



Cone Clips

SCCA Colorado Solo News

March 2001

Rocky Mountain Winter Finale AND Summer Solo Series!

Sun, March 18	RMWSS #4	Coors Field
Sat, April 21	Rookie School	Coors Field
Sun, April 27	RMSSSSS #1	Coors Field
Sat, May 26	RMSS #2	PPIR
Sun, May 27	RMSS #3	PPIR
Sat, June 16	RMSS #4	Coors Field
Sun, June 17	RMSS #5	Coors Field
Sun, June 30	RMSS #6	Coors Field
Sat, July 28	RMSS #7	Coors Field
Sun, July 29	RMSS #8	Coors Field
August 10-12	National Tour/#9/10 ?	
Sun, August 26	RMSS #11	Coors Field
Sun, September 23	RMSS #12	Coors Field

Continental Divide squeezed in March 4 as a date after the last CC and before this one...did you make it, you lucky dog?!

The Peep, er Scoop

(the Pooper Scooper?!?!)

For the winter events, remember...we *don't* start an hour later than summer events--what are you, crazy?! Did you see the turnout at the last event?!?! So it's back to summer hours: See you at:

Gates Open:	7:00 a.m.
Rookie Meeting/Walk:	8:00 a.m.
Registration Closes:	8 :30 a.m.
Tech Closes:	8:45 a.m.

Come *early*, if possible, to ease the reg/tech burden. Be prepared for all kinds of weather, and bring food & drink. To promote peace and harmony to autocrossers everywhere, have legible numbers/class on your car & be ready to sprint to your worker assignment!



Cliff Notes

by Cliff Lawson
Colorado Region Solo Chairman

At the drivers meeting on the Sunday, February 25th event, I asked how many (of the 180!) participants did not have email/web access. While I realize that we are a technically savvy group, I was still surprised when only about six to half a dozen people raised their hands. I didn't think we were THAT savvy.

For those of you reading this column and who are not on the email list, I suggest you go to our website at www.rmsolo.org and sign up for the email list. Or if you don't have email, find a friend or co-worker that does and get him or her to be your link to the electronic world. Our ability to communicate event notices--and particularly late changes to events--can only be done via email.

If you don't want to get 15 or 20 emails a day containing discussions about tires, spark plug gaps, the availability of a Type R, or where a certain group of characters of questionable reputation is having lunch, you can opt for the appended digest format, or join the announcement-only list. Here, you only receive notices of events and other information important to everyone. On this list, you will only get three to five pieces of mail in a month. The really important ones.

As I write this, ConeClips has reached a (cliche follows) fork in the road. Our beloved editor and publisher, Kathy Wolfskill, has been doing this since A.J. Foyt weighed 120 pounds, and she is ready to take a break. We are considering moving our publication to an insert in Redline Express (the SCCA publication for the region). Sentiment, however, is to keep our publication as our own. Without a new editor and publisher we have no choice but to join



the region's publication. While it is not my choice, I'll admit there are some advantages in reduced workload, lower costs, and reaching a larger audience.

I received an email tonight that suggests we just might have a volunteer to pick up where Kathy left off. We'll see what happens over the next few weeks.

NEW CHIEFS and ASSISTANTS

The Cone Clips issue really brings me to another related subject. The 2001 season is the last year some of our chiefs will be serving in their present capacity. Come this Fall, the future of the sport in Colorado will be up to you to step up and volunteer for several of these positions. If you think you may have an interest, contact me and I will arrange to have you assist in an area of your choice to see how exciting the chiefs' jobs can be.

If it helps your decision, all the present chiefs will be around to help the new folks. We don't expect you to jump into anything cold. Think about it. Next year's season is up to you.

AUTOCROSS SCHOOL

Elsewhere in this issue is the information on the date and registration requirements for the Spring autocross school. While we expect the demand to be high, we nevertheless need to limit attendance to a number that ensures a quality experience -- a low instructor/student ratio and plenty of seat time.

The instructions for registration are clear and they are specific. Please read the instructions carefully. Once the school has reached capacity (40), additional applicants will be placed on the wait list. First priority will go to those eligible for Rookie status. I wish we could take all who are interested, but past experience has taught us that this does not make for the best school.



 School  School  School 

Rigorous Registration Regulations for the Spring Autocross School!

Saturday, April 21, 2001

Coors Field

by Cliff

Ok folks, here it is: The long-awaited and much-respected Spring Autocross School. The registration form is on the back cover. Either fill it out or just make a reasonable facsimile. As long as you include all the required information and payment, your application will be qualified as valid.

