



ConC Lips



SCCA Colorado Solo News
March/April Fools! 1999

Kathy Wolfskill
3643 Ridge Road
Nederland, CO 80466

1999 Winter Solo Series Schedule

Sunday	Mar 28	Winter Series #3	Bandimere Speedway
Sunday	Apr 11	Winter Series #4	Bandimere Speedway

Directions to Bandimere, Morrison, CO: Take C-470 to Morrison Road, go West toward Morrison, and turn North on Rooney Road. Pretty much hug the left as you wend your way to the top parking lot.

Event Details: Gates open at 7 a.m., registration and tech are from 8 - 9 a.m. Questions? Call Iain at 303-430-4632.



NEW!

Monthly Solo Meetings

Can't get enough of this Solo Stuff?! Come to the new monthly Solo Meeting where you can hear and create the breaking news before it's broken (or something like that)! Kent Hamilton has ~~foolishly~~ GRACIOUSLY offered to schedule this monthly wingding. It'll be the third Wednesday at various locations. The idea is to get input at the meeting for the next month's location, perhaps alternating between North & South ends of town in order to equally inconvenience everyone (he said it!). So we'll see you:

Wednesday, March 24 (Yes! This Weds!) 7:00 p.m. Old Chicago 88th & Wadsworth 303-431-7707	Wednesday, April 21 7:00 p.m. Location TBA
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Need more detail? Give Kent a yell (softly) at 303-604-9641 or kentooo@aol.com



Message from Mr. Mannix

SCCA Colorado Region, Solo Chair

March 28th is right around the corner, followed quickly by April 11th. Significance? Our last winter events! As of right now, we have a few options for the Summer Series:

- ★ World Arena, Colorado Springs
- ★ Pikes Peak International Raceway (PPIR) West Lot
- ★ Possibly a two-day event on a runway at La Junta

Arenas and Theaters should be able to give us a Denver site, although their office seems to be succumbing to the current flu-bug. As of right now (9am Monday), I've not heard anything from them.

In other news, Kent Hamilton has agreed to be the official Monthly Meeting Organizer. We've been in dire need of a monthly meeting, and I'd simply not found the time to put one together. Kent has volunteered to organize one for us. At this month's meeting, the evening of the 24th, I hope to have a confirmed schedule to work with. I've been putting all of my Solo-related time into finding a site, as without a site, not much else matters. Lindsay Wilson has been doing his part in the Springs, with at least a little help from Rick Walford. All is appreciated!

The truck will be stored at Jeff Winter's Rally Sport in Arvada. We should be able to continue working on it soon. For the upcoming season, any co-drivers who live in the NW area of Denver might consider taking care of their work assignment by being the official Truck Driver. Basically, I'll need someone to meet me at RallySport the night before or morning of an event to pilot the Cabin to the site, and in the evening, bring it back. I'd think the Driver could park in the truck's spot for the event, although I'd have to check with Jeff.

I'll share more as soon as I know more! As soon as we have a site, things will get really busy, but that kind of busy is fine with me—waiting for answers is frustrating. Cross your collective fingers!



* Results * Results * Results * Results *

He's BAAACK...
**Kevin Bailey Squeaks by Peter
Raymond to take the Win!**
Winter Series #2
February 14, 1999

With a gorgeous Valentine's Day on tap, we had a *great* turnout with 85 winter competitors including 18 rookies! With a team effort to design the course, the trip "to" was decidedly different than the trip "fro". A fast, open takeoff really got you going, while a heavy dose of discipline was appropriate for the return trip. I think our poor, overworked cones received a record number of wallops!

In standard form, Kevin Bailey took the 1000 points, while Peter Raymond was just two points back. Also in X Class action, the famous Barry-and-Bob show wound up with the SAME number of pax points in 3rd and 4th places, but this time Bob was in the lead. Kevin Youngers & John Ames shared Kevin's car, and both got identical points--hmmm.



A huge WELCOME BACK to Charles Chandler who moved to Texas in early '98 for a nice job opportunity. He never felt quite comfortable there (even though he did take advantage of the autocrossing). He says it's good to be back where his friends and relatives are, in beautiful, cool, colorful Colorado!

In the 7-car F Stock class, Jack Allen had a commanding lead with 950 points. D Stock showed Dan Wagner with great points at 958. Jeff Rink led the 7-car G Stock class with 955 points. Another great result was from visiting Brian Fitzpatrick from Nebraska--2nd place on street tires! In the Rookie class, Adam Sajna did a fantastic job in his BP Z to take 1st, up from 3rd last event!

