



Cone Clips

SCCA Colorado Solo News

April/May 2000

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Rocky Mountain Summer Solo Series Schedule (Yippy. Skippy!!)

• Sat, May 27	Driving School	PPIR, Fountain
• Sun, May 28	RMSS #1	PPIR, Fountain
• Sun, Jun 4	RMSS #2	Coors Field, Denver
• Sat, Jun 24	RMSS #3	Coors Field, Denver
• Sun, Jun 25	RMSS #4	Coors Field, Denver
• Sun, Jul 16	RMSS #5	Cloverleaf, Loveland
• Sat, Aug 12	RMSS #6	Coors Field, Denver
• Sun, Aug 13	RMSS #7	Coors Field, Denver
• Fri-Sun, Aug 18-20	National Tour, Divisional	PPIR, Fountain
	RMSS #8 & #9	
• Sun, Aug 27	RMSS #10	Coors Field, Denver
• Sun, Sept 24	RMSS #11	Cloverleaf, Loveland

Don't forget: 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



The Solo Truck Makeover Project

Many thanks to Phillip Volk and Roger Nallathamby for the great new graphics job on the truck! And let's not forget Annie Bonvouloir at Signedge, annie@signedge.com 303-258-7330 who donated the graphics & is a whiz at all your racecar/number graphics! The Michaels Clan in Cheyenne has also been contributing interior/electronic miracles. (Photos courtesy of Dave Dutton's web site.)





Cliff Notes

by **Cliff Lawson**
Colorado Region Solo Chairman

The time of the year we have all been waiting for has arrived—or at least it is about to arrive. The autocross season is pretty much set for the year and the schedule is posted on the web site and elsewhere in this issue of Cone Clips. There may be one or two more events to be added, so stay up to speed with the web site and Cone Clips. The first events are the school on the 27th of May and the Solo II on the 28th. Both events at Pikes Peak Int'l Raceway (PPIR). See the particulars in this issue.

As you will notice, we have a new site at the Coors Field parking lot. I was able to make contact with the Operations Manager through my employer. Lindsay Wilson, Bob Tunnell, and I met with him in early April and made the arrangements. The lot is a little on the narrow side, but very long. The surface is smooth asphalt and there are no light poles or other obstacles. It is a terrific location right in central Denver and only a few minutes off the interstate. It is the best location we have had since the Stapleton properties. The Coors Field location does present us with some challenges and it will be up to all of us to ensure that we treat the lot in such a manner as to be welcomed back. We want to be able to run there in future years.

Due to the cost of this site, entry fees will be raised for the Coors Field events by \$10.00. Plan on \$30 for SCCA members and \$35 for non-members—less money than you will spend for gas driving to other locations. Heck, it's worth it for the extra hour's sleep. We expect a great season with many new drivers. I would be surprised if the Coors events averaged less than 120-130 cars. One hundred fifty is not out of the question. To accommodate this number, we are planning some new strategies to be more efficient and allow us to get the event underway on time. After all, everyone wants at least four competition runs and a few fun runs at the end of the day. Please see my Coors Field Notes in a separate part of this issue for a few of the issues specific to this location.

Now that we are finally guaranteed a full season (whew!), I am actually looking forward to being your chairperson for the year. Remember, this whole thing only works because a bunch of people put in many hours of their own time to make these events appear to run themselves. Believe me, they do not.



Anyone wishing to help out by doing chores besides chasing cones, be sure to look me up during the events. We can talk about what interests you and find something to broaden your motorsport education. You will enjoy the sport more. Trust me on that. 'til June, Cliff



Upcoming Events



Upcoming Events



Drivers School

Saturday, May 27, 2000

Pikes Peak Int'l Raceway, Fountain, Colorado

Lindsay Wilson is the head honcho, the top banana, the big kahuna, heading up the Memorial Day Weekend Drivers School & RMSS #1 events. *Thank you, Lindsay!!* John Ames & Rick Walford are head instructors. To register, contact Iain Mannix (with your name, phone number, and car type) at mannix@privatei.com, or call 303-430-4632 *now* because

School PREREGISTRATION is REQUIRED!!!

Directions: See the directions to PPIR at the end of ConeClips.

