to make it clear that while I'm proud of our accomplishments here in Colorado, there are regions out there that do some things better than



we do. We can always get better and we can always learn. The size of the San Francisco events is hard to comprehend.

Steve Johnson, President of the SCCA, gave a talk on his vision for the future of the club. I don't have space to go into it all here, but he is convinced we can change the view that we are the Secret Car Club of America and make us as well-know as his old organization, the NHRA.

He has brought on several new sponsors--both of events (TireRack) and of the club itself. Fram, Sunoco, and Suburu are some of the most recent. Get this: Suburu will be including an SCCA membership with every WRX sold. Sunoco will be "The Official Fuel of the SCCA." They will include information on the club in the credit card statements, have signs on the pumps, ...and a bunch of stuff I don't remember. I believe more details will be available in upcoming issues of SportsCar.

To summarize the weekend, I would have to say that I am very excited about the future of the SCCA and the Colorado and Continental Divide Regions. If you are not a member and you intend to participate in more than just a few events, please join. See me at any event and I'll give you the membership application. The secret handshake will follow after you have paid your dues.

## SOME OBSERVATIONS

Listening to one of the San Francisco representatives, it is clear that one of the things we need to work on is a quicker changeover. With four heats, (when we have 120+) there is almost no excuse for taking more than 8-10 minutes between heats. Three runs groups take longer, but the 30-35 minutes we often see is too long. We'll all have to get better at this.

As someone noted on this list, the SFO region has instituted a policy requiring SCCA membership. We are not there yet, but if we continue to grow as we have, that might become a possibility -- or some other means of limiting the entries to a manageable number. I'd like to be able to handle all that want to participate, but it's far better to have a quality event for 180-200 than a lousy time for 275-300. We are limited by space, daylight hours, and the patience of your chiefs.

See you at the next event.



*And speaking of the National Convention...*

## **Local Soloists**

### **Donate Scads of Time & Talent & Stomp Road Racers!**

In yet another selfless display of sacrifice for the promotion of our beloved sport, ten noble and honorable local solo heroes stepped up to the monumental task when Solo Chair Cliff Lawson sounded the call: "Hey guys, howzabout showing up at the go-kart track to help work the Convention special outing thingie? (SCCA will spring for a set of free laps.)"

Zounds! You should have heard the thundering response to this heartfelt plea. Never mind that as it turned out, Tasha, Sandy, et. al. handled everything just fine on their own (Dale, Cliff, and Bill did perform official responsibilities part of the time though--honest!)



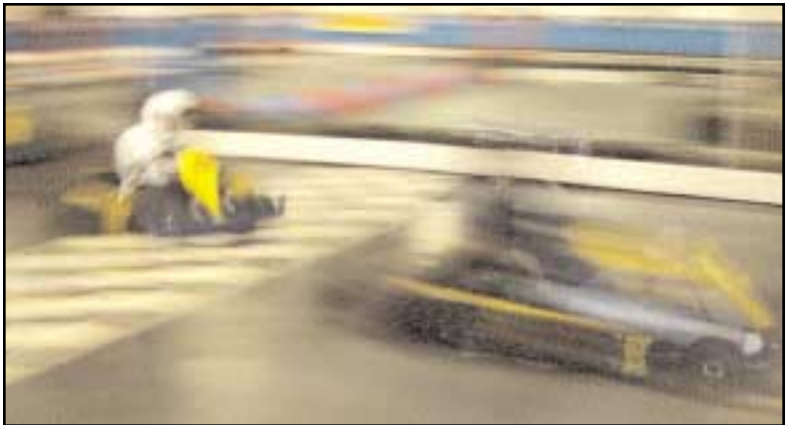
#### **Your Awesome Martyrs Ready for Action**

Dave Dutton, Lindsay Wilson, Cliff Lawson, Kathy Wolfskill, Dale Kirstein, Rob Critchley, Mark Petty, Linda Duncan, Matt Leicester, Bill Lamkin, & Aaron Miller answer the challenge.