Eddie Allen "Doc" Floyd Jr. gave us a show in his '63 Yellow Chevy Nova SS in ESP!



SS 17 Steve Clark handily won his class in his beautiful RX-7.

Class	#	Driver Name	Run 1	Run 2	Run 3	Run 4	Pax	Pts
CSX	19	Kevin Bailey	40.57	40.737+1	40.457	40.218	32.697	1000
BSX	40	Peter Raymond	40.477+1	41.26	40.737	40.12	32.778	998
BSX	99	Bob Klingler	41.350+1	41.164	41.097	40.864	33.386	979
BSX	93	Barry Ott	42.069	41.151+2	40.882+1	40.896	33.412	979
FSX	93	JAMES DARDEN	42.111+2	42.145	41.398	40.799	33.578	974
G SX	24	Kathy Wolfskill	42.998	42.154+1	41.434+1	41.044+4	34.441	949
CSX	61	Dale Kisten	43.109	42.487	42.302+1	41.564+1	34.542	947
DPX	7	Dave Dutton	40.887	40.044	41.592+2	43.310+5	34.998	934
CSLX	61	Probi Probiher	47.053	46.69	43.552	44.523+2	35.089	932
CSX	91	Kay Bailey	42.825+3	40.612+2	dnf	41.217+1	35.135	931
ESP X	94	Wayne Sartori	43.34	42.939+3	41.491+5	41.787	35.226	928
FSX	76	John Ames	43.115	43.747	42.977	DNS	35.37	924
FSX	176	Kevin Youngers	42.98	dnf	43.076+1	42.216+3	35.373	924
CSP X	116	David Fauth	42.686+4	42.654+2	42.357	41.663+2	36.3	901
ESP X	19	Rick Walford	44.382	44.165+2	43.198	43.245	36.416	898
DSL PX	78	Carolyn Connas	46.945+1	44.735+1	45.079	43.687	36.448	897
CSP X	16	Mike Becker	43.501	68.578+5	43.78	43.285+1	37.28	877
SS	17	Steve Clark	44.14	42.891	42.146	41.771	35.464	922
SS	11	Mike Miller	48.54	48.748	46.387+1	45.483+2	41.081	796
SS	19	Rob McIntosh	56.135	53.561dnf	54.149dnf	52.201dnf	47.659	686
AS	8	Roger Zimmerman	46.624	44.742	44.401+1	dnf	37.36	875
AS	81	David Hanson	dnf	54.342	51.671	51.848	43.145	758
BS	21	Philip Volk	45.731dnf	45.297dnf	44.83	45.001dnf	36.626	893
CS	24	Lee Sutton	41.841+3	44.369+1	43.675	43.237	35.152	930
CS	42	Josh Hadler	43.676+6	43.742+6	44.720+2	44.937+1	38.16	857
DS	22	Dan Wagner	43.701+1	43.281	42.511+1	42.281	34.121	958
DS	28	Gary Phillips	43.076	42.766+1	42.322+2	42.964	34.672	943
DS	17	Bake Fraser	47.947+1	45.789	46.063+1	45.581+2	36.952	885
ES	8	Marcus Geijer	dnf	47.682	46.51	46.844	37.115	881
FS	3	Jack Allen	43.789+1	42.034	41.807	41.556+2	34.407	950
FS	8	Erik Loch	43.025dnf	43.822+1	42.529dnf	43.245	35.591	919
FS	93	Ram Ranslem	45.588	46.382	44.578	44.338	36.49	896
FS	24	Charles Chandler	45.072	46.258	44.715	43.921+1	36.8	889
FS	88	Juli Loch	45.980+2	45.349	44.631+3	50.906dnf	37.322	876
FS	111	Louie Baum	47.03	45.87	45.632+1	45.963	37.751	866
FS	96	Tom Kay	54.727	49.901	49.012	47.758	39.305	832

