



Cone Clips

SCCA Colorado Solo
March 2000

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This Week!
* Weds: Solo Meeting
* Thurs: Go-Kart Night

Rocky Mountain Solo Schedule

With more to come shortly...Stay tuned!

Sunday, March 19	Winter Series #5	Bandimere Speedway
Sat/Sun May 28/29	Summer Series #? & #?	PPIR, Colorado Springs
Sat/Sun Aug 19/20	SS #?/#?, Nat'l Tour, Div I	PPIR, Colorado Springs

New: The Solo 2000 Rocky Mtn Divisional Solo II Series!

Sat/Sun Jun 10/11	Rio Grande Region	Albuquerque, NM
Sat/Sun Jul 22/23	Pan Am Region	El Paso, TX
Sat/Sun Aug 19/20	Continental Divide Region	PPIR, Colorado Springs
Sat/Sun Sept 2/3	Utah Region	Wendover, UT



Another Cliff-hangar Solo Meeting!

Solo Chair Extraordinaire, Cliff Lawson, has invited us back to his great meeting space at the United Airlines Flight Center. Please plan to attend, and Cliff will *again* be giving a tour of the facility (time permitting)!! It was just excellent last time (*real* flight simulators are awesome). We still need volunteers for the Summer season. If you've ever had a desire to learn a particular area or if you'd like to co-chair an event even for one day, come join in. It doesn't matter how new you are. We need **HELP** from everyone who loves our marvelous sport!

What: Solo II Meeting & Facility Tour

Where: United Airlines Flight Center

When: 7:00 p.m., Wednesday, March 1, 2000

Why:

- Volunteers for Event Chairmen & Remaining Chiefs
- Sites & Schedule
- Summer event formats

Directions: From I-70, go south on Quebec under the Smith Road overpass (near Concourse E at Stapleton, for those familiar with it). Turn left at the second intersection after the overpass onto 35th. The entrance is the first right into the parking lot. Enter the building under the bridge connecting the two buildings. Wait inside the first set of doors and Cliff will meet us there. Be on time! Security is strict.



Cliff Notes

by **Cliff Lawson**
Colorado Region Solo Chairman

I know people are concerned about whether or not we will have dates for a Summer Season. Yes, we will. We know for sure that we will be having a two-day event at PPIR on May 27-28. Lindsay Wilson is working on more two additional 2-day events—one in June and one in July. Since coordination is not complete, I don't want to mention the dates and have you make plans around something that may change. By the time you get this I should have three (or so) dates at the Cloverleaf Kennel Club in Loveland.

By the end of March I hope to have a full ten-event season planned and confirmed, including a driver school in either late April or early May. Dale Kirstein is the new keeper of the CDR web page and he will keep it up-to-date with all the latest schedule additions and changes. Check it early and often (address at back).

It is also good news that Lindsay has already set up August 18-20 for the National Tour/Divisional/Summer Series events at PPIR. Thanks Lindsay!

Well, it's official. CSP won't have the M3's to kick around anymore. We've been moved to ESP where we can fight it out with those 'merican pony cars. It's probably a good move—I was getting tired of being beaten by cars that weighed 1000 pounds less. Now I can get beaten by cars that weigh the same. Jeez, could it be the driver?

Elsewhere in this issue is the upcoming meeting notice. The agenda will include the format for the summer events, your preferences for sites (those not already on the calendar, anyway) and any other business you may wish to discuss. Time permitting, we can do another tour of the simulator building for those who missed it last time. If you decide to come, **you must be on time!** While no one has hijacked a simulator yet, the building is quite security-conscious and you will have to be escorted in and badged.

The February 21st event at Bandimere Speedway turned out great! The morning started out cold and windy, but by noon many folks were down to t-shirts. From Nanook of the North to Jimmy Buffett within four hours. One hundred and seventeen drivers turned out for our first non-ice event of 2000



Uncle Dave's 1st Invitational Go-Kart Night

January 31, 2000
SpeedWorld GP



The brainchild of Dave Dutton, his kart-nights are a blast-thanks Dave!!!

After dividing into teams of 4 drivers or so, each team drove a total of 90 minutes of action-packed racing. Trophies were awarded to the top 3 teams (completing the most laps). Come join us at Uncle Dave's next Go-Kart Night, Thursday, March 2 at 6:30 p.m. (details elsewhere).