So how did we do compared to ~~those skeezy road racers~~, our competition, you ask? Wellllll, our very own Dale Kirstein broke into the 19's to lead the whole entire shootin' match! Out of 80 individual sessions (despite a few entries entering megatimes in an attempt to oust Dale), here were the final top 20 standings (and most of us ran only once or twice):

Dale Kirstein	#1!
Aaron Miller	#4
Dave Dutton	#6
Rob Critchley	#7
Bill Lamkin	#9
Kathy Wolfskill	#12
Matt Leicester	#16
Mark Petty	#17
Lindsay Wilson	#20

Mucho thanks to Bill Lamkin for contributing his new digital camera to the cause.



### Photographic Proof

Here is hard evidence of autocrossers' vs. road racers' speed.

(Autocrosser in the lead going so blindingly fast he's TWICE as blurred as trailing road racer.)

# Winter Solo Series #1

## David Demolishes Bunches at Bandimere

January 14, 2001

In an obnoxious repeat performance of last year at this time (well, obnoxious to everyone but *him*, no doubt), Dave Fauth put away the competition with a 1000-point performance in his Acura Integra Type cheateR. We're just giving our reigning favorite GS National Champ a bad time (great job Dave!).

While most found it chillingly cold, others put in some hot performances: ST Mark Gerrard came in with 962 points, followed closely by HS Gary Phillis and FS Kris Michael at 961 points each, and more F Stockers Victor Michael at 958 and Richard Stark at 954. And leading the Rookie charge was Gary Turner in his ST Impreza. Alright dudes!

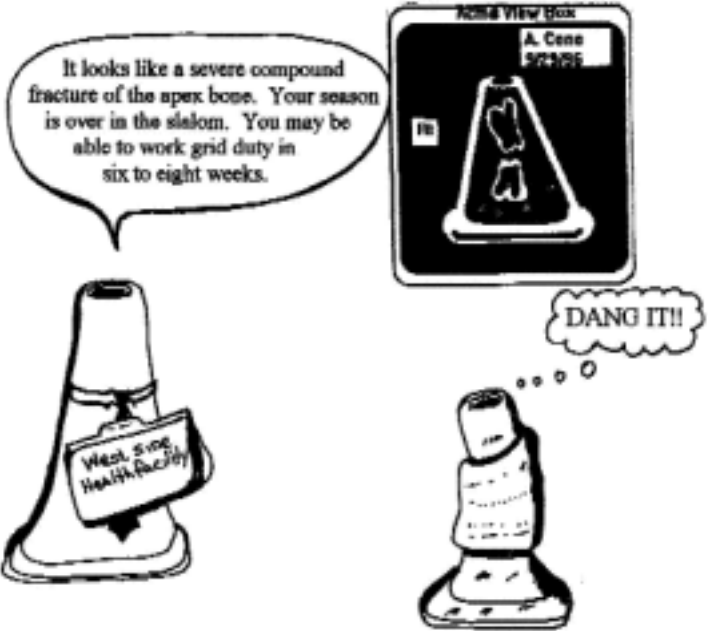
Cls	#	Driver Name	Car	Run 1	Run 2	Run 3	Pax	Pnts
GSX	19	David Fauth	98 white type r	62.095dnf	52.754	51.889+2	41.887	1000
BSX	99	Bob Klingler	99 slvr miata	55.22	55.104	54.305+1	44.634	938
BSX	9	Barry Ott	99 slvr miata	57.558+1	56.063	54.913+1	45.411	922
ESPX	97	Wayne Sartori	97 red camaro	55.51	53.921+2	55.726dnf	45.796	915
CSPX	97	Jonathan Goodale	86 slvr rx7	65.772+7	55.916+1	56.842	47.747	877
GSX	119	David Fauth	98 white type r	53.525dnf	53.323dnf	51.598dnf	oc	0
DPX	7	Dave Dutton	77 grn x1/9					0
SS	101	Clay Turner	98 blk m rdstr	54.859	54.746	54.470+2	45.384	923
SS	98	Scott Nuttall	95 burg corvette	66.109	55.114	55.683+1	45.69	917
SS	22	Jerry Jackson	95 burg corvette	56.847	56.609	67.652	46.929	893
SS	9	Forrest Thompson	96 slvr corvette	58.943+2	57.13	56.67	46.979	892
SS	11	Tom Pora	91 blu corvette	57.559	57.194	63.338+1	47.414	883
SS	24	Charles Chandler	00 blk camaro	57.483+1	57.271	55.784+1	47.478	882
SS	3	Bob Laws	89 blu corvette	59.264	58.808	57.879	47.982	873
SS	13	Alan Webb	99 blk m cpe	58.294	57.694+1	67.039dnf	48.326	867
SS	1	Perry Harris	91 blu corvette	82.265+2	66.255	65.856+1	54.925	763
SSL	11	Melanie Pora	91 blu corvette	59.551	58.963+1	60.481	49.368	848
SSL	9	Jaimie Lou Thompson	96 slvr corvette	62.209	60.772	60.482	50.14	835
AS	77	Mark Hightower	01 ylw S2000	58.617	57.09	57.796	46.471	901
AS	7	Edward Magoffin	97 blu m3	57.79	58.984	57.653	46.93	893
AS	6	Roger Miller	68 blu corvette	61.464	59.028	59.064	48.049	872
CS	6	Dale Kirstein	92 wht miata	59.819	73.161dnf	56.696	45.357	923
CS	18	Scott Snyder	91 blu mr2	59.377	58.532	57.919	46.335	904
CS	21	Rob Carnohan	90 red miata	66.924+1	58.937+1	58.91	47.128	889
CS	61	Frobi Frobisher	91 ylw mr2	60.882	59.61	59.272	47.418	883