GS	51	Jeff Rink	44.741	42.729	42.403+1	42.224+1	34.226	955
GS	91	Brian Fitzpatrick	45.295	43.575	43.529+1	43.151	34.564	946
GS	86	Roger Nathamby	44.109+1	43.186	44.053	43.298+1	34.592	945
GS	27	Powers Foss	46.169	44.312	43.582	43.719+2	34.909	937
GS	42	Kevin Wolfkill	45.846	45.157+2	43.678	43.94	34.986	935
GS	41	Gemey Komreich	47.231	46.99	46.785+2	45.855+1	37.639	869
GS	19	Kathy Fitzpatrick	47.250+1	45.360+1	46.510+1	46.081+1	37.935	862
HS	67	Aaron Miller	44.720dnf	44.051+1	43.503+1	44.03	35.048	933
ASP	25	Tom Exley	47.543	46.211	48.14	47.426	40.111	815
CSP	11	Cal Neske	45.025	43.794	43.394	43.414+1	37.189	879
CSP	53	Chiff Lawson	44.185	44.029	42.713+1	43.413	37.205	879
CSP	7	Jay Zineman	44.902+2	43.461	42.414dnf	43.187+1	37.246	878
CSP	26	Hsun Chen	45.613dnf	43.851	44.673	44.387+1	37.58	870
CSP	16	Michael Henschke	49.409	47.655	46.468	45.397+1	39.823	821
CSP	87	Jon Zineman	47.219+2	45.154dnf	45.194+3	45.654+2	42.553	768
DSP	17	Brian Stiff	43.474dnf	43.428+1	42.8	43.502dnf	36.252	902
DSP	75	George Counnas	56.128+1	43.645	43.512	43.621	36.855	887
ESP	95	Pat Chambers	43.252+1	42.425dnf	43.224	43.397+1	36.438	897
ESP	88	Troy Hobbs	45.496	47.651dnf	45.760dnf	45.982dnf	38.353	853
ESP	8	Glenn Outcault	45.390+1	45.496+2	44.629+2	45.676	38.505	849
ESP	7	Eddie Allen Floyd	61.923+2	62.662+1	65.588dnf	62.032dnf	54.51	600
ESPL	195	Kris Chambers	48.505+3	44.404	43.924	43.683+2	36.473	896
AP	916	Bill Betts	50.447+2	62.562+3	47.812	45.782	40.929	799
BP	58	Geoff LeBester	54.998dnf	39.441+4	40.151+2	40.197	35.896	911
CP	4	Kent Hamilton	46.031	43.765	43.159+4	45.06	38.207	856
CP	79	Debra Rice	45.831	56.350dnf	42.138dnf	45.012dnf	40.01	817
CM	27	Kevin Wenzel	40.768+1	40.222+1	39.432	39.531	36.711	891
CM	127	Brian Mannik	44.855	41.334	40.643	dnf	37.839	864
SM	86	Ken Lewis	dnf	43.458+1	43.522+3	43.653+1	40.912	799
V1	66	Bob C Butler	44.783dnf	46.014dnf	45.267dnf	47.605dnf	OC	0
V2	4	Rachel Fox	67.253	60.715dnf	59.263dnf	61.96	61.96	528
BPR	33	Adam Saja	43.5	42.255dnf	42.013dnf	41.647	37.191	879
CSPR	20	Thom Miller	44.254	43.077dnf	44.813+1	43.675+1	37.926	862
GSR	45	Scott Robbins	50.789	54.912	dnf	47.633	38.154	857
SSR	99	Chiff Tompkins	51.583dnf	47.488dnf	46.857	46.808	39.74	823
ESR	72	John Hanson	50.259	49.955	50.164+3	49.160+1	39.864	820
ESPR	17	Rick Lull	47.575dnf	50.308	46.236dnf	48.082	40.533	807
ESR	6	Jay Bonvoubir	58.388	53.411+1	51.88	52.114	41.4	790
CSPR	40	Pat Clements	49.122	47.050+1	61.384dnf	48.432dnf	42.036	778
ESR	3	Bobby Trammell	dnf	52.853	50.843+1	dnf	42.169	775
CSPR	44	Matthew Grimm	52.428	50.641	51.384	49.415	42.349	772
FSLR	76	Debbie Downs	51.159dnf	51.039+1	49.339dnf	48.720dnf	43.258	756
SSR	28	Jon Mirth	53.943	51.188	51.136+1	DNS	43.459	752
DSPR	48	Chris McEwan	56.128	56.129	53.024	52.582	44.537	734
BSR	13	Stephen Miller	55.499	66.169+1	74.827dnf	55.276	45.16	724
FSR	85	Noel Roeder	61.817dnf	55.535	56.833	55.305	45.516	718
CSP L	R12	Julia Vandenberg	dnf	69.619	55.203	56.295	46.599	702
SSLR	28	Lanette Mirth	dnf	75.025	73.11	71.07	59.795	547
DPLR	7	Rebecca Esparza	DNS	DNS	DNS	DNS	DNS	0



Formula Junior Kart Rental Program

What better way to introduce your children to the world of racing, than to start them with a kart. Ron Fox did it last year and his daughter Rachel (RJ) loved it. In fact she loved it so much that not only did she place first in her class, but she coerced her father into purchasing one of the karts from SCCA, so that she could continue to race.