That is, you were invited if you are on the RM Solo email list, to Dave Dutton's rollicking-good time at the go-kart track. Thirty-something racer-types appeared for pizza and enduro racing for a low, introductory \$35 each (and that included your lifetime membership at SpeedWorld if you hadn't already registered)!

Ready, Racers?!



We grinning goons gather for instruction and threats from the great SpeedWorld staff



1st Place: The Bobs—Completing 214 laps in 90 minutes, Dale Bob Kirstein (he did open his eyes while driving), Matt Bob Leicester, Geoff Bob Leicester, and Kathy Bob Leicester Wolfskill took the top spot



2nd Place: Spare Parts—After 212 laps, Bill Lamkin, Mark Petty, Jim Valdez, and Gary Reavis claimed the 2nd place trophies for the night



3rd Place: Team Honda—Pat Clements, Nate Zeigler, Jamie Davis, and Hsun Chen staked out 3rd place with 209 laps—great driving!

More Go-Kart Enduros

Speedworld GP

Thursday March 2 *and*
Wednesday March 15



Dave's on a roll! Join in the fun—same race format as last time. Speedworld GP has given everyone who needs one a free lifetime membership which normally costs \$10. Trophies to 3rd place.

Speedworld supplies all the safety equipment for racing. Full-face helmet, gloves, (and a full driving suit for anyone who wants to wear one,) or bring your own. No exposed skin allowed while driving.

Where: 4351 E 46th Ave, 303-377-3033
(North onto Colorado from I-70;
on NE side of intersection)

When: 6:30 p.m.

Cost: \$35 includes pizza and soft drink

We have prizes for the fastest:

- .. over 225 pound male
- .. between 200 and 225 pound male
- .. between 175 and 200 pound male
- .. under 175 pounds male
- .. the fastest female
- .. and the quickest race rookie

We'll try to race with similar total team weights, so...

RSVP Needed!

Please e-mail or call Dave Dutton to rsvp and include your weight or total team weight (if you don't have a team, you can join one there). Call 303-421-1922 or email dave@applemotors.com.

Winter Series #3

Georgetown Ice Race January 23, 2000

by Ace Reporter and Event
Chairman, Dale Kirstein

Thanks to everyone that made our first ice race (that I can remember) a huge success. With the wind howling, we still managed to get 76 drivers 3 runs each. I couldn't have done it without the great help I got from lots of people who were willing to work both shifts, sometimes jumping out of their cars between runs to go help work the start or help with the stop watches. (It's true, timing lights don't work in blowing snow.)



The members of RMVR turned out in force, and they even brought their chili kitchen with them.

Congratulations to all class winners: FB Frobi Frobisher (FWD bare tire); BB Lindsay Wilson (RWD, bare tire); 4B Richard Stark (4wd bare tire); FS Nick Wilson (FWD stud tire); BS Eric Castillo (RWD stud tire); 4S Rob Steinway (4wd stud tire); and V1 Matt Leicester (snowmobile?! Leave it to Matt to bring a weird vehicle).

Cls #	Driver Name	Car	Run 1	Run 2	Run 3	Best	Pax	Pnts
FB 61	Frobi Frobisher	Audi A4	85.32	92.33	94.68	85.32	85.32	866
FB 1	Dale Kirstein	Audi A4	87	86.02	92.33+1	86.02	86.02	859
FB 3	Alex Kathe	VW GTI	87.48	95.42	99.84	87.48	87.48	845
FB 9	Mike Crichtley	Nissan Sentra SE	88	97.13	99.34	88	88	840
FB 854	Chip Hane	Escort Wagon	93.38	90.24	92.75	90.24	90.24	819
FB 4	Mike Thompson	Accord	91.05	97.49	100.77	91.05	91.05	811
FB 2	Thom Miller	DelSol	91.55	97.04	101.18	91.55	91.55	807
FB 66	Rob Crichtley	Sentra SE	92.36	96.95	103.82	92.36	92.36	800
FB 29	Erk Hamilton	Sunbird	92.8	103.36	100.43+1	92.8	92.8	796
FB 181	Aaron Liebert	Passat	93.03	96.83	104.7	93.03	93.03	794
FB 331	David Moulton	Saab 900T	96.03	104.99	125.3	96.03	96.03	769
FB 193	Beth Ber	Saab 900T	97.03	121.77	131.47	97.03	97.03	761
FB 401	Jan Fiechette	VW GTI	101.94	99.45	104.3	99.45	99.45	743
FB 76	Dick Shearer	Austin Moke!	99.47	107.55	110.6	99.47	99.47	743
FB 41	Chuck Montem	Accord	108.91	100.86	107.58	100.86	100.86	733
FB 825	Ray Jones	Saab Sonett	101.07	107.6	128.71	101.07	101.07	731
FB 69	Jesse Hanes	Integra	100.65+1	102.89+1	106.25	102.65	102.65	720