ES	1	Ashby Floyd	01 slvr pt crsr	61.907	60.130+1	62.143	48.535	863
FS	127	Kris Michael	01 red camaro	65.896+3	55.802dnf	53.865	43.577	961
FS	27	Victor Michael	01 red camaro	61.230dnf	54.055	54.138	43.73	958
FS	75	Richard Stark	86 blk mustang	55.426	55.289+1	54.259	43.896	954
FS	6	Van Michael	00 red camaro	59.539dnf	54.523	55.012+1	44.109	950
FS	106	Rob Thomas	00 red camaro	74.618dnf	54.775+1	56.161	45.434	922
FS	66	Rob Critchley	89 wht mustang	74.420dnf	61.384	58.622	47.425	883
GS	45	Mark Bradley	00 tan a4	63.988dnf	58.814	57.961	46.021	910
GS	37	Eric Andersen	00 ylw type r	69.182	61.311	59.141	46.958	892
GS	32	Ron Nelson	91 blu talon	63.068	60.402	60.213	47.809	876
GS	10	Joseph Chac	00 blk solara	62.280+1	61.677	65.006dnf	48.972	855
HS	1	Gary Phillis	blk accord	57.166	57.688+1	55.96	43.593	961
HS	18	Mike Thompson	93 blk accord	58.259	59.462dnf	58.366+4	45.384	923
HS	62	Howard Duncan	00 wht mirage	63.018	61.02	59.974	46.72	897
HS	89	Lance Emerson	90 wht vw wagon	66.119	64.974	61.896	48.217	869
HS	131	Dave Spalding	89 red skyhawk	70.889	63.421	64.009	49.405	848
HS	26	Fred Slick	00 wht mirage	65.47	63.957	65.485	49.823	841
HSL	62	Linda Duncan	00 wht mirage	66.675	64.494	64.553	50.241	834
HSL	26	Mary Anne Slick	00 wht mirage	74.299	70.725	70.054	54.572	768
ASP	23	Arnie Coleman	00 gry m rdstr	59.141	58.161	58.126	49.058	854
CSP	24	Sam Vickery	99 slvr a4	59.755	58.342	57.891	48.628	861
CSP	40	Pat Clements	90 red crx	59.025	85.252+1	60.354+3	49.581	845
CSP	78	Rober Zimmerman	87 red 924	62.156	59.674+2	59.525	50.001	838
CSP	45	Brian Moran	90 red crx	59.773	58.880+3	58.951+1	50.209	834
CSP	401	Ken Sathra	90 red crx	65.023	65.153	103.145dnf	54.619	767
CSP	20	Bryce Davis	89 red crx	61.826+2	63.323+1	80.620dnf	54.871	763
DSP	57	Rolando Rios	99 blu impreza	59.317	67.041+3	60.6	48.759	859
DSP	60	David Monarchi	87 marn golf	61.096+3	59.474	58.480+1	48.888	857
ESP	85	Glen Outcalt	98 blk mustang	55.414	55.448+2	54.108	44.639	938
ESP	95	Patrick Chambers	95 blk mustang	56.069	56.339		46.257	906
ESP	42	Ian Frechette	98 blk gti	57.633	57.404	59.082+2	47.358	884
ESP	22	Dan Wagner	99 violt m3	56.801+1	57.189dnf	56.269+1	48.072	871
ESP	1	Chuck Schwendeman	95 blk mustang	64.214	62.672	61.145	50.445	830
ESP	13	Dave Roberts	89 slvr mustang	65.748	61.709	69.143+1	50.91	823
FP	83	Chris Shepard	83 brn rx7	61.139	59.839dnf	63.226+1	53.069	789
F125	9	Lindsay Wilson	96 blu kart		DNS	DNS	DNS	0
ST	12	Mark Gerrard	98 blk impreza	57.885	56.086	80.150+2	43.523	962
ST	22	Josh Higgins	92 blk nx	60.417	57.456	64.658dnf	44.586	939
ST	11	Hsun Chen	95 gry integra	60.572dnfD	59.046	57.599	44.697	937
ST	28	Michael O'Neal	89 red civic	58.536+2	59.749	59.048	45.821	914
ST	3	Brian Bowden	84 slvr rabbit	69.39	60.057	59.108	45.868	913
ST	21	Noel Esporo	00 blu celica	59.16	58.389+1	58.361+1	45.908	912
ST	1	Cal Neske	87 marn 944	59.778+2	60.628	59.283	46.004	911
ST	14	Jerry Hur	85 red toyota	63.217	60.163	67.039+2	46.686	897
ST	4	PJ	85 red corolla	68.302	66.023	65.079dnf	51.234	818
STP	9	Mike Critchley	91 wht sentra	71.017	69.558+3	60.645	49.486	846
STP	26	JJ Cassa	00 blu impreza	67.901dnf	62.327	61.82	50.445	830
SM	66	Larry Ganz	00 wht impreza	55.465	55.794	54.766	46.113	908
SM	53	Cliff Lawson	95 blk m3	56.569	54.829	69.814dnf	46.166	907
SM	86	Ken Lewis	85 slvr merkur	57.653	58.172	56.26	47.371	884
SM	10	Brad Golden	99 blk subaru	61.999+1	57.257	56.909+3	48.21	869
V1	5	Graeme Weston Lewis	99 blk grand prix	56.471	55.253+1	55.336+2	56.471	742
V1	22	Bill Adams	01 burg grand prix	64.454	61.457	61.698+1	61.457	682
V1	30	Mary Scott	00 slvr grand prix	76.922	64.841	64.069+1	64.841	646