Ron and RJ are going to continue to rent the kart at each Solo II event for the same low price of \$10.00 just as SCCA did in 1998*. Ron and RJ will also have on hand any equipment that your child will need to participate in the event. If you have any questions regarding the Formula Junior Program, please call Ron Fox at 303-581-0413 or call one of the SCCA Regional Chairpersons, they will be happy to answer any and all questions that you or your child may have regarding the program.

*If you plan to participate in this rental program, please call Ron ahead of the event to make sure that he will be able to attend it as well. Although Ron does plan to attend every event, things may happen whereby he may not be able to come to one or more of the events.

These ultra-romantic racy couples were spotted doing
Valentine's Day at the



Dale & Frobi



Carolyn & George



Pam & James



Kathy & Kevin



Pat & Kristin



Kevin & Kay



Spring & Powers

(Sheesh! Were her parents hippies, or what?!)

Focus on First-Timers!



Jay Bonvouloir, ESR 6, Red '87 Golf GTI, turned 16 on August 8, 1998 and got his license the 12th. Parents and avid road racers-John & Annie-(also of SignEdge fame) chipped in to help Jay buy his car. Did I say avid? I meant RABID! Jay attended his first SCCA Continental Divide Region road race when he was 2 weeks old, and his first word was "car". For this, his first event, Jay even brought along an entire pit crew (he said they were great)! He found that his car corners better than he

thought it would, that autocrossing was a lot of fun, and he can't wait to do it again. Jay plans to attend a road racing drivers school sometime this spring. Jay is a BIG time race fan and plans to come to more autocrosses this summer, in between attending all the major pro races he can. He says he has to work on his lines and holding and maintaining speed-he's slowing down too much. He has to be pleased with his results though-a big improvement right off the bat and only one cone. Way to go, Jay!

Scott Robbins, GSR 45, Black '92 Volkswagen Corrado, finally got to attend his first Solo II event after hearing about it 4 years ago from the Corrado Owner's Club on the Internet in Florida. He's wanted to try it ever since but never knew anyone who did it. He's always enjoyed motorsports and seemed adept at them. I guess! Scott finished 3rd in a field of 18 Rookies! He said his heart really got going and during fun runs, it hadn't slowed down by the time his next run started. He learned that his car was faster than he thought in 2nd gear, and he liked the friendly competition and everyone rooting for everyone else. He plans to come back, but probably not until he gets race tires because he feels guilty tearing up his brand new street tires. He thinks autocross is a great place to test the car's limits rather than on the street. He also thought it was kind of neat that there weren't any trophies and people were here just for the fun of it. Congratulations Scott!

Chris McElvaine, DSPR 48, Green



'73 **Triumph Spitfire**, was actually attending his second event. He tried one last year and had a great time but didn't think he did too well. This year he's going all out fixing up the car and attending lots of events. He found the biggest help was walking the course with James Darden as he led the rookie course walk, then walking some more afterwards, even though he KNEW there were more cones out there when he actually got to drive! He really wants to learn more about driving concepts and terms (George Counnas and Brian Stiff were big helps too). And he thinks he went too slow because he left all cones standing (some would kill for such runs, Chris!). When asked what suggestions he had, he said it'd be nice to be directed to "a guy in some hat" that was there to answer questions. He didn't want to bother people, but he found everyone willing to help. Chris loves to play with and work on his car. This kind of play he found totally exhilarating and left charged!



Rick Lull, ESPR 17, Black '89 Ford Mustang, learned about our events via the web site and by talking with Iain (he's known about autocross forever). At this event, he mostly learned how events and driving techniques work, how it's tricky to see the cones when you run, and how he just needs more time to learn to drive better. What was most helpful to him was talking to others, especially his corner captain. The corner captain was very experienced and could point out where to slow down and where to get on the gas, which drivers were doing things well, etc. He wasn't aware he could ride with other drivers and thinks that might be a good idea. He found there were a lot of good drivers present, and it didn't seem to be gender-based. He thinks he'll be back, but his car needs some work. He thought everyone was pretty cool and it was great to talk to others enthusiastic about the same things he is. We hope to see you back in April, Rick!



★ Solo Stars Spaz ★



The Auto-X-Pert Himself Geoff Leicester

Well, as befitting this fine (April Fools) issue of *Cone Slips*, we are interviewing the Solo Scholar himself, the Auto-X-Pert. Mr. Pert needs no introduction, and here it is:

Autocrossing for over twenty years, the Auto-X-Pert has triumphed (and Toyota'd) to many local wins in some of the most prestigious events in the world. Now, he graces the fine pages of this publication with proven insight and experience every month in the Ask the Auto-X-Pert column; read worldwide by literally dozens of people.