Uncle Dave's 2nd Invitational Go-Kart Night aka The Bill Stockton Farewell Racing Blast-o-matic Event

February 15, 2000
Where else? SpeedWorld GP



Honoring Bill Stockton and his great work and dedication establishing and maintaining the CDR web site all these years, we bid him a fond farewell, as he'll be leaving us to return to Virginia

Uncle Dave outdid himself in organizing another excellent event with the same highlights as his first shindig. This time, he also collected great prizes for special awards for fast times in various categories. Results may not have been completely accurate, as individual times weren't tracked as such, but these were the winners and wonderful donors:

- Rick and Kelly at **Area Auto Parts**, 6471 Federal Blvd, 303-657-9670—donated a Nascar Monopoly game for Fast Female: Frobi Frobisher
- **Import Parts Warehouse**, 501 Kalamath, 303-825-2000—donated 2 fleece jackets and a beer cooler. David Fauth (over 225 lb class) got the cooler, Mike Becker (between 200 and 225 lbs), and Bill Lamkin (under 175 lbs) all went under 21 seconds.
- **Car Quest/Big A** donated a fender cover for the 175-200 lb guys, which went to Brian Ball.

1st Place—Spare Parts

Finishing 309 laps in 120 minutes, the team of Brian Ball, Roger Curry, Aaron Miller, Josh Hadler, Bill Lamkin, and Gary Reavis reigned supreme



2nd Place—The Bobs

At 308 laps, Dale Bob Kirstein, Kathy Bob Leicester Wolfskill, Geoff Bob Leicester, Kevin Bob Wolfskill, Dave Bob Springberg, and Matt Bob Leicester snagged 2nd



3rd Place—Fiat American Racing Team (well, you figure out the acronym)

Finishing 300 laps, the Duttons 3: Dave, Joel, and Jim, were joined by Stephen Visser and Graeme Weston-Lewis to grab the 3rd place trophies

Cheater David Fauth Trounces Us at...

Winter Series #4

Bandimere

February 20, 2000

Does anyone else remember last year about this time, when "CD" Fauth began this annoying trend of again hogging all the glory with the next closest competitor attaining 546 points?!?! Sheesh! How rude...brilliant, but rude. We'll only admit this once: we're jealous! Masterful job—now bottle that for Nationals!

Whether or not we were left in CD's dust, the other 116 of us overwhelmingly had a fantastic time!! Many thanks to Cliff Lawson, Event (not to mention Solo) Chair, and all the many chiefs and volunteers for putting on a wonderful event. A plethora of rookies appeared, and we hope we see them back in March.

Congrats are in order to Forrest Thompson for handily taking the 8-car Super Stock class; Dan Wagner was into the 900s to lead A Stock; while Dale Kirstein won the 7-car C Stock class in his Miata. George Counnas beat wife Carolyn by less than .2 and took 6 others in E Stock, and Russel Rock flew to a 940 point lead in F Stock. Ian Jordan won ESP with 908 points, and Blake Fraser broke into the 900s to win Street Touring. In rookie action, Johnnie Downs and his Miata took 1st, followed by Austin Hach and Mark Harris, with Jon Martin just 1 point behind.



We said our good-byes to Carolyn and George Counnas at an after-event pizza outing, as they'll be moving at the end of the month to Thousand Oaks, CA! Many, many thanks for the years of leadership, talents, and efforts toward setting the awesome Colorado Solo Standard!