Since there is usually a greater demand than we can possibly accommodate, we need a fair way to limit registration while giving everyone an equal chance. So here is what my little pointy head came up with:

1. All forms must be sent by regular postal mail. No email applications will be accepted.
2. No application will be accepted postmarked BEFORE March 19.
3. No application will be accepted postmarked AFTER March 26.
4. First priority will be given to individuals eligible for Rookie status. These persons should have completed no more than 5 events. If we have not filled the class with Rookies by March 30 (fat chance), additional entries will be accepted using the procedures listed under #6.
5. The registration fee must be included. Make checks payable to Colorado Region SCCA. Registration fee is \$50 (for a whole lot more seat time than a regular event). If you also register for the Sunday, 22 April event, the TOTAL fee is \$65.
6. The roster will be built in the order applications arrive at the address listed. Applications will be accepted in the order they are taken from the mailbox until we have 40. Should more than 40 applications arrive with postmarks of March 19 and 20, they will

be randomly drawn from the trunk of a black BMW M3. Additional applications over 40 will be placed on the wait list. YOUR CHECK WILL NOT BE CASHED UNTIL YOU ARE ACCEPTED.

7. Two-driver cars are not prohibited, but they are discouraged, as it will cut down on each student's seat time. Each driver should submit his or her own application. This registration process could have one driver accepted, the other not.

Since this entry fee only barely covers costs, cancellations will receive a refund only if there is a replacement available. Under no circumstances will cancellations after April 18th receive a refund.

The logic (if there really is any) for the stipulations in #6 is to give everyone an equal chance and not disadvantage those whose mail delivery may be slower. It's the postmark that counts, not the day it arrives.

You will be contacted with your enrollment confirmation and school details.

RACE,

don't Run, to the back
cover to get your
application in the mail
March 19!

Winter Solo Series #2

David Creams

Contestants at Coors

February 25, 2001

If this headline seems monotonously redundant, it's because it is. Yes (ho hum) Dave Fauth set the 1000-point standard for the 180 or so entrants at this well-populated, lovely-dayed (this is the benefit of editing--you can contribute your own words to Mr. Webster) Coors event. Jonathan Goodale did a splendid job making his kart-go with 974 points. In the 13-car Super Stock field, past national champs Bob Klingler & John Ames (great to see you back!) led the field with no clean runs! In fact it was quite the fashion to bop pylons & dnf it seems (worked for Jason Miller, leading the 15-car Street Mod class, edging out our own Cliff Lawson in 2nd!).

Congrats to Mark Gerrard, who once again won Street Touring (18 cars!), while edging out Michael O'Neal and Josh Hadler, driving the same car with 917 points each (Josh, excellent form not *beating* the car's owner). A big Attaboy goes out to Scott Engberg (of green hair fame) for taking the Rookie class (which would have constituted a good-sized event all by itself).

Class	#	Driver Name	Car	Run 1	Run 2	Run 3	Points
GSX	119	David Fauth	98 wht type r	64.659	63.048	62.636+1	50.06 1000
F125X	97	Jonathan Goodale	kart	58.809	55.37	54.483	51.377 974
CSX	93	Barry Ott	91 whtm r2	65.670+1	64.776	64.008+1	51.821 966
SSX	42	Jam es Darden	99 blu cam amp	66.776	66.33	64.652	53.597 934
FSX	76	Kevin Youngers	89 wht transam	68.233+1	66.680+3	67.063	54.254 923
FSX	67	Kyle Watkins	89 wht transam	68.973dnf	68.229+1	67.823	54.869 912
GSX	19	Bill M amik	?	69.209+2	66.109dnf	68.176+1	55.72 898
CSPX	99	Peter Raymond	01 slvr m ata	66.930+1	64.810+2	66.399	55.775 898
DPX	7	Dave Dutton	77 gm xl/9	67.959+1	65.555+1	64.826+1	56.869 880
DM X	77	Andy Aust	87 red super7	74.323	62.468+3	63.334+1	58.474 856
BSX	99	Dan Heydlauff	94 red m ata	67.419+3	67.270+4	67.578+4	59.469 842
CPX	27	Bob Ely	69 blu m ustang	67.261dnf	75.945+4	64.053dnf	71.521 700
SS	110	Bob Klingler	98 bk m r1str	65.233+2	64.286+1	64.839+1	54.951 911
SS	97	John Ames	01 slvr corvette	67.283dnf	64.824dnf	65.281+1	55.776 898
SS	101	Chay Turner	98 bk m r1str	68.394+1	66.183+1	65.688dnf	56.524 886
SS	39	Steve Cole	99 slvr m cpe	84.468+1	70.133	68.598	56.868 880
SS	11	Tom Pora	91 blu corvette	70.735	70.184	69.259	57.416 872
SS	24	Charles Chandler	00 bk cam amp	69.627+1	69.368	68.692+1	57.506 871
SS	22	Jenny Jackson	95 burg corvette	72.585	71.349	72.331	59.148 846
SS	99	Fonest Thompson	96 slvr corvette	69.755+1	67.534+2	68.315dnf	59.302 844