Cost: \$35 SCCA member / \$40 non-member (includes lunch)
Both day bargain: \$50 members / \$60 non-members

School Features:

- Low student/instructor ratio
- National Champion and National-caliber instructors

Schedule:

7:30 - 8:30	Registration/Tech
9:00	Classroom chat followed by driving exercises
Lunch	Included in cost
Apres Lunch	More driving exercises Mini-course timed runs

Hope to see your pre-registered self there!



Upcoming Events



Upcoming Events



RM Solo Summer Series #1

Sunday, May 28, 2000

Pikes Peak Int'l Raceway, Fountain

Be There Here and Now:

Gates Open	7:00 a.m.
Registration/Tech	8-9:00 a.m.
Rookie Course Walk	9:15 a.m.
Drivers Meeting	9:30 a.m.
First Car Off	10:00 a.m.

Cost: \$20 SCCA members; \$25 non-members

Don't Forget: Food (Subway, 4 mi), water, sunscreen, rain gear, hat, all the CO weather necessities

A road race will be happening concurrently with the Solo event.
Stop over to see the Tunnells and Bill Lamkin in action!

Of Interest

(Trophy winners @ nat'l events)

Pro Solos: San Bernardino/March—Kevin Youngers FS 2nd, David Fauth GS 2nd, Bob Tunnell ESP 1st, Jonathan Goodale F125 2nd, Patty Tunnell Ladies 1st. **Lemoore/April**—Patty Tunnell Ladies Chng Winner & Ladies Class 2 1st, Bob Tunnell, Open Chng 4th & ESP 1st, Peter Raymond BS 1st, Jerry Bennington BS 4th, Bill Lamkin DS 1st (bumped from ES).

National Tours: Meridian/Feb—John Ames 1st ESP **San Diego/April**—Kent Hamilton 1st DS, Aaron Miller 3rd DS, Bob Tunnell 1st ESP, Patty Tunnell 2nd ESP, Kevin Wenzel 1st FSP, Iain Mannix 2nd FSP **Ft. Worth/April**—Peter Raymond 1st BS, Jerry Bennington 4th BS, John Ames 3rd ESP, James Darden 5th ESP, Kevin Wenzel 1st FSP, Iain Mannix 2nd FSP, Brian Ball 3rd FM, and Jonathan Goodale 1st F125.

Paul Takes All

Winter Series #5

Bandimere

March 19, 2000

Paul Woolley was the 1000-point swiper at the final Winter Series event, over 2nd-place fellow-Miata driver Bob Klingler's 975. Great going, Paul! Over 160 entrants duked it out at event (and solo) chairperson Cliff Lawson's attendance-record-breaking autocross. We were even outthere by dark.

Also, a hearty congrats to GW Rush, who took the 53-person Rookie class in his brand new Civic, followed by James Bates in a Prelude, and Van Michael in his brand new TransAm.

Other standouts included Corvette-regular Forrest Thompson winning the 11-car Super Stock class, Jay Zimmerman edging out his dad in A Stock, and Dale Kirstein with the C-stock win with 952 points. Eric Hamilton swept past the other 6 cars in H Stock, while Pat Chambers and Cliff Lawson led the 8-car ESP class with 952 and 947 points respectively. Josh Higgins led the popular and competitive Street Touring class.

Many thanks to all the chiefs and members who worked double and triple-duty to pull off this mega-event!



Mary Ann Slick takes her new D Prepared Civic for its inaugural laps



Ashby Floyd, F Stock Rookie, in his '95 Impala beat his own time (but not by much!) in his '92 Typhoon—go figure...