Linda Duncan sold her Neon sight unseen and got this zorchy new DP (which she won, btw) CRX



Joseph Saliba is stylin' in his beautiful H Stock '73 TR-6

Class	#	Driver name	Car	Run 1	Run 2	Run 3	Best	Pax	Pnts
GSX	11	David (CD) Fauth	98 wht Integra type R	59.547+1	58.939+1	58.379	58.379	46.003	1000
BSX	99	Bob Klingler	99 slvr M data	60.399+1	59.131+2	58.274	58.274	47.26	973
DSX	92	Kent Hambron	99 blk Neon	59.539	59.820+3	59.919+1	59.539	47.631	966
BSX	95	Paul Wootley	95 blk M data	59.131	59.563	58.491+1	59.131	47.955	959
ESPLX	198	Patty Tunnell	95 wht M 3	60.921	59.331	85.701+1	59.331	48.039	958
BSX	93	Bany Ott	95 blk M data	60.357	61.969+3	59.987	59.987	48.649	946
ESPX	98	Bob Tunnell	95 wht M 3	76.654+2	59.356	57.097+2	59.356	48.791	943
ESPX	97	Wayne Sartori	97 red Camaro	59.221dnf	59.545	dnf	59.545	48.946	940
F125X	97	Jonathan Goodale	97 red kart	54.822dnf	51.781	51.184+1	51.781	49.192	935
ESX	46	Gary Phillips	95 wht 200SX	61.496+1	63.629+1	62.702	62.702	49.284	933
FSX	176	Brian Richardson	89 wht TransAm	63.876	61.36	61.921+2	61.36	49.518	929
FSX	76	Kevin Youngers	89 wht TransAm	60.980+3	61.455+3	59.782+1	61.782	49.858	923
DSX	93	Brent Dewitt	96 blk neon	60.902dnf	60.723+1	61.940+3	62.723	50.178	917
CPX	21	Bob Ely	69 blk Mustang	58.725	57.218+3	57.301+1	58.725	50.327	914
DPX	7	Dave Dutton	77 gm X179	63.888			63.888	54.496	844
SS	97	Fonest Thompson	96 slvr Corvette	62.123	63.402	62.826+2	62.123	51.562	892
SS	52	Mike Lemacks	97 wht Camaro	68.442	66.856+2	66.468	66.468	55.168	834
SS	23	Amie Coleman	00 gry M Rdstr	67.917dnf	66.552+1	66.795	66.795	55.44	830
SS	46	Wayne Gill	96 wht Camaro	68.78	66.589dnf	67.957	67.957	56.404	816
SS	13	Ed Buman	96 wht Corvette	69.439	70.647	68.599	68.599	56.937	808
SS	1	Bill Gibson	93 wht Corvette	75.481dnf	74.370dnf	73.376	73.376	60.902	755
SS	84	Peny Harris	84 wht Corvette	71.551dnf	73.375dnf	70.406+2	74.406	61.757	745
SS	112	Keith Knigge	97 wht Corvette	78.672dnf	dnf	81.269dnf	OC	OC	0
AS	22	Dan Wagner	99 vlt M 3	65.293	62.308	61.54	61.54	50.155	917
AS	17	Paul Oland	00 blk M 3	64.467dnf	67.055+1	67.182	67.182	54.753	840
AS	81	David Harrison	81 gry Corvette	73.301	70.93	70.768	70.768	57.676	798

Travis Hamm, 2nd in HS, lends a new meaning to the term "tuck and roll" in his 99 Chevy S10 truck



Why Kevin Youngers, is that a defenseless little pylon you're mowing down?