SS	3	Bob Laws	89 bli corvette	74 486+3	73 514dnf	72 443	60 055	834
SS	1	Jon M arth	88 wht corvette	79 921dnf	75 163	75 355	62 31	803
SS	66	Steve Van B uskikk	97 red cam aro	78 224	76 887dnf	75 172	62 318	803
SS	84	P enyhanis	84 wht corvette	77 357	76 242	75 143dnf	63 205	792
SS	12	B anySm ith	01 bk corvette	91 734	98 215	84 69	70 208	713
SSL	99	Jam è Lou Thom pson	96 slrccorvette	78 750+3	75 096+1	77 075+1	63 913	783
SSL	1	Lanette M arth	88 wht corvette	94 086	89 46	87 084	72 193	693
AS	22	Dan Wagner	99 vblm 3	71 365	69 415+1	70 399	57 305	874
AS	17	Paul O rland	00 slr s2000	71 484+1	73 994dnf	72 04	58 641	854
AS	4	Dave M onarchi	95 bk 3000vr4	75 460dnf	74 27	73 09	59 495	841
AS	77	M ark H ightower	01 yw s2000	74 661dnf	71 488dnf	75 025	61 07	820
AS	7	Ed M ago ffin	97 blm 3	74 683dnf	72 603dnf	73 737dnf	oc	0
BS	42	W alker Stricker	01 slr m r2	86 495dnf	77 478	76 691dnf	62 757	798
CS	6	Dale Kisten	92 whtm ata	67 383+6	68 556	67 651	54 121	925
CS	18	Scott Snyder	91 blm r2	73 014	72 674	72 202+1	58 139	861
CS	16	Andrew H ecocx	91 whtm r2	70 750dnf	71 847+1	69 243dnf	59 078	847
CS	81	Karen Sulzbach	91 blm r2	78 013	78 341	78 132dnf	62 41	802
CS	56	Person		84 924	81 736	82 368	65 389	766
CS	5	Person		93 194dnf	82 482dnf	81 262+2	68 21	734
CS	66	Thom as Caniff	84 slr r x7	90 106+1	93 186	93 776dnf	73 685	679
DS	34	Aaron M iller	r w /b neon	69 665dnf	68 664+1	69 263+1	56 39	888
DS	24	Seth F rader Thom pson	r w /b neon	72 46	70 028+2	68 695+2	57 823	866
DS	93	B rent D eW itt	96 bk neon	77 880dnf	69 033+2	80 464+2	58 28	859
DS	26	F ried S lick	95 ppl neon	75 492dnf	73 934+1	74 091	59 125	847
DSL	26	M ary Anne S lick	96 ppl neon	86 286dnf	86 255	82 507	65 841	760
ES	20	B ryce D avis	86 red p r i lde	76 269dnf	77 691+4	76 017+1	61 165	818
ES	86	Stephen Wang	97 gm del sol	84 824	80 458dnf	79 542+2	65 497	764
FS	27	Victor M ichael	01 red cam aro	67 578+1	66 709+2	67 647	54 726	915
FS	127	Kris M ichael	01 red cam aro	66 490+3	69 220dnf	68 436	55 365	904
FS	9	Russel R ock	83 slr 280zx	71 765	69 237	68 812	55 669	899
FS	77	David W aker	97 whtm ustang	72 201	70 018	69 743dnf	56 645	884
FS	6	Van M ichael	00 red cam aro	70 170+4	66 215+3	67 590+6	58 422	857
FS	66	M ike C ritchley	89 whtm ustang	74 401+1	73 639	72 479	58 636	854
FS	69	Rob C ritchley	89 whtm ustang	80 255	75 899	73 505	59 466	842
FS	70	B rad P erdue	97 bli cam aro	76 547dnf	79 305	76 668	62 024	807
FS	31	Philip S mith	86 red 300zx	95 879	91 182dnf	87 480dnf	77 566	645
GS	130	B rian Fitzpatrick	97 bk tab n	70 809+3	67 960+4	69 095	54 861	912
GS	30	Kathy Fitzpatrick	97 bk tab n	73 317+2	71 484+1	68 698+2	57 722	867
GS	28	Sean Cano ll	99 slr 328is	78 054dnf	74 939	74 714	59 323	844
GS	3	Ashby F byd	98 slr r4	74 012+2	75 037dnf	73 090+1	59 621	840
GS	1	Kristi B lunt	95 m am saab	76 237+2	75 102	74 090+2	59 631	839
GS	53	Robert Tana ll	95 red p r i lde	74 757+2	73 496+5	72 982+2	61 124	819
GS	36	B rando n H ightower	00 slr passat	76 678+2	76 917+1	75 043dnf	62 66	799
GS	17	W ood E ppe shew	99 red saab	83 04	83 171	83 346	65 934	759
GS	75	R ichard Stark	86 bk m ustang	68 524dnf	68 799dnf	69 838dnf	oc	0
HS	8	E ric Loch	85 bk audi	76 800+1	73 788+2	73 422+1	58 754	852
HS	72	R ich Von S chneidem	83 bk rabbt	79 947+2	79 095		61 615	812
HS	88	Juli Loch	85 bk audi	77 609+1	75 361dnf	75 807+2	62 015	807
HS	89	Lance E m erson	90 wht passat	87 770dnf	84 221dnf	81 411dnf	oc	0
ASP	23	A mie C olem an	00 gym rdstr	77 992	73 980dnf	71 75	60 557	827
ASP	97	M ark Knox	97 red vjper	79 099dnf	76 317dnf	77 424dnf	oc	0
BSP	33	Robert Loesch	72 org 240z	80 049dnf	75 627dnf	76 095+2	67 04	747
CSP	20	Thom M iller	95 red del sol	69 634	69 032dnf	70 323	58 493	856
CSP	3	G rant F raggatte	94 bk m ata	76 554dnf	78 133dnf	81 983dnf	oc	0
DSP	57	R olando R ois	99 bli m p r i za	69 958	72 386+1	71 268+1	57 505	871
DSP	90	A axon L ehaert	98 bli passat	76 407	77 107dnf	75 803+1	62 807	797



Barry Ott made an impressive debut in his all-new '91 CS MR2 placing 3rd in X with 966 points!