Cls	#	Driver name	Car	Run 1	Run 2	Run 3	Best	Pax	Pnts
BSX	95	Paul Woolley	95 blk miata	57.864+1	57.514	56.089	56.089	45.488	1000
BSX	99	Bob Klingler	99 slvr miata	58.057+1	57.501	66.562+2	57.501	46.633	975
DSX	92	Kent Hamilton	99 blu dog qneon	58.754+1	58.367	59.189+4	58.367	46.694	974
DPX	7	Dave Dutton	77 qm x1/9	57.466	57.534+1	56.016	56.016	47.782	952
DSX	93	Brent DeWitt	96 blk neon	59.844	69.825+6	61.492+2	59.844	47.875	950
FMX	2	Brain Ball	98 red "devil	55.244	54.01	53.333	53.333	48.213	943
ESPX	97	Wayne Sartori	97 red camaro	61.4	60.341	59.276	59.276	48.725	934
BSX	93	Barry Ott	95 blk miata	60.193+1	58.938+2	58.599+1	60.599	49.146	926
ESPX	153	Jim Valdez	95 blk m3	59.384dnf	57.813+2	60.102	60.102	49.404	921
CPX	21	Bob Ely	69 blu mustang	57.630+1	56.841+5	58.456+1	59.63	51.103	890
SS	97	Forrest Thompson	96 slvr corvette	62.524	61.299+1	60.31	60.31	50.057	909
SS	95	Paul Woolley	93 qm rx7	61.819+1	59.333+1	62.132+2	61.333	50.906	894
SS	23	Arnie Coleman	00 qrv bmw rdstr	63.261	62.302	62.482+1	62.302	51.711	880
SS	11	Tom Pora	91 blu corvette	64.774	63.16	60.427+1	62.427	51.814	878
SS	152	Mike Lemacis	97 wht camaro	dnf	64.076	64.957+4	64.076	53.183	855
SS	24	Charles Chandler	00 blk camaro	64.096+1	65.948+1	64.761	64.761	53.752	846
SS	84	Perry Harris	84 wht corvette	67.182	67.163	65.019	65.019	53.966	843
SS	46	Wayne Gill	96 wht camaro	68.376	77.560dnf	65.65	65.65	54.49	835
SS	35	David Landry	98 corvette	73.651	66.436+1	65.966	65.966	54.752	831
SS	52	David Bell	96 blk/rd vette	72.11	67.329	68.156+1	67.329	55.883	814
SS	12	Alan Webb	99 blk bmw m cpe	64.275dnf	63.853dnf	62.755+3	68.755	57.067	797
SSL	11	Melanie Pora	91 blu corvette	64.84	61.101	61.714	61.101	50.257	905
SSL	97	Jaimie Lou Thompson	96 slvr corvette	69.157	65.393+4	69.548+2	69.157	56.884	800
AS	7	Jay Zimmerman	83 blu 928	64.056+1	61.075	60.595	60.595	49.385	921
AS	78	Roger Zimmerman	93 red 911	62.602+1	60.801	62.157+1	60.801	49.553	918
AS	33	Jason Husman	00 slvr honda S2K	68.264	64.687dnf	60.866	60.866	49.606	917
AS	1	Dave Roesch	88 blk mr2	69.072	65.966	65.813	65.813	53.638	848
BS	33	Kevin Wolfskill	91 red miata	66.84	67.141+3	66.485	66.485	53.919	844
CS	6	Dale Kirstein	92 wht miata	59.254+3	59.586	58.731+1	59.586	47.788	952
CS	8	Scott Snyder	91 blu mr2	63.837	63.589+1	66.164dnf	63.837	51.197	888
CS	21	Kurt Seldelweck	93 red miata	66.376	66.322	64.623	64.623	51.828	878
CS	12	Theresa Soutiere	93 red miata	75.67	71.635+1	71.154	71.154	57.066	797
DS	67	Aaron Miller	98 wht neon	66.492dnf	60.741	57.978+1	59.978	47.982	948
DS	3	Rick Donalson	96 blu neon	61.616dnf	60.280+1	59.957+1	61.957	49.566	918