BS	28	Sean Carroll	99 slr 318is	69.965+1	66.672+1	64.775	64.775	52.533	876
BS	5	Bob Phillips	99 whtM lata	74.001dnf	66.311dnf	70.235dnf	OC	OC	0
CS	61	Dale Kisten	92 whtM lata	62.555	60.480+1	61.725	61.725	49.503	929
CS	91	FrobiFrobisher	91 yw M R 2	64.973	63.91	64.801+1	63.91	51.256	898
CS	8	Scott Snyder	91 bluM R 2	66.155	65.318+2	66.053	66.053	52.975	868
CS	241	Kurt Serdelweck	93 red M lata	72.601	69.538	68.671	68.671	55.074	835
CS	18	Karen Sulzbach	91 bluM R 2	72.568	73.163	72.302	72.302	57.986	793
CS	84	William Wison	84 bmRX-7	77.769dnf	71.512dnf	75.852	75.852	60.833	756
CS	24	Theresa Soutiere	93 red M lata	77.215	77.437dnf	83.936	77.215	61.926	743
DS	36	Rick Donaldson	96 bluNeon	61.966+1	61.81	60.662	60.662	48.53	948
DS	67	Aaron Miller	98 whtNeon	68.589+1	62.964+3	62.017+1	64.017	51.214	898
DS	9	Mike Critchley	91 whtSentra	68.368	64.372	65.222	64.372	51.498	893
DS	66	Rob Critchley	91 whtSentra	72.819	70.144	70.308	70.144	56.115	820
ES	11	George Cournas	94 red Celica	63.896+1	63.264	62.942+1	63.264	49.726	925
ES	1	Carolyn Cournas	94 red Celica	66.053	63.854	63.41	63.41	49.84	923
ES	6	Andy Hecox	87 red GTI	73.858dnf	64.761	62.526+1	64.526	50.717	907
ES	25	Tom Exley	95 bkDelSol	66.291	65.816	62.713+1	64.713	50.864	904
ES	72	John Harrison	96 gm Acura	66.906	67.684+2	68.262dnf	66.906	52.588	875
ES	112	Megan Peacock	93 wht Integra	96.903	67.656		67.656	53.178	865
ES	63	Kevin ChiBens	00 blu Civic	67.062dnf	66.593+2	66.427+1	68.427	53.784	855
ES	12	Nathan Rademacher	93 wht Integra	72.170+1	71.340dnf	69.859	69.859	54.909	838
FS	6	Russel Rock	83 slr 280Z	61.537	60.627	59.478+2	60.627	48.926	940
FS	88	Vitor Mikhail	99 gm Mustang	63.955+1	62.189	61.713+1	62.189	50.187	917
FS	24	Charles Chandler	94 gm Z28	66.534+1	65.299	63.746	63.746	51.443	894
FS	75	Richard Stark	86 bk Ford SVO	65.952	60.490dnf	74.372dnf	65.952	53.223	864
FS	85	Noel Roessler	85 wht Firebird	70.781dnf	72.966+1	69.652	69.652	56.209	818
FS	21	Matt Erdian	92 ppl Camaro	73.185	70.896	75.778dnf	70.896	57.213	804
FS	83	Gregg Gibbon	93 red Firebird	104.253	79.602	78.624	78.624	63.45	725
FS	20	Troy Voyelle	84 slr Camaro	79.414dnf	80.993dnf	74.743dnf	OC	OC	0
GS	42	Kathy Wolfskill	98 red Tabn	63.874	65.896dnf	61.938dnf	63.874	50.333	914
GS	38	Gary Reavis	96 red Contour	67.526	66.114+1	66.167	66.167	52.14	882
GS	50	Patrick Maddy	00 yw Integra type R	67.582dnf	67.592+3	67.799+1	69.799	55.002	836
GS	3	Kristi Bunt	95 mn Saab 900	77.942	73.491	72.568dnf	73.491	57.911	794
HS	42	David Sudyam	96 blu Contour	69.426+1	69.226+1	67.260+1	69.226	54.369	846
HS	99	Travis Hamm	99 yw Chevy S10	76.995	71.657	71.775+1	71.657	56.251	818
HS	5	Joseph Salba	73 blu TR-6	77.843dnf	72.726	73.576dnf	72.726	57.09	806
BSP	29	Toby Tyler	99 red Saabn	65.293dnf	61.74	61.413	61.413	51.955	885
CSP	26	Hsun Chen	89 red CRX	62.636dnf	63.2	62.35	62.35	52.623	874
CSP	45	Brian Moran	90 red CRX	68.234+1	67.745	65.335+2	67.745	57.177	805
CSP	85	Jeny Hur	84 pmz/bk Corolla	76.607+1	79.363+3	68.837dnf	78.607	66.344	693
DSP	43	Rei Makino	89 mn GTI	63.499	62.594	66.739+1	62.594	51.327	896
DSP	86	Eric Castillo	86 bk Omni	66.682	65.359+1	64.099	64.099	52.561	875
ESP	76	Ian Jordan	90 mn Tabn	61.645	61.804	60.979+1	61.645	50.672	908
ESP	53	Clyff Lawson	95 bk M 3	60.747dnf	64.654	62.688	62.688	51.53	893
ESP	95	Glen Outcall	98 bk Mustang	63.965	63.560+3	62.998	62.998	51.784	888
ESP	40	Justin Paulsen	89 red Mustang	64.042dnf	71.645dnf	68.212	68.212	56.07	820
ESP	195	Natalie Castleberry	98 bk Mustang	88.252dnf	77.742	74.867	74.867	61.541	748



