

neClips

CA Colorado Solo News
April 1998

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The 1998 Summer Schedule
✱ With Solo Trials ✱
And Map with New Locations is Here!

Not Here, There!  (p. 17)



Message from Mr. Mannix

SCCA Colorado Region, Solo Chair

The Rocky Mountain Solo Series is upon us, with 6 Trials and 9 RMSS Solo2 events, as well as some schools, a Tour, ProSolo2 and Solo Trials Nationals. We've got a busy schedule, and I'm looking forward to every minute of it! We had a HUGE turnout of new drivers at the last Solo Trials event, on March 22nd—I hope you all had a great time, and look forward to seeing all of you at upcoming events!

In the schedule, you'll notice that we're using a new site for some Solo2 and Trials events. Option B are the runways just south of I-70. The new Trials course is still in its infancy at presstime, but it looks as if it is going to be a lot of fun, with elevation changes, lots of runoff room, and one downhill left hander which promises to be very exciting. We could call it the mini-corkscrew, and I think you'll all agree the name is appropriate. Concourse E is a wonderful site, a bit narrower than Lot 4, but longer, no light poles, and smooth concrete. Holding our Solo2 schools at Concourse E will be particularly advantageous, as we will have an abundance of room to work with. We should have a lot of great events this summer!

And now, a note from my roommates. When you call me at 303/545-9779, please remember that you are not calling an office, but my home. Unfortunately, my roommates are not autocrossers, and don't know anything about Solo events or where we hold them. If I am not there, please leave a name and number, and I will look forward to returning your call as soon as possible!

Kevin Wenzel has ensured that our tech line moves quickly this year, but we can do a couple of things to help him out! First, remember your tech cards, which were given to you at Registration. If you have classing questions, Wenzel and crew can help you determine the proper class. If you need to use a loaner helmet, we have several, but if you own a helmet, **please** bring it to tech! To pass tech, your helmet's rating must be verified, so don't be offended if one of the guys asks you to go get it, rather, be fortunate that we have a thorough bunch of inspectors. They're going to look at your car, no matter how new or how carefully you prep it, and it is absolutely nothing personal. Things they look for are tight batteries, wheel bearings, no major leaks, brake fluid, and tires with no cord showing. Be your own Tech Inspector the night before an event, make sure everything is proper shape, and Tech will be a breeze. Tech inspection is important, required, and really pretty painless!

That's all for now, thanks to everyone for all the good work! Congratulations to Kathy Wolfskill on her 1000 point performance at the last Trials event!

(Editor's Note: I could have graciously removed this last sentence, but did I? Heck No! I wouldn't want to make the page too short—bbbwwwwaahh!)

Solo Trials #1/Test & Tune

Sunday, April 5

Take your pick—a really, really fun Solo Trials (if you've never done it, check out pages 14 & 15 for all the lowdown on requirements, costs, and other detailia); or a really, really, fun chance to take 2,334 runs during a test & tune day...

Solo Trials At the Track at Stapleton (map on page 18)

When?	7:00 a.m.	Gates open
	8 – 9:30	Registration/tech open
	8:30 – 9:15	Course open for parade laps
	9:30	Driver's Meeting
	10:00	First Car off

Puullleeeaaazze plan to be there early. We need to get started a.s.a.p., as we had such a fabulously large turnout last time, we KNOW it will continue (who can resist Trials once they try it. Any help setting up the course will make the day run on time too. We can even proceed over to the test and tune IF there's any time left at the end of the day. But remember we all have to complete our work assignment (the entire heat) first!

Test & Tune—It's also a Test and Tune opportunity on some vacant concrete; same time and place as the Solo Trials. Participants get pylons and space—course design, setup and tear down are up to you! Requirements? Valid driver's license, Snell M85 or better helmet, and \$15.



Speaking of Solo Trials...

Winter Series #2 was a Smashing Success

There were 58 entries!— and 30 of them, count them, t-h-i-r-t-y brand-spanking-new Solo Trials licenses were issued at the Winter Series #2 Solo Trials held Sunday, March 22 at the Track at Stapleton, reported Registration Queen, Jaemie Lou Thompson (see back cover). Where did all these exceptionally intelligent people come from? We dunno, but it was GREAT! The weather was wonderful and we saw a lot of new cars and new faces. There were some exciting (and expensive) moments for some...Even Bob Tunnell decided, on the spur of the moment, to have a go at rallying, but quickly got back on track (so to speak), and continued on with Solo Trials after all.