ES	25	Tom Exley	95 blk del sol	62.71	61.913+2	60.859+1	62.71	49.29	923
ES	63	Kevin Childers	00 blu civic	65.532	dnf	63.209	63.209	49.682	916
ES	6	Andy Hecox	87 red qti	61.417+1	60.356+3	59.562+4	63.417	49.846	913
ES	9	Mike Critchley	91 wht sentra	64.772	63.481	63.953	63.481	49.896	912
ES	66	Rob Critchley	91 wht sentra	68.496	66.409	64.903	64.903	51.014	892
FS	29	Victor Michael	99 grn mustang	61.284	60.676+1	61.281	61.281	49.454	920
FS	88	Adam Michael	99 blk mustang	61.120+3	61.420+1	61.435	61.435	49.578	918
FS	22	Austin Hach	99 red mustang	60.963+3	60.946+5	61.228+1	63.228	51.025	891
FS	18	Hap Schadler	96 blk mustang	69.757+10	61.620+1	62.030+1	63.62	51.341	886
FSL	18	Sara Sugrue	96 blk mustang	61.704+4	60.858	60.959+1	60.858	48.67	935
GS	42	Kathy Wolfskill	98 red talon	62.251+1	61.91	62.206+1	61.91	48.785	932
GS	79	Jason Miller	95 red talon	60.203+2	59.930+2	61.141+1	63.141	49.755	914
GS	28	Sean Carroll	99 slvr 328	65.751	64.872+2	64.356	64.356	50.713	897
GS	50	Patrick Maddy	00 ylw integra r	68.137+1	65.439+1	64.872	64.872	51.119	890
HS	29	Eric Hamilton	84 blu sunbird	63.491+1	63.737	62.256	62.256	48.871	931
HS	42	David Svydam	96 blu contour	64.276	63.218	62.978+2	63.218	49.626	917
HS	9	Josh Hadler	87 red vw	66.344	64.38	64.083	64.083	50.305	904
HS	5	Brian Dettling	98 grn escort	69.475	65.447	64.631+3	65.447	51.376	885
HS	8	Eric Loch	85 blk audi	68.180+3	65.591+1	63.849+1	65.849	51.691	880
HS	88	Juli Loch	85 blk audi	67.507+1	65.939+1	65.357+3	67.939	53.332	853
HS	17	Jon Bassett	92 teal storm	68.905+1	67.903+2	75.795+5	70.905	55.66	817
HSL	33	Natalie Castleberry	94 tan prism	82.979+1	76.494	74.005	74.005	57.571	790
BSP	29	Toby Tyler	99 red saleen	59.035+1	57.643	56.959+1	57.643	48.766	933
CSP	20	Thom Miller	95 red del sol	60.388dnf	60.632+1	60.062	60.062	50.692	897
CSP	26	Hsun Chen	89 red crx	62.552	59.823+1	61.679+1	61.823	52.179	872
CSP	28	Mike Becker	90 wht civic	60.978+2	59.364+3	60.631+1	62.631	52.861	861
CSP	40	Pat Clements	90 red crx	61.825+2	60.973+1	62.929dnf	62.973	53.149	856
DSP	43	Rei Makino	89 mrm qti	63.579+2	61.722	64.906	61.722	50.612	899
DSP	86	Eric Castillo	86 blk omni	64.141	62.444	61.516+2	62.444	51.204	888
DSP	24	Eric Peyton	93 blk corrado	65.126	65.276+1	64.75	64.75	53.095	857
ESP	95	Patrick Chambers	95 blk mustang	59.029	58.101	57.644+1	58.101	47.759	952
ESP	53	Cliff Lawson	95 blk m3	59.979	58.270+2	58.458	58.458	48.052	947
ESP	76	Ian Jordan	90 mrm talon	59.661	96.029+2	60.303+2	59.661	49.041	928
ESP	85	Glen Outcalt	98 blk mustang	61.975+2	60.578+1	60.453	60.453	49.692	915
ESP	4	Aubry Cundall	91 blk mustang	62.209+2	63.463+3	61.870+1	63.87	52.501	866
ESP	74	Dan Velocci	74 blu javelin	67.090+2	63.689+1	63.903+1	65.689	53.996	842
ESP	6	Andy Hecox		70.927+1	68.752	69.388	68.752	56.514	805
ESP	58	Rafal Szczyrba	98 blk mustang	83.426dnf	72.862	70.439	70.439	57.901	786
ESPL	195	Kristen Chambers	95 blk mustang	64.088+1	64.151	58.947+1	60.947	49.347	922
ESP	61	Matt Krisan	97 slvr eclipse						C
BP	58	Geoff Bob Leicester	79 blk chivie vette	56.574+3	55.641+4	55.626+3	61.626	53.861	845