STR	49	Gary Turner	00 blu impreza	57.811+2	57.292	57.349	44.459	942
ESR	12	John Collier	94 red del sol	56.985	60.345+2	56.540+2	44.676	938
STR	5	Jeff Baysinger	95 blu 240sx	61.862	60.022	58.526	45.416	922
GSR	77	Tim Roghair	87 brz 325IS	59.919	58.237	57.443	45.61	918
SSR	110	Tim Roghair	98 blk m rdstr	57.385	55.356	54.058+1	45.89	913
CSR	24	Chad Fenderson	84 wht rx7	63.436	60.483	58.621	46.897	893
GSR	17	Brandon Hightower	00 slvr passat	69.68	62.485	59.453	47.206	887
STR	116	Douglas Spalding	00 red civic	65.089	78.037	59.117+1	47.427	883
ESR	1	Bill Wells, Sr.	01 red eclipse	62.725	62.702	61.357	48.104	871
SSR	18	Dick Shriver	90 gry corvette	59.243+1	58.663	58.257	48.295	867
FSR	21	Matt Merdian	92 prpl camaro	61.021	60.955	59.718	48.312	867
ESR	8	Eric Mees	93 brn integra	77.408+2	61.437+1	61.978	48.591	862
FSR	8	Nate Balzer	84 wht 533i	60.901	60.98	59.737+1	49.269	850
ASR	3	Erik Johnson	87 blk rx7	64.959	63.183	60.915	49.585	845
HSR	31	Ryan Hotrick	89 red skyhawk	64.809+1	64.411	63.75	49.661	843
CSPR	99	Grant Froggatte	94 blk miata	59.907	59.342	57.456+1	49.847	840
STPR	6	Scott Ingram	99 blk accord	63.119	60.199+1	88.954dnf	50.754	825
GSR	1	Yang Moua	00 beig camry	67.323	72.471	63.109+1	51.697	810
SSR	32	Ed Christiansen	99 red corvette	65.900+1	64.354	62.833	52.089	804
SSR	55	Jim MacCreary	93 ruby corvette	64.498	69.364	63.749	52.848	793
FSPR	42	Wolf	91 whit golf	67.829	66.544	65.903	54.04	775
SSR	40	Wesley Turner	91 blu corvette	67.738	67.574	65.904	54.634	767
GSLR	77	Joyce Roghair	87 brz 325IS	73.012	72.436	70.694	56.131	746
FJR	16	Stephen McIntyre	00 blk kart	85.202dnf	94.884	85.695	71.641	585