Frobi Frobisher takes 2nd in the 7-car C Stock class. She won the 24-car FB class at the Ice Races last month!



Go-kart coordinator king, Dave Dutton, takes a helmet, er, a short person, for a ride

BP	58	Geoff Bob Leicester	79 bk Corvette	58.367+1	56.774+2	56.275+2	60.275	52.68	873
DP	21	Linda Duncan	88 ylw CRX	64.640+1	61.354+1	59.899+1	61.899	52.8	871
DP	13	Roger Cunny	ylw X1/9	67.307+1	67.289	63.801	63.801	54.422	845
DP	131	Eric Bass	ylw X1/9	67.471	67.015+1	66.864	66.864	57.035	807
SM	5	Graeme Weston-Le	99 bk Grand Prix	67.322dnf	68.185	66.925+2	68.185	61.367	750
ST	17	B Lake Fraser	99 bk Neon	65.263	62.508+4	64.717	64.717	50.479	911
ST	54	Tobi Connell	92 red Civic	69.620dnf	70.211	67.559	67.559	52.696	873
ST	13	Seth Frader	95 bk Jetta	68.954dnf	66.094+1	63.720+4	68.094	53.113	866
ST	27	Chris Rzepienik	99 red Civic	77.702dnf	69.13	68.88	68.88	53.726	856
ST	36	Jon Amick	92 wht Galant VR4	81.834	75.169	74.322	74.322	57.971	794
ST	7	Ross Kimbro	97 gm Civic	89.31	70.016dnf	74.440+1	76.44	59.623	772
ST	11	Jason Russel	95 blk Civic	116.103dnf	82.556	71.283dnf	82.556	64.394	714
ST	21	David Vazquez	89 slvr CRX	68.254dnf	64.925dnf	74.210dnf	OC	OC	0
VW	960	Chad Tone	60 blk VW Bug	72.118dnf	70.752	69.488dnf	70.752	70.752	650
FSP	9	Kevn Wenzel	84 wht Rabbit	60.581	60.845	59.875+1	60.581	49.676	926
FSP	6	Ian Mannix	84 wht Rabbit	60.745+1	59.879+2	60.415+2	62.745	51.451	894
BSR	6	Johnnie Downs	94 wht Miat	66.926	66.733dnf	65.107	65.107	52.802	871
FSR	22	Austin Hach	99 red Mustang	70.582+1	66.296	67.106	66.296	53.501	860
GSR	99	Mark Harris	99 slvr Audi	68.706+1	71.073dnf	68.192	68.192	53.735	856
SSR	11	Jon Martin	88 wht Corvette	66.684	64.839	64.924	64.839	53.816	855
STR	442	Ian Fiechette	98 bk GTI	71.921dnf	65.102dnf	69.502	69.502	54.212	849
FSR	89	Kristopher M Chae	99 gm Mustang	73.141	72.737dnf	67.708	67.708	54.64	842
HSR	5	Michael Singleton	91 wht Accord	71.115	69.879	69.624	69.624	54.655	842
HSR	28	Michael Neal	89 red Civic	75.98	69.705	66.170+2	69.705	54.718	841
FSR	30	Ashby Fbyrd	95 bk Impala	73.430dnf	68.402dnf	68.673	68.673	55.419	830
GSR	3	Brad Gothen	99 bk Subaru	69.908dnf	69.119+1	67.796+2	71.119	56.042	821
CSR	25	Chad Fenderson	84 wht RX-7	75.346	70.487	70.047	70.047	56.178	819
SSR	613	Rick Alexander	90 gm Corvette	71.637+1	67.856	65.593dnf	67.856	56.32	817
GSR	37	Eric Andersen	00 blk Impreza	76.624	70.191+1	70.826+1	72.191	56.887	809
SSR	3	Bob Laws	89 blk Corvette	74.34	69.691	69.075	69.075	57.332	802
STR	32	Will Sweat	00 blk Impreza	78.597	77.395	73.826	73.826	57.584	799
SSR	77	Paul McGill	99 slvr Corvette	69.546	68.725+1	78.137	69.546	57.723	797
SM R	13	Chad Hayashi	91 gm Galant VR4	62.109+4	64.286	64.188+2	64.286	57.857	795
FSR	77	David Waker	97 wht Mustang	77.461	72.649dnf	71.865	71.865	57.995	793
STR	81	Ted Smith	94 teal Civic	66.983dnf	67.636dnf	72.523+1	74.523	58.128	791
FSR	25	Travis Brundige	95 blk Mustang	74.926+1	71.624dnf	73.094	73.094	58.987	780
BSR	66	Laura Rueler	94 wht Miat	93.039	80.736	74.309	74.309	59.722	770
SSR	66	Dave Kauder	91 ylw Corvette	75.059dnf	72.644	72.991	72.644	60.295	763
SM R	51	Jason Martinez	93 wht Tabn	65.577+1	65.553+2		67.577	60.819	756
STR	17	Rolando Robs	99 blk Impreza	87.559dnf	80.604dnf	76.156+1	78.156	60.962	755
SSR	11	Lanette Martin	88 wht Corvette	81.413	78.064	76.655	76.655	63.051	730
SM R	15	Wendy Martinez	93 wht Tabn	74.151	68.406+1		70.406	63.365	726
GSR	193	Beth Eber	84 bk Saab 900	88.524+3	84.229	81.080+1	83.03	65.467	700
STR	24	GW Rush	00 blk Civic	69.481dnf	66.997dnf	65.918dnf	OC	OC	0