Pos	Class	No	Driver	Car	Lap 1	Lap 2	Lap 3	Lap 4	PAX Points
1	SS	97	Forrest Thompson	92 Red Corvette Coupe	137.584	138.334	137.265	135.803	946
2	SS	41	Gary MacFarquhar	86 Red Corvette	147.865	143.477	140.605	141.314	914
3	SS	8	Stillman D. Neff	96 Blue Corvette	165.961	156.190	155.360	807.932	827
1	SSL	97	Jaimie Lou Thompson	92 Red Corvette Coupe	156.293	160.015	161.306	157.982	830
1	AS	27	Cole Ford	91 Blk MR2 Turbo	140.510	140.022	138.894	137.620	949
2	AS	9	Jason Ott	83 Blk/Sivr 280 ZX	157.911	146.467	142.077	167.016	920
3	AS	2	Todd Nakata	91 White MR2	774.520	624.089	476.801	143.762	909
4	AS	5	David Ott	73 Black Lotus Europa					0
1	CS	84	Lee Sutton	84 Rust RX-7	143.726	142.292	143.370	140.906	952
2	CS	5	Brian M. Keys	85 Silver MR2	159.312	152.401	148.553	146.446	916
1	DS	28	Gary Phillis	95 Wht 200 SX SE-R	140.941	137.148	138.668	143.456	986
2	DS	4	Steve Ott	83 Blk 280 ZX					0
1	FS	3	Jack Allen	96 Red Cobra Mustang	138.945	136.363	136.998	135.977	975
2	FS	69	Craig Burton	94 Blk Firebird	146.633	143.635	141.672	139.232	952
3	FS	89	Brian Hartwell	96 Black Mustang GT	158.709	342.807	158.697	155.001	855
4	FS	86	Fred Drake	93 Red TransAm	176.964	175.430	173.562	836.846	764
1	FSL	69	Tracey Chandler	94 Blk Firebird	153.539	148.441	146.311	153.227	914
1	GS	24	Kathy Wolfskill	98 Red Talon	139.607	136.208	139.024	136.480	1000
2	GS	93	Andy Lester	93 Silver Corrado	158.655	158.287	154.208	154.071	884
1	ASP	4	Bruce McPherson	92 Blk Acura NSX	Off Crs	138.333	133.955	131.866	953
1	CSP	99	Bob Tunnell	95 White BMW M3	133.228	128.954	129.590	135.220	987
2	CSP	78	Roger Zimmeman	88 Blk Mazda 323 GTX	147.868	146.862	140.853	144.190	904
3	CSP	77	Annie Bonvouloir	86 Silver Scirocco	161.225	157.803	155.269	151.943	838
4	CSP	2	Chris Franke	92 Black VW GTI	153.895	152.448	152.536	153.217	835
1	DSP	29	Brian Stiff	81 Gray Scirocco	143.321	144.181	142.277	141.188	912
2	DSP	78	Carolyn Counnas	84 Silver Wabbit	141.736	143.206	144.624	141.293	912
3	DSP	63	Darrell Adams	83 Reddish Rabbit	143.628	Off Crs	141.543	147.238	910
4	DSP	55	George Counnas	84 Silver Wabbit	151.675	147.396	144.086	144.135	894
5	DSP	91	Russell Franke	91 Red VW GTI	164.475	155.710	160.578	154.234	835
1	ESP	6	Gary Morrell	89 Blk Taurus SHO	141.784	135.125	136.488	139.719	958
2	ESP	7	Gary Grillo	72 Blue TransAm	739.351	589.069	144.483	299.485	896
3	ESP	46	Kent Hamilton	67 Blue Mustang	166.294	173.791	158.562	157.156	824
1	AP	10	William McClatchey	71 Orange Datsun 240Z	140.027	139.340	137.001	136.572	894
1	DP	7	Dave Dutton	77 Radioactive Grn X1/9	135.745	133.443	134.297	133.400	936
1	CM	2	Brian Ball	81 Red Crossle	332.688	134.021	130.712	129.928	902
2	CM	127	Kevin Wenzel	Blue/Wht Ford SRF	136.813	132.425		131.079	894
3	CM	27	John Bonvouloir	Blue/Wht Ford SRF	151.586	Off Crs	733.966	145.474	806
1	ASR	28	Bernard Lan	97 White BMW M3	508.283	182.191	140.627	167.845	929
2	DSR	3	Jason Ott	83 Blk/Sivr 280 ZX	151.817	150.847	149.039	151.442	907
3	ASR	72	Chris Findlater	91 Black MR2	158.638	145.866	165.609	635.651	896
4	CSR	13	Cal Neske	87 Red Toy MR2	158.234	154.092	152.512	151.638	885
5	GSR	33	Jeff Rink	93 Brgndy Corrado SLC	166.715	160.478	158.160	156.587	870
6	CSPR	13	Greg Hartley	87 Black GTI 16V	150.557	147.914	147.931	148.875	861
7	FSR	13	Stephen Long	97 Green Mustang	159.585	156.543	157.022	154.137	860
8	ESR	13	Erik Wyman	87 Black Scirocco	Off Crs	160.396	163.676	169.898	852
9	FSR	94	Rick Shopmier	94 ChrcI Purple Z-28	162.068	158.021		270.804	839
10	BSR	816	Mark Pottinger	95 Red Miata	166.143	164.986	188.221	950.427	839
11	ASPR	25	Andy Alland	97 Silver Audi A4	Off Crs	154.356	152.434	151.493	830
12	GSR	66	Paul Bailly	97 Gold Grand Prix	176.118	166.291	170.558	164.621	827
13	SSR	2	Don Herbel	97 Silver Corvette Coupe	155.343	984.566	836.670	677.742	827
14	CSR	81	Richard McCoy	91 White MR2	167.838	169.212	180.960	163.378	821
15	DSPR	9	Joey Lamare	84 Black VW	165.498	158.873	157.173	159.534	820
16	ESR	3	Pat Svai	87 Maroon Golf GTI	177.335	168.743	Off Crs	Off Crs	810
17	SMR	86	Ken Lewis	86 Blk Merkur XR4Ti	155.587	154.737	151.903	168.291	798
18	DSPR	311	Jeff Hutchinson	96 Blue Jetta 8V	171.942	163.317	174.971	163.070	790
19	DSPR	24	Sam Vickey	76 White Fiat X1/9	170.295	168.869	164.983	163.451	788
20	SMR	351	Jason Martinez	93 White Talon	159.301	159.214	172.466	919.027	