# ConeConference

by Rick Walford



# Ask The Auto-X-Pert

The World's Foremost Authority in...  
uh, something that has to do with cars?

By Geoff Bob Danger Careful  
Danger Danger! (Will Robinson) Leicester Bob

As we embark on the new season, now is the time to reflect on the season past and set our goals for the upcoming events. Most of us have already used the off-time to prepare our cars to perfection (haven't we?), so all that is left is to mentally prepare ourselves for the gut-wrenching, nerve-wracking, intensely intense experience we are to face. And after our taxes are done, we can look forward to another fun-filled season of the most glorious pursuit mankind is capable of-autocrossing.

For some, it is merely enough to experience the thrill of driving at the limit, taking each event one at a time. For others, each event is a Zen-like experience, used to hone one's craft to perfection, in pursuit of a specific goal. And for still others, and I don't necessarily mean Bob and Patty Tunnell in particular, it represents a certain level of frustration in trying to find enough closet space for another dang National Champion jacket.

So now is the time to search into one's inner self and determine what we will be looking for this season. If you have a specific goal in mind, it is important to objectively evaluate your own abilities to avoid setting yourself up for crushing disappointment. And with that in mind, we will get to this month's question, sent in by an avid competitor. (And haven't you always wanted to be avid?)

But first, a disclaimer-as per the policies of this esteemed publication, the identity of this person shall be kept in the strictest confidence. Although I might hint at this person's identity, for instance, I might casually mention that he is a long-time competitor in F Stock, he has a Camaro and a turbo Trans Am, and his name is Kevin Youngers. Those are the only subtle hints I'm allowed to give you; you'll have to figure out it's Kevin Youngers, FSX 76, on your own.





# Directions

Coors Field • Denver, CO

## From I-25

- Exit at Park Avenue (eastbound)
- Pass Coors field on your right
- Left onto Market, which turns into Walnut (past Blake)
- At 29th (or anything north of 27th), take two left turns
- Proceed south on Blake
- You must enter from the 27th Street gate