Pictures courtesy of Bill Lamkin before he ran out of battery (and I must say, this was very courteous of him to provide some graphic relief!)

ESP	8	Glen Outcall	98 blk m ustang	69 506+4	68 791	69 072+4	56 753	882
ESP	21	Louie Balm	75 ylw fam ont	71 096+1	71 562	69 734	57 531	870
ESP	96	Rick Walford	89 burg m ustang	73 794	72 52	73 316dnf	59 829	837
ESP	5	Gaem e Weston-Lewis	99 blk grandprix	70 805+1	68 822+2	69 097+5	60 064	833
ESP	80	GriifS ckendrk	90 bli m ustang	72 889	72 414+1	71 423+1	60 133	832
ESP	85	TrnyHobbs	78 bge fam ont	74 937	82 040dnf	78 057+2	61 823	810
ESP	93	Daniel Triplett	97 red m ustang	76 605	74 878dnf	74 882dnf	63 199	792
ESP	43	Gary Lanford	84 gym m ustang	76 211+1	84 549+1	73 526+2	63 959	783
ESP	13	Dave Roberts	84 gym ustang	75 771dnf	77 407dnf	74 858+3	66 708	750
ESP	71	Kurt Sendelweck	90 blue 200sx		86 125	82 408	67 987	736
ESP	58	Jenny Manger	98 blk m ustang	101 329+1	88 096	94 653dnf	72 679	689
ESP	55	Robert Bhes	68 burg m ustang	76 330dnf	75 292dnf	74 639dnf	oc	0
FSP L	7	Theresa Soutere	80 bli 200sx	93 836dnf	89 119dnf	91 217	74 798	669
DP	7	Joel Dutton	77 gm xl/9	67 257+2	63 440+4	64 695	55 055	909
FP	83	Chris Shepard	83 bm x7	82 314+1	77 817	75 495+3	67 545	741
DM	7	Dave Sherwood	97 bk super7	74 43	69 339dnf	68 494	61 302	817
ST	12	Mark Genard	98 blk m pizza	71 946+1	70 030+2	69 56	53 979	927
ST	28	Mike O Neal	89 red civic	69 923+5	69 794+2	68 313+1	54 563	917
ST	128	Josh Hadler	red civic	82 568dnf	70 32	69 017+3	54 568	917
ST	69	Jesse Hanes	97 wht integra	80 792dnf	74 653+3	73 724	57 21	875
ST	160	Tom Roghar	87 brz 325s	77 602dnf	75 053+1	73 797	57 266	874
ST	1	Cal Neske	87 m am 944	77 759	73 814	74 162	57 28	874
ST	22	Josh Higgins	92 bk nissan	74 182	75 410+2	75 51	57 565	870
ST	15	Dave Kern	99 bli m pizza	78 098dnf	74 997	75 415dnf	58 198	860
ST	21	Noel Espoio	00 bli celica	79 420+2	75 435	74 883+4	58 538	855
ST	6	Ray Larsen	95 wht civic	76 938	76 281	81 044	59 194	846
ST	11	Hsun Chen	95 gym integra	75 523+1	76 47	79 590dnf	59 341	844
ST	18	P Jay	85 red corolla	81 278dnf	78 331+1	87 409+1	62 337	803
ST	2	Pavel Espilov	95 gm m pizza	80 447dnf		86 624+1	68 772	728
ST	27	Toupo Hur	93 m am infinity	84 353+4	78 419dnf	78 679dnf	71 666	699
ST	7	Jason Eng	94 red integra	92 625dnf	93 512+2	86 274dnf	75 669	662
ST	1	Dennis Knox	01 slrptcmusex	80 939dnf	80 375dnf	77 041dnf	oc	0
ST	3	Alex Monenko	95 gm m pizza	87 009dnf	80 381dnf	79 260dnf	oc	0
ST	98	Gary Phillips	95 wht 200sx	71 264dnf	72 178dnf	72 168dnf	oc	0
STP	69	Chad Gagnon	98 bli m pizza	73 035dnf	70 968	70 194	57 278	874
STP	65	Linda Duncan	91 whtsentra	73 204+1	72 868	71 887	58 66	853
STP	926	Jim Schoen	95 whtneon	76 323dnf	74 288	75 249+1	60 619	826
STP	6	Scott Ingram	99 bk accord	79 789dnf	75 754dnf	76 804+1	64 304	778
STP	26	JJ Cassa	00 bli m pizza	78 123+1	80 340+1	77 766dnf	65 38	766
STP	2	Mary Schoen	95 whtneon	79 232+2	75 507+4	77 997+2	66 91	748