Justin Little takes his '70 Volvo through its paces

CP	17	Ken Ennis	68 grn nova	62.234	61.169	61.113	61.113	52.374	869
DP	7	Joel Dutton	77 grn x1/9	58.616	57.945+1	56.097+1	58.097	49.557	918
DP	131	Eric Bass	78 ylw x1/9	65.230+1	62.329	61.973+2	62.329	53.167	856
DP	13	Roger Curry	78 ylw x1/9	81.029+3	74.121+2	64.847+1	66.847	57.02	798
DPL	27	Mary Anne Slick	84 wht crx	82.240dnf	73.823	70.408+2	73.823	61.082	745
DPL	7	Rebecca Esparza	77 grn x1/9						0
SM	74	Rob Winter	74 slvr 260Z	62.188+1	58.303dnf	60.013	60.013	54.012	842
SM	86	Ken Lewis	85 slvr merkur	61.197	61.062	60.282	60.282	54.254	838
SM	888	Paul Peck	93 red eclipse	70.017	66.04	65.554	65.554	58.999	771
SM	931	Dan Staples	94 wht civic	68.818+1	67.649	65.749+4	67.649	60.884	747
SM	16	Terees Landry	98 red eclipse	94.667dnf	92.701dnf	86.81	86.81	78.129	582
ST	22	Josh Higgins	92 blk nissan	64.279+1	63.595+2	64.09	64.09	49.99	910
ST	13	Seth Frader	95 blk jetta	63.186+1	62.170+3	62.614+1	64.614	50.399	903
ST	42	Ian Frechette	98 blk gti	66.394	65.849	64.678	64.678	50.449	902
ST	74	Christopher Mende	90 blk audi	67.23	66.621	68.979+1	66.621	51.964	875
ST	32	Will Sweat	00 blu impreza	71.894	67.757	68.354	67.757	52.85	861
ST	78	Robert Dallow	98 wht integra r	69.405dnf	68.052	67.536dnf	68.052	53.081	857
ST	6	Raymond Larson	95 wht civic	dnf	80.344dnf	74.891	74.891	58.415	779
ST	61	Oscar Marmol	97 red tercel						0
STP	1	Nate Zeigler	89 red civic	68.398+3	60.667	77.103+4	60.667	51.264	887
STP	88	Troy Hobbs	88 wht escort	65.821	63.897+1	63.120+	63.12	53.336	853
STP	8	Jon Zimmerman	99 wht escort	66.140+2	64.146	62.997+5	64.146	54.203	839
FJ	4	Rachel Fox	kart	82.081	72.676	69.295	69.295	53.704	847
V1	0	Joan Cloutier	00 red viper	99.668	67.312	65.384dnf	67.312	67.312	676
V1	85	Nicole Cloutier	85 slvr mustang	71.542+2	93.637	96.347	75.542	75.542	602
V2	1	Jon Martin	88 wht corvette	63.068+1	62.531	62.769	62.531	62.531	727
V2	613	Rick Alexander	90 grn corvette	70.387+1	65.904	64.093	64.093	64.093	710
V2	6	Bill Gibbon	93 wht corvette	79.691	70.673	67.266	67.266	67.266	676
V2	13	Rich Lenhart	99 blk corvette	69.456dnf	69.64	68.498	68.498	68.498	664
V2	601	Jerry Cable	93 aqua corvette	74.661	72.08	69.922+1	71.922	71.922	632
V2	87	Gregg Gibbon	93 red firebird	80.405dnf	72.997dnf	75.860+1	77.86	77.86	584
V2L	1	Lanette Martin	88 wht corvette	71.029	72.292+1		71.029	70.39	646
V2L	601	Debbie Cable	93 aqua corvette		93.251	85.135	85.135	84.369	539
FSP	33	Matt Leicester	77 trix hotruck	59.814+1	60.047	59.662	59.662	48.923	930
FSP	9	Iain Mannix	wabbit	dnf	59.021+1	58.591+1	60.591	49.685	916
STR	24	GW Rush	00 blu civic	65.102	64.415	62.161	62.161	48.486	938
STR	66	James Bates	90 blu prelude	63.540+4	71.174+5	62.907	62.907	49.067	927
FSR	6	Van Michael	00 wht transam	63.393	61.704	60.963+1	61.704	49.795	914
FSR	89	Rob Thomas	99 red mustang	78.081+3	62.446+1	62.367	62.367	50.33	904
FSR	302	Donald Nath	93 teal mustang	62.456	65.261+1	63.877	62.456	50.402	903
GSR	5	Graeme Weston-Lewi	99 blk grand prix	65.341	64.441	63.799+3	64.441	50.78	896
STR	5	Brad Golden	99 blk sube	65.664+5	64.552+4	63.173+1	65.173	50.835	895
GSR	17	Matthew Merrill	95 blk integra	68.986+3	64.568	64.348+2	64.568	50.88	894
HSR	28	Michael O'Neal	89 red civic	69.308	66.204	65.046	65.046	51.061	891
GSR	10	Grant Shoemaker	00 slvr jetta	67.184	65.509	64.802+1	65.509	51.621	881
FSR	129	Kristopher Michael	99 grn mustang	62.751+4	61.055+2	64.527+1	65.055	52.499	866
ESPR	302	Jim Mohrhauser	93 mustang	64.241	64.241dnf	64.062	64.062	52.659	864
FSR	77	David Walker	97 wht mustang	67.221	66.384	65.327	65.327	52.719	863
STR	85	Jerry Hur	84 primer corolla	67.627	65.708+1	76.239dnf	67.627	52.749	862
FSR	70	Bill Quinlisk	70 blue cougar	65.786dnf	67.385dnf	66.279	66.279	53.487	850
SSR	122	Jerry Jackson	95 red corvette	66.294	66.531	64.551	64.551	53.577	849
STR	100	Mark Eckart	81 red rabbit	66.722+4	68.182+2	67.064+1	69.064	53.87	844
SSR	18	Dick Shriver	90 brn corvette	67.254	67.73	64.984	64.984	53.937	843
STR	26	JJ Cassa	00 blu impreza	77.353dnf+	72.257	69.305	69.305	54.058	841
FSR	13	Ashby Floyd	95 blk impala	65.971+2	65.042+2	65.056+1	67.056	54.114	841
FSR	12	Jeremy Batman	95 blk transam	67.137	66.105+1	64.634+2	67.137	54.18	840