Forrest Thompson finishes 1st in Super Stock



Don't you just wish this was in color so you could see Dave Dutton's Radioactive Green X1/9?



Gary Morrell's ALWAYS fast in his ESP Taurus SHO

Special Yank-Out Section

Welcome to Solo Racing

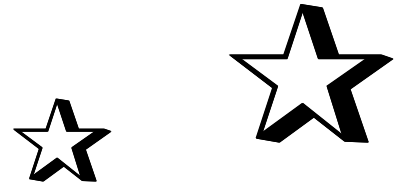


This informational pamphlet is provided for you to rip out and unload on some poor, unsuspecting potential autocrosser that doesn't know they're about to be hooked!! Yes, YOU can help promote this most-awesome of all sports by passing the information along. More are available at schools and registration if you meet LOTS of potential new autox friends...

☆ Solo



Stars ☆



Bob & Patty Tunnell, Part I

(Bob, in particular, this time around—Patty's next!)

Welcome to our first Solo Stars interview—and what better people to lead us off than the Twin Stars of Bob and Patty Tunnell? We in Colorado are exceptionally fortunate to have some of the country's leading drivers in our midst—and here are two of the best (and two of the nicest)! I don't know about you, but I want to know more about them, what made them the drivers they are today, and what advice they have for the rest of us. So here's Bob to tell us all his racing secrets!

Bob's Racing Achievements:

(These are *National Championships*, no less!)

1996	AS	BMW M3
1995	DS	BMW 318is
1992	ES	Volkswagen Jetta
1997	CSP	BMW M3 (Pro Solo)
1995	S4	BMW 318is (Pro Solo)
1992	S5	Volkswagen Jetta (Pro Solo)

What other achievements are you proud of? The biggest would have to be scoring my first National road racing win in our SSB Miata this past year at the new Pike's Peak International Raceway. I also enjoyed the stunt and high performance driving I did for a TV show pilot in the early 80's which unfortunately never got on the air.

Where are you from originally? I was born in Los Angeles, but lived most of my life in Seattle.

What do you do for a living? I'm working at Warren Miller Films as Vice President/General Manager.

What are your hobbies and interests outside of Solo activities? Scuba diving, skiing, hiking and traveling with Patty.

How long have you been involved in Solo? I ran one event in 1982 and ran an entire season in 1983. Went to my first Solo II Nationals in 1985.

What other kinds of racing have you done/are you doing? Patty and I both began road racing last year in a 1995 SSB Miata.