Ask the Auto-X-Pert

The World's Most Respected Autocross Advice

By Geoff Bob Etc.

Well, maybe not the world's most, but probably the continent's. If not the continent, then a city for sure. At least one block of it. Okay, Mrs. Pringle's second grade class likes this column better than the financial advice printed in the Wall Street Journal.

Well, since I didn't receive any questions this month in my ultra-cool e-mail (geoff@eagle-access.net), this month we're going to be edubacated on the whys and wherefores of that engine of yours. Engines, like Dick Clark, are pretty much taken for granted. Y'know, they never seem to change, they look the same, and they don't wear out. At least Dick Clark doesn't seem to.

And I'm sure most of us have given at least some thought as to how that trusty supplier of horsepower works, but most explanations wind up being too technical to understand. I don't know how many times I've heard people ask me to explain the principles of internal combustion! (But it's less than one.) I've given the matter just as much thought as the other subjects this column has approached, and now is the time to dispense the pertinent info!

First of all, it is fundamentally incorrect to consider that engine of yours as a mechanical device. No sirree Bob, it's nothing more than a whirling, noisy social system. I'm going to tell you a story of two families: the Hydrocarbons and the Electricities. They hate each other. When they meet, the result makes Jerry Springer look like Mother Theresa. Come to think of it, Jerry Springer does look a lot like Mother Theresa, except his odds of winning a Nobel Prize in his lifetime are probably not good.

Anyway, we as autocrossers can use these volatile meetings to our advantage, if we can control the circumstances. To do that, we need to moderate the number of family members getting together and their meeting place; otherwise, ye shall have no horsepower. And it's no coincidence that we greatly stir up both parties before we introduce them to each other. Let's see how they meet:

The Hydrocarbons, as legend holds, are descendents of a large family that roamed the earth many millennia ago. Their undisputed leader, T. Rex, went on to become the patron saint of CP. Through the ages, they basically regressed and lost their dignity, until they became quite crude and hung out in pools. Eventually, some genius figured out that this family would make fine servants, but they weren't presentable in public; so they were sent to finishing school to get refined. After refining, they were ready to meet the public and their services may be purchased at your local gas station.