Thanks for joining us, Mr. Pert. Let's start at the beginning. How did you begin your autocross career? I was enjoying autocrosses before I could drive. In 1974, I made an autocross movie for a club contest entitled "Steel Thunder", which I promptly lost. It was cool, though—trust me. The first summer after I had my driver's license, I ran my first event with my father's blessing. Actually, I might have had his blessing, except he didn't know I "borrowed" his beloved '72 Celica (which he still owns, as you know) and forged his signature on the entry form. Had a blast, was hooked, the rest is history!

So you'd found your life's calling, then? Yup; it only took one event. For a few years I just mowed down a lot of pylons and shredded tires, but eventually, I realized that scaring myself silly wasn't enough; and you started going faster than me, anyway. So I actively pursued the Knowledge of Solo in a big way, and haven't stopped. My head is so full of facts it hurts.

You've received formal education on the subject? Yes; I have a degree of negative camber.

How did the Ask the Auto-X-Pert column come about? One, I had a knack for interpreting and passing along pertinent information, combined with an ability to seamlessly make things up. But more importantly, *Cone Clips* was a few pages shy of a full newsletter, if you catch my drift.

How much does Just Brakes charge for a friction reline? (If you tune in to your radio every 10 minutes, you'd know:) Just Brakes charges just 99 dollars, in most cases. And that includes all four wheels (or three, in the case of Lee's Spitfire), metallic linings when needed, and they take appointments until 6:00. They do it because they care.

Will the Auto-X-Pert wisdom be expanding beyond the monthly column? Funny you should ask that. We are very excited to announce a whole new level of autocross education! We have taken the concept of an autocross school and elevated it to its maximum potential; the best facilities, the best instructors. You're gonna love it. It's the John Ames Solo School.

John Ames is going to be the instructor? No, no. But his name sure gives it credibility, doesn't it?

What do you enjoy most about autocrossing in the Rocky Mountain region? Well, the talent pool is quite deep here. It's more like a talent river, meandering its way across the plains of competition, until its final destiny is realized in glorious celebration at the Nationals. There's terrific opportunity to learn from the best; why finish 27th in class in Podunkville against no-name has-was's never-nots when you can race here and finish 27th in class against reigning national champions? It's just easier to get better here; of course, it's also fun just to mow down cones and shred tires. But I'd be out of a job!

Let's shift gears a little bit (pause here for uproarious laughter) and move on to actual driving techniques. What advice would you give to someone looking to improve their skills? Well, keep in mind that autocross is an intricate sport, and the difference between winning and losing is often very small. One needs to recognize very subtle clues that something needs to be improved. For instance; if you're driving around the course and encounter another competitor driving towards you, red flags are waving, and course workers are diving for cover, you might want to work on your lines a bit. Similarly, if you blow straight through gates and spin dozens of times, that's nature's little way of telling you that you might possibly be driving too fast. Little stuff like that.

Any advice for a proper mindset before your runs? Well sure-lots of people have little rituals at the starting line. Basically, you want to get focused. Then, when the camera is ready, you can go. Just think positively, and recite "WINLESS SPODE", which is short for "When In Normal Lines Entering Some Slalom, Spin Profusely Or Determine Exit". Works every time.

Getting back to personal stuff (before it's too late), what's in the future for the Auto-X-Pert? Well, keep those cards and letters coming, folks! Just knowing that in some small way I've helped others see the light of Solo is quite rewarding. I guess we'll

continue with the column unless someone threatens legal action. Other than that, it's always off in the pursuit and dispensation of knowledge. And the perfect four-wheel drift. And better mufflers.

Where do you see the sport heading in the future? You must remember this-a drift is just a drift; a slide is just a slide; the fundamental rules apply. And when four wheels drift, you musn't ever lift, on that you can rely, as cars slide by.

Than' you, Than' you very mush

Uh, right. I mean, what will grids look like ten years from now? The Auto-X-Pert has certainly noticed a trend towards professionalism in the last two decades (nearly twenty years, by my calculation), and I see that continuing in the near future. I predict that Ferrari, Williams, and the other major teams in Formula 1 will tire of the bickering and infighting in that series, and combine forces to run a DS Neon.

Well, I think we're out of ideas. I mean time. Thanks for being in the spotlight this month! Well thanks for having me! Remember, the Auto-X-Pert is here for the enlightenment and edification of all Solo enthusiasts; so send them thar questions in to this fine publication and I'll answer them with all the integrity I'm known for. See ya at the races!

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