What are you driving this year and why? 1995 BMW M3. It's an amazing car. It's classed in CSP right now and I developed it for the class because all the experts said it was way too heavy to compete with cars almost half its size. I couldn't resist the challenge and hope to prove this year that it can be a Solo II National winner.

Who were the people who influenced you most and how did they help you become the driver you are today? There have been several. Each one helped in a different way and took me to a new level.

- 1) Randy Pobst: At my second Nationals in 1987, I ran the fastest scratch times in ES, but pylon'd my way down to 12th place. I was incredibly discouraged and ready to quit when Randy came over and said he'd seen me drive. He encouraged me to stick with it because my winning a championship was not a matter of "if" I would win one, but "when" I would win one. He followed up with a letter to me a few months later stating the same thing. It would be five years before I would actually win a National title, but I read his letter several times a year to encourage myself. (Yes, I still have the letter.)
- 2) Roger "The Famous" Johnson: During those many frustrating years of trying to win my first National Championship, Roger convinced me I was trying too hard and should try to have more fun at events—the winning would come. Now, having fun at events is my number one priority and the winning just keeps on coming.
- 3) Alan McCrispin: As good an engineer and mechanic as Alan is, it was his pure driving talent that inspired me. I would waste hours trying to get my car setup perfectly, tweaking this and adjusting that, when just driving better would be worth far more. Alan taught me to "drive around" mechanical problems.
- 4) TC Kline: TC taught me how to "professionalize" my racing effort—treat it more like a business.

What were the main practices and activities that help you most in learning to drive as well as you do? The single most important learning aid is seat time, which is very tough to get in autocrossing. Next would be watching and sharing ideas with top drivers.

What personal attributes do you have that have helped you develop into a good driver? Good hand/eye coordination, a physics background, and discipline. And practice... lots and lots of practice.

What would you like to improve regarding your driving? Any particular goals or objectives that you're working toward now? My most glaring weakness is braking. I tend to over brake too much. I guess that's better than underbraking, but it's something I work on constantly.

How do you go about learning a course? Walk the course until my feet bleed or they kick me off. On the first walkthrough I try to get "the big picture," the general layout. On successive walkthroughs I look for acceleration points and then determine how I'm going to get

to the acceleration point. After I've memorized all the acceleration points I link the corners together until I can drive it in my mind. Then I go relax.

What pre-race rituals/activities do you have? No rituals, really, but I start going through my pre-race checklist as much as a week beforehand.

What do you think about immediately after a run? I review the mistakes I made while they're still fresh in my mind. Then I visualize myself driving that part of the course correctly over and over until it's ingrained in my mind. Then I go make changes to the car (if needed) and watch other veteran drivers in areas where I may still be questioning my line or technique.

What do you think about after an event where you didn't do nearly as well as you would have liked? I try to figure out why I didn't do as well as I wanted. Was I as prepared as I could have been? (This is usually the reason for a poor performance.) Was the car not suited to the course? Did I just drive poorly? Then I remind myself that autocross is just a game. There will be another race another day. Over the course of a racing career, no one race is really that important. Then I go have fun with people after the event. Chances are someone else had an even worse day and will want company.

What are the top few pieces of advice you have for others striving to excel at autocross? I actually have my Top Ten Suggestions if you've got room to print it.

1. Make sure that no matter what, you're having fun.
2. If you have a mate or partner, get them involved immediately.
3. Don't ever do anything that you believe in your heart is illegal, no matter how many others are doing it.
4. Ask veterans for advice and look for every opportunity possible to learn something new. (This should never change no matter how many championships you win.)
5. Spend time on the social aspect of the sport. Get to know other drivers and go out with them after the events.
6. Never underestimate the value of walking the course—ever.
7. Travel to a couple events outside your area as soon as possible (see #5).
8. Don't get too discouraged if you witness a huge gap between your times and those of national caliber drivers in your class. This sport isn't as easy as it looks, but you **will** get faster.
9. Always go to an event as prepared as possible—leave excuses at home.
10. Reread #1 over and over and over and over....



Any parting words? Remember, autocrossing is just a game. Have fun.

Solo II School

Saturday, April 18, 1998

Want a great opportunity for lots of skill-building and seat time? Come join Chief Instructor, Linda Duncan, and her host of instructors at school—one of the easiest and best ways to improve your driving! For more details, call Linda at (303) 697-0878.

Where? At the E Concourse at Stapleton (map on page 18)

When?