SM	79	Jason Miller	95 red tabn	68.329+2	65.250+2	66.468+1	57.65	868
SM	53	Cliff Lawson	95 blk m 3	75.190dnf	70.459	68.925	58.035	863
SM	6	Ken Lewis	85 slvr m enkur	72.312	72.555	70.865	59.668	839
SM	90	Chris Barnett	98 bli neon	74.745	73.194	72.296	60.873	822
SM	86	Eric Castillo	86 blk dodge	75.298	74.248dnf	72.854	61.343	816
SM	89	Nate Zeigler	89 red civic	79.365	74.38	79.446dnf	62.628	799
SM	5	Brad Golden	99 blk subaru	75.345+6	76.424+1	72.548+2	64.453	777
SM	8	Nate Baker	84 whtbn w535	74.787dnf	74.739dnf	75.568+1	65.312	766
SM	25	Mar Lavore	74 bli 260z	87.019+1	81.925	77.785	65.495	764
SM	2	Tyler Gazett	85 brz 535i	77.913	77.903dnf	78.017	65.603	763
SM	32	Ron Nelson	91 bli tabn	80.477+1	78.727	81.049	66.288	755
SM	13	Bob Hamsberger	75 slvr 530i	79.950dnf	78.575+2	77.214+1	66.698	751
SM	69	Andrea Rebel	81 wht pta	89.805dnf	85.869	84.336	71.011	705
SM	22	Yegeny Kolmanovic	93 pplm preza	84.977dnf	76.778dnf	74.475dnf	oc	0
SM	68	Duane Singleton	86 slvr pta	92.320dnf	86.874dnf	85.785dnf	oc	0
OSP	74	Rob Winter	74 slvr 260z	71.368+1	71.131dnf	72.47	63.411	789
OSP	66	Geem y Komreich	92 ylw mata	76.045+4	82.205	76.575	67.003	747
STR	9	Scott Engberg	00 slvr in preza	71.491+1	72.161dnf	70.002dnf	57.029	878
FSR	106	Mich Beranek	00 red cam aro	77.620dnf	73.009	73.398dnf	59.064	848
STR	5	Jeff Baysinger	95 bli 240sx	76.323	75.534+2	75.378+1	59.227	845
FSR	116	Douglas Spaling	00 red civic	75.704	84.184dnf	74.651dnf	59.352	843
STR	40	Andy Mohr	00 bli passat	76.486dnf	76.844	75.822+3	59.631	839
STR	77	Dan Hackett	00 slvr in preza	77.602	73.010dnf	75.910dnf	60.219	831
GSR	8	Eric Monson	95 gm integra	79.570dnf	76.828	77.037	61.001	821
FSR	9	Cal Dilln	92 whtgti	79.711	78.989	77.101dnf	61.927	808
STPR	11	Sean Sackett	93 red integra	75.523+1	76.47	79.590dnf	62.4	802
DSR	7	Brian Kennedy	90 red crx	80.876	78.265	78.63	62.455	802
SSR	546	Keny Wright	97 slvr porsche	74.519+1	75.353	71.924+3	62.468	801
GSR	9	Dan Sanford	93 gm m x6	79.662+1	79.019	77.592+1	62.741	798
FSR	1	William Billels	01 red eclipse	88.210dnf	87.415+2	80.402	63.035	794
STR	71	Jay Johnson	95 bli in preza	80.370dnf	77.850dnf	75.362+3	63.137	793
BSR	88	Michael Foertsch	99 gm mata	89.575dnf	89.149+1	79.581	64.461	777
FSR	82	Raph Hap Henderson	98 ylw mustang	83.950+1	79.843	79.693	64.472	776
SMR	27	Aaron Halloway	72 gry vega	81.881	76.865	76.334dnf	64.72	773
FSR	7	Bill Quinisk	70 bli cougar	83.224dnf	80.176	79.726+2	64.862	772
HSR	32	Brian Moody	90 blk quattro	87.676	84.109	81.504+1	65.05	770
STR	54	Adam Daiby	01 slvrgti	83.87	82.876dnf	83.997+3	65.083	769
STR	7	Nick Lihaut	93 blk civic	97.57	81.874+1	78.280+3	65.086	769
SSR	87	Roger Shaby	01 gry cam aro	89.748dnf	80.777+2	78.656	65.206	768
ESPL	R5	Ken Bhes	68 luxm mustang	84.601+2	82.033+3	77.694+1	65.748	761

The man and his machine:
 Dave Fauth and his Acura
 Integra Type Cheater.
 Look innocent enough,
 don't they? Ha! Rumor has
 it, (as seen this week in the
 National Enquirer) that this
 so-called G-Stocker is
 actually Darth Vader's
 personal transport. And
 it's slug-slow compared to
 other space vehicles, so
 don't feel bad.