Well, if it isn't Lizbugbob McDowell, all the way from Alaska, making her solo debut! Who says our events aren't famous the world over?! She's going to be serving as special advisor to her dad, who's coordinating the Midnight Sun Miata Club's participation in the Anchorage SCCA's upcoming autocross in their hometown of Fairbanks.

CSR	131	Chuck Luyten	83 blu rx7	70.709	73.011	67.583	67.583	54.202	839
CSR	72	Robert Duendorf	89 blk mr2	dnf	67.936	66.812+1	67.936	54.485	835
FSR	313	Ashby Floyd	92 blk typhoon	65.573+1	65.207+3	64.329+3	67.573	54.531	834
ESR	18	Justin Little	70 blk volvo	72.791	67.598+1	67.626+2	69.598	54.704	832
ESR	3	Sophat Svai	86 red golf	69.804+1	70.137+2	67.651+1	69.651	54.746	831
SSR	77	Paul McGill	99 slvr corvette	66.014	66.223	65.936+1	66.014	54.792	830
SMR	1	Norm Shilling	93 burr talon	62.903+1	61.431	61.034	61.034	54.931	828
SSR	3	Bob Laws	89 blu corvette	69.165	67.247	66.238	66.238	54.978	827
SSR	22	Scott Nuttall	95 red corvette	66.064dnf	67.581dnf	66.484	66.484	55.182	824
CSR	24	Chad Fenderson	84 wht rx7	74.334	69.887	68.851	68.851	55.219	824
GSR	37	Eric Andersen	00 blu impreza	67.020+2	66.523+4	66.296+2	70.296	55.393	821
GSR	8	Eric Morrison	95 grn integra	68.318+1	68.280dnf	65.415+3	70.318	55.411	821
GSR	84	Jesse Witt	97 blu gti	76.87	70.522	74.442	70.522	55.571	819
SMR	13	Chad Hayashi	91 grn galant	61.867	63.460+1	60.606+2	61.867	55.68	817
GSR	3	Kristi Blunt	95 marn saab	72.028