7:00 a.m.	Gates open
Until 8:50	Registration/tech open
9:00	Drivers Meeting
9:30	First car out on exercises
12:30	Lunch
1:30	First car out on course runs

Details... Cost is \$40, which includes Lunch! You'll need:

- a valid driver's license
- Snell M85 or better helmet (some loaners available)

Solo II #1

Sunday, April 19, 1998

It's here—the first Solo II event of the 1998 season! Come join all your pals and get a jump on those season points.

Where? At the E Concourse at Stapleton (map on page 18)

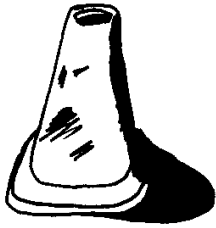
When?

7:00 a.m.	Gates open
8-9:00	Registration & Tech open
9:00	Rookie Course Walk
9:30	Drivers' Meeting
10:00	First Car Out

How Much? \$20 SCCA members; \$25 non-members

What Else? Be there or be sorry!

LOOK AND SEE IF THERE IS A MISSING CONE SECTION AND APEX'S PICTURE OR NAME IS LISTED. I HAVN'T SEEN HIM SINCE THAT MUSTANG CARRIED HIM OFF THE COURSE.



NOPE...NO OBITUARY SECTION EITHER.



Cone Conference

By Rick Walford

Ask the Auto-X-pert

By Geoff Leicester

This column is dedicated to the general knowledge and enlightenment of autocross enthusiasts. Feel free to ask anything—remember, there are no such things as stupid questions, only stupid answers. Add THIS to your information stockpile...

Q: Every time I downshift for turns, I spin out. My friends laugh at me and tell me to “heel and toe.” What does it mean?

A: “Heel and toe” is a technique whereby engine speed and wheel-speed are matched during downshift maneuvers. It is a ridiculously simple technique. Let’s say you’re approaching a second gear turn in third gear. As you come into the turn, slam on your brakes and lock all four wheels. Steer with one hand and reach over with your other hand and turn off the ignition. Engine speed and wheel-speed are now perfectly matched. Reach over with your other hand and move the shift lever into neutral. Get off the brakes, and reach over with your other hand and restart the car. Then rev it up. Engage the parking brake with your other hand and lock the rear wheels again. Reach over with your other hand and shut off the ignition again. Then, with your other hand, move the shift lever into second. Engine and wheel speeds are again perfectly matched. To finish the maneuver, simultaneously steer into the apex, restart the car and disengage the parking brake. You may also want to adjust the mirror at this time. I think it should be obvious how this will help your performance. Next month we’ll discuss heel and toeing automatic transmission cars. Glad to help.

1988 Supplementary Regulations: Wheel Size for Improved Touring

The first sentence (as printed in the April ConeClips) should be changed to read:




For 1998, RMSS will allow any SP-legal wheel and tire combination for

ConeClippings, Contributions & Contributors

Our sincere thanks to those providing the goods in this issue: Bob Tunnell, Iain Mannix, Rick Walford, Geoff Leicester, and George Counnas for the Trials results. This is IN ADDITION TO the host of groovy people contributing to *the Welcome to Solo* special section.

* * * * *

You might notice this issue is unusually hefty—it's due to the fact I had to add more pages in order to list, and apologize for, all the mistakes from last time!!!

- 1) I will now never forget how to spell Jaemie Lou, that's J-A--M-I-E Lou Thompson, with an , and don't you forget t either!
- 2) OK, that crack I made about Brian Stiff displaying bad form while beating Kevin Wenzel in Kevin's own car, well, I MAY have been mistaken, because
 - a) It WAS Brian's car, and
 - b) Kevin was faster in p.m. runs, while Brian was faster in a.m. runs, or something like that...
- 3) Oh, and this one itchy-bitsy mistake—the Solo Trials event announcement was missing some insignificant little detail...like the DATE (anyway, it was a blast!)
- 4) Lastly, you were invited to contact Dave Tjarks, Chief of Course, if you were interested in designing a course. You may need THIS: ph 303-940-3240

* * * * *

If you'd like to see your name in lights, please submit any story, article, cartoon, joke, photos, etc. to the return address on the front, or contact me at home 303-258-7371, work (a better bet) 303-499-9181 x 115 or email kathyw@ff.com. Let us know if you have a particular topic you want covered or if you have a great idea (like how I can get a new set of wheels and tires for FREE!).

* * * * *

Thanks to the ConeClips ConeHeads who spent HOURS assembling the last issue (and this one, if I have anything to say about it!): Matt Leicester, Head Spindler, and Kevin Wolfskill, Chief of Mutilating. If you'd ever like to join us in stapling your little fingers to the bone (yeeccchhh), just let us know!