ASR	50	Rob Patton	88 blk m3	79.946dnf	79.037+1	79.681dnf	65.964	759
STLR	16	Joyce Roghair	87 brz 325is	90.949dnf	86.487	85.352	66.233	756
STR	89	Chris Martin	97 blu jetta	86.147dnf	93.672dnf	85.529	66.371	754
GSR	1	Yang Moua	00 boe camrv	82.783dnf	82.691+1	80.194+2	68.85	749
STR	6	No Name		86.272	85.819+1	85.726dnf	66.947	748
SMR	12	Eric Bernhardt	84 wht qti	85.177dnf	79.422dnf	79.664	67.077	746
FSR	55	Bob Chansler	90 red mustang	83.358	90.406+1	86.284+1	67.437	742
GSR	17	Chris Duarte	98 slvr contour		87.019+2	84.730+1	68.864	727
SSR	40	Wesley Turner	91 blu corvette	88.777	86.26	81.720+1	69.404	721
FSPR	17	David Jamagin	80 blu 200sx			85.549	70.15	714
SSR	32	Ed Christianson	99 red corvette	84.468dnf	80.703+3		71.877	696
FSPR	78	Adam Kennedy	90 blk accord	86.769+1	84.692dnf	89.562dnf	72.791	688
CSR	26	Brent Daly	74 gold 260z	98.579+1	97.279	88.377dnf	77.823	643
FSR	18	Tariq Mahmoud	99 red camaro	95.876dnf	87.914dnf	95.034+1	78.501	638
GSR	40	Michael Singleton	00 blu maxima	79.782dnf	78.201dnf	81.632dnf	oc	0
GSR	88	Bill Threlkeld	86 gry 325	87.258dnf	85.722dnf	81.487dnf	oc	0
ESPL	R63	Suzann Triplett	97 red mustang	82.469dnf	79.738dnf	80.696dnf	oc	0
STR	36	Dave Hall	00 blu celica	71.409dnf	69.431dnf	69.349dnf	oc	0
ESPR	45	Jay Shaffer	77 slvr mercedes	93.114dnf	90.914dnf		oc	0
ESR	11	Fred Pasternick	65 blu porsche	100.680dnf	101.502dnf	98.961dnf	oc	0
ESR	976	Brian Cowan	91 blk 240sx	80.824dnf	79.705dnf	82.588dnf	oc	0
DSPR	100	Dwain Leach	95 prpl neon	80.726dnf	80.359dnf	82.323dnf	oc	0

Our Hero... Victor Michael!!!

After winning the Rookie class in his inaugural 1999 season and then winning F Stock in the 2000 season, Vic has decided to *really* do something worthwhile for 2001. He's volunteered



You can't see his face, and this isn't the car he's driving anymore, but trust me, it's Vic Michael

2001 Rocky Mountain Solo Series

Supplementary Regulations

These regulations will go into effect beginning with the first event of the 2001 Summer Series. The current winter series will continue to use the 2000 supplemental regulations.

These rules supplement the 2001 SCCA National Solo 2 rules. They will take precedence over optional sections of the National rules where conflicts exist. Mandatory sections of the National rules, as defined in Section 1 of the 2001 SCCA Solo Events Rulebook, will be enforced.

Event Points

The fastest single run for each competitor will determine the finishing position. The points awarded for each event will be based on the following formula:

$$1000 * (\text{fastest indexed time}) / (\text{your indexed time})$$

For 2001, the RMSS is using the RTP index. Ladies classes will use the same index as open classes. A list of official indexes for all classes will be available at the events or by mail if necessary.

Event Trophies

Event trophies will be presented at the event site after the competition is completed. Event trophies will be forfeited if not picked up on the day of the event. The minimum number of trophies given out in each class will be based on the SCCA Solo 2 rules. Additional trophies may be given out at the discretion of the event chairperson.

Rookie class

In addition to the standard SCCA classes, an R-class will be available. This year, we will be doing something new with Rookie class. Instead of competing only in Rookie class, all rookie drivers will drive with and compete in their respective open class, and will be eligible for trophies in those open classes. At the end of each event, a separate list of rookie drivers will be created, sorted by index times, and rookie

trophies will be awarded from this list. This means that a rookie driver could conceivably trophy in both rookie and open class.

The intent of the R-class is to provide an additional incentive and reward for "rookie" drivers. The R-class is indexed using the 2001 indexes. The R-class is open to any beginning driver who has competed for less than a full season. Once a competitor completes a full season, they will no longer be eligible for the R-class. A competitor can compete in rookie class for a second year if he/she began competing too late in the season to be eligible for a season trophy. A competitor can opt-out of rookie class at any time. The R-class is designated by placing an "R" after the appropriate SCCA class as defined by the SCCA Solo 2 rules.

X Class

In addition to the standard SCCA classes, an X-class will be available. The intent of the X-class is to provide competition for "expert" drivers by allowing them to compete in one indexed class. The X class is open to any competitor. The X class is designated by placing an "X" after the appropriate SCCA class as defined by the SCCA Solo II rules. A competitor can move to X class at any time during the season, and their season points will be moved to X class. However, no points earned while driving in X class may be moved out of X class.