From there, it's up to you to get them to the arena with the Electricities. To many Hydrocarbons can overwhelm the Electricities, drowning them. We call this



flooding. We determine how many of the volatile Hydrocarbons we invite to the party by depressing the throttle. We stomp on it, it gets depressed, and it decides to get even by initiating the fight between the families. The Hydrocarbons rush in to the engine. The Hydrocarbons may be flammable, but they're not stupid (they're no ordinary fuels). They know that they will need help in defeating the dreaded Electricities; so they enlist the aid of the local oxygen union, and they meet just above the intake manifold and join forces. Then they get quite agitated until everyone gets the vapors, and you let them proceed to the (cylinder) heads of the class. From there they go through a complicated systems of doors, operated by the Timing Chain Gang, into the arena. They are sucked into a very warm, but very dark room. The floor is moving.

Meanwhile, the Electricities are much more militaristic, and hang out together in the battery. They know their mission is to destroy the Hydrocarbons. They get ready for the battle and increase their numbers in a dynamic chamber called the altercator, which has recently been referred to by its other name-the alternator. Don't ask me why. Like all things dealing with electricity, it doesn't make any logical sense.

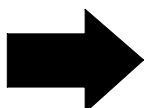
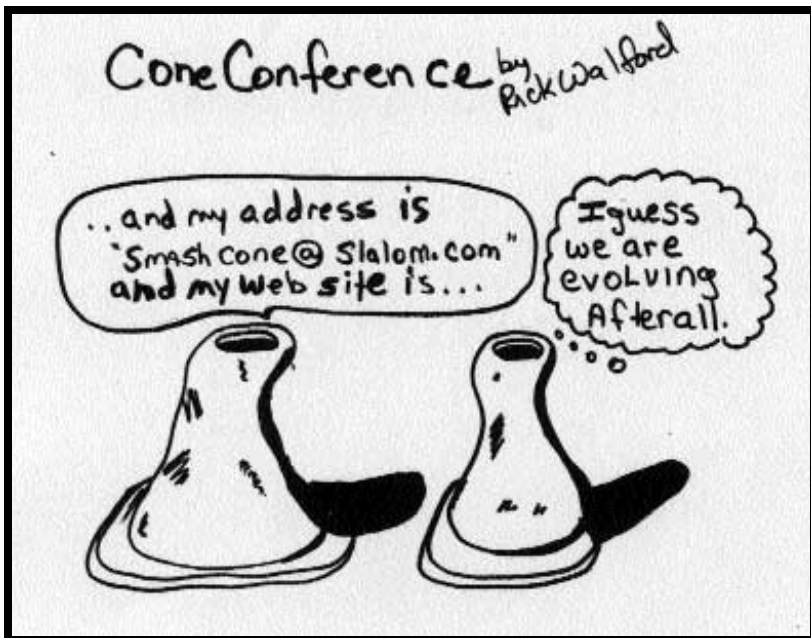
Anyway, they're all fired up and ready to zap the Hydrocarbons. But they can't all fight at once; they need to be regulated too. So they all mass at the headquarters, where they will be metered out to their destination. This headquarters is the local distributor of electric power. In the old days, you as the driver would set the amount of Electricities going out to get (spark)plugged. This was a little device with many sharp edges, called points. Nowadays, the device is frequently used, replaced by a system that is totally pointless. The assigned Electricities head down the copper core and into the arena as Champions.

By now, the Hydrocarbons are getting worried. A moment ago, they were sucked into the chamber and fell to the floor, which was falling away. For a brief moment, all was quiet. But then, the floor started rising again. And then, just as things seemed like they couldn't get any worse, the Electricities came in. There wasn't enough room for all of them. The fight begins. As the room attains critical compression, the volatile mixture is set off and the Electricities attack. In a flash, it is over. Nearly all of the Hydrocarbons explode. The unburned ones exit the tailpipe to give spectators a headache. The Electricities are gone.

The force of the explosion has sent the floor rocketing downward, expelling all of its energy to a shaft which runs the length of the engine. This makes it very angry; and it's quite frankly getting a bit perturbed. In fact it's a cranky shaft. So it gets rid of this energy as quickly as possible, passing it along through the drivetrain and eventually expelling this energy to the earth from whence it came as forward (or, in my case, sideways) motion. And that, folks, is the TRUE story of how your engine converts dollars into speed.

Now, if you don't need more informative lessons like this in the future, e-mail your plaintive queries to the Auto-X-Pert at geoff@eagle-access.net. Do it today!





Directions

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.