Ladies Classes

There will be a matching ladies class for each open class as defined by the 2000 Solo 2 Rulebook. Matching ladies classes are available in the X and R indexed classes. Ladies classes will use open class indexes.

Championship Series

The championship series will consist of approximately 12 Solo 2 events. The overall series results will be based on the entrant's best six events. Six events must be run to qualify for a trophy.

Championship Series Trophies

Year-end trophies will be given out to all competitors who qualify for a season trophy. To receive a year-end trophy, the entrant must be an SCCA member. An entrant may become an SCCA member before the last event of the series to be eligible for a year-end trophy. Points will be awarded retroactively. The championship finishing positions will be based on the points received in the entrant's best 6 events. A minimum of 6 events

must be run to qualify for a year-end trophy. Championship series ties are broken by adding the points from the next highest (seventh) event.

Bumping

Single entrant class bumping is eliminated for all classes.

Timing Head Damage

Any entrant that damages the start or finish timing heads will be required to pay for the replacement of the damaged head. Approximate costs will be \$25 for the reflector and \$250 for the timing head.

Riders

Riders are allowed in competing vehicles. The riders must be at least 12 years old. The riders must also be wearing an approved, properly fitting helmet and seatbelt. All parts of the rider's body must remain inside the car while on course. If the rider is also competing, he or she can be protested for riding in another car if the rides are taken before the rider has completed all competition runs. If successfully protested, the competitor/rider may be penalized in an appropriate manner up to and including the forfeiture of all points awarded for that event. The only exception is for competitors who are eligible to compete in rookie class. These novice autocrossers can ride at any time without loss of points. The purpose of this exception is to accelerate the learning process.

Registration Hours

Any potential entrant arriving after registration has closed will not be permitted to run. Exceptions must be approved by the event chairperson. The registration hours will be clearly posted on the event announcement. For 2001, we intend to provide web based pre-registration, and strongly encourage its use.

Regional Classes

RMSS will use all three Street Touring classes at all points events. Street Touring rules are available in the 2001 SCCA Solo Events Rulebook. Street Touring is a class designed to provide a competitive environment for people driving cars prepared beyond SCCA Stock category rules but not competitive in SCCA's Street Prepared category.

As the former SCCA STU class has been renamed Street Modified, we have renamed our regional Street Mod class "OSP", for Open Street

Prepared. OSP vehicles must meet the same rules as last year's regional SM vehicles, as follows: OSP vehicles must use DOT approved tires and be "street legal." RMSS will make no effort to verify legality in terms of Colorado laws; however, an OSP car must be something that could conceivably be registered and driven on public roads. For example, it must have a windshield (if originally equipped with one), DOT legal headlights, taillights, windshield wipers (where applicable) and a reasonable exhaust. This class encourages maximum creativity for cars that do not fit in the SCCA's SM category. This could be due to displacement (ST has a maximum displacement of 3.1 liters) or due to other modifications/changes which are not legal in Street Touring (removal of interior, relocation of suspension pickup points, for example). In Street Prepared, RMSS will allow any wheel and tire combination for otherwise legal SCCA Improved Touring vehicles. Eligible vehicles will be in full compliance with the Improved Touring rule set, and may not take advantage of other Street Prepared category allowances.

Karts

RMSS will have two classes in addition to the established Formula 125 class. FJ and F5 will allow IKA or WKF homologated karts to compete under guidelines and regulations outlined in the SCCA Solo Events Rulebook. As with all vehicles competing in SCCA Solo, there will be a maximum of two drivers allowed per vehicle for each class the vehicle is competing in.

Visitors

Popular Visitors classes will become standardized. Instead of V1, V2, V3, Visitors classes will become marque-specific. The Corvette Club, for instance, will use VC at all RMSS events. The Mustang Club will use VM, Volkswagen will become VW, when applicable. This is to eliminate potential confusion and add consistency for Visitors. The V1 - 2 - 3 format will still be available for less common Visitors classes if necessary.

Ask The Auto-X-Pert

Purveyors of Fine Automotive Wisdom since, uhh...
1998 or so

By Geoff Bob Danger Careful My Corvette is Actually Going to be
Running Again Real Soon Leicester, Esq. Bob (also holding the
honorary title, "Bob")

Well, this month we're going to be taking a look at the more ethereal, mental side of autocrossing, and taking a respite from the more nuts and bolts approach of this column. (More nuts than bolts, I'm afraid.)

I think it would be safe to say that to be really, really successful in this grueling, dangerous, high-stakes world of Solo II, you need three things: Good equipment, a positive mental attitude, and a near-mystical connection with your car. Or, you could just have a name like "Fauth" or "Tunnell", but those are already taken.

I think we've dealt with the equipment side of the sport in depth; nobody knows more about being mental than this column. Now it's time to delve into the mysterious connection of man and machine. Or woman and car. Competitor and racecar. (Insert your own macho phrase here). The point is, when you're just starting out, it's enough to rip around the course as fast as you can, just trying to be quick and not hit anything. But soon, you develop skills and understanding, and begin to interpret what your car is telling you in a subconscious kind of way (and believe me, I'm an expert in subconscious--that's why they invented coffee!).

Anyway, let's take a peek at how your ever-faithful car is talking to you as you navigate the course.

Situation: The start: engine rpm screaming, clutch burning, tires smoking

Car's translation: "Ow! Ow! Ow!"

Situation: First turn; flailing steering wheel, squealing tires, sudden appearance of cones from behind the car

Car's translation: "Umm, I don't think the tires are warm yet..."



Situation: Easy turns or straight, engine on the rev limiter

Car's translation: "Shift! Shift!"

Situation: Slightly later in the same section, car is quiet and has formerly internal parts dragging on the ground

Car's translation: "I think I mentioned you should shift..."

Situation: Turn emptying onto long straight, full power, slight opposite lock

Car's translation: "This is fun!"

Situation: Tight turn at end of long straight, tires flat-spotted, cones embedded in grill.

Car's translation: "This isn't!"

Situation: Offset gates, violent steering input lock-to-lock, full power, car is bouncing in the front end and the tires may de-bead at any moment

Car's translation: "Uhh, I think we're understeering; a little less throttle please!"

Situation: Approaching finish, car is on fire

Car's translation: "Now we're cooking!" (Sorry, Todd!)

Situation: End of run, receipt of favorable time slip

Car's translation: "Than' you, than' you very mush..."

And so on; if we develop this subconscious communication with our cars, we can actually hold intelligent conversations with them as we race. Well, conversations anyway. And of course, there are the things that we tell the world, as racers, without speaking. For instance, as we hop out of our cars, the smiles on our faces, we are telling the entire global population: "Hi! I just took off a helmet! My hair will never look right again!"

Well, that should do it for another month or so. In the upcoming events, see if you can detect the subtle little sweet somethings your trusty car is telling you as you drive. In time, you will know that you have achieved communication with your car when other, less informed people look at you funny and walk around you. As always, glad to help!



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)
- Left at 27th
- Continue straight into the lot through the 27th Street gate

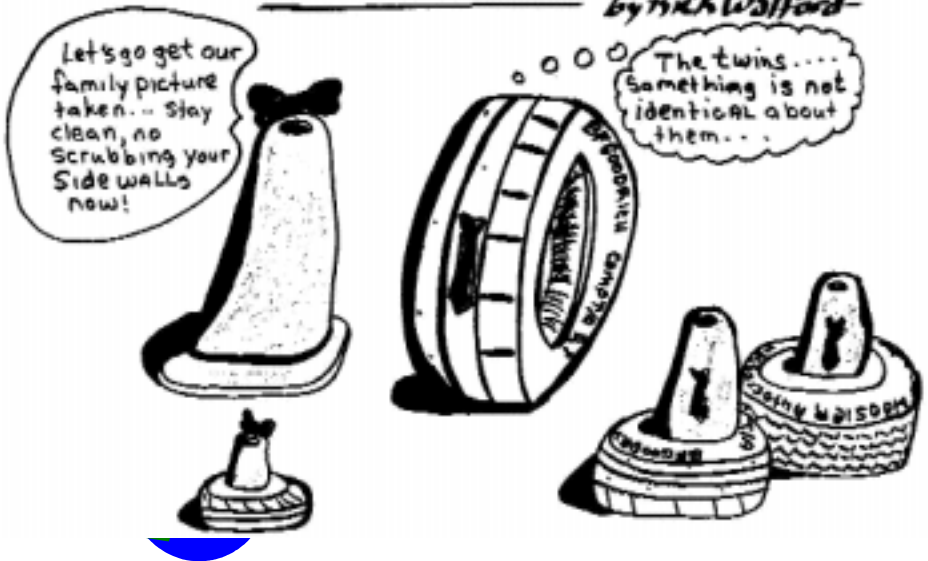
Pikes Peak International Raceway • Fountain, CO

From I-25

- Take Exit 122 (approx. 15 miles south of CO Springs)
- Track is adjacent to I-25 on the west side
- Proceed straight back to VIP Parking lot

CONE CONFERENCE

by Rick Walford



SPRING AUTOCROSS SCHOOL APPLICATION

Refer to the school information elsewhere in this issue for details. Please fill in all applicable blanks and PRINT LEGIBLY!

Name: _____

Address: _____

Phone: (H) _____ (W) _____

Email: _____

Car Make: _____ Model: _____

Year: _____

Class (if you know it, don't guess) _____

My autocross experience: _____

If you plan to drive as a member of a two-driver team:

The other driver is: _____

If the above-named person is not as lucky as you, and you get in and they don't, indicate one:

_____ That's their tough luck; I still want to go.

_____ I can't possibly face the day without them, so count me out and take the next person in line

_____ I have enclosed the entry fee of \$50 for the school only.

_____ I want to use what I learn, so I'm signing up for the school on Saturday and the event on Sunday. Here's my \$65.

Mail this form (or the equivalent information) and your check made out to Colorado Region SCCA to:

Cliff Lawson
School Registration
6507 Windhollow Ct.
Parker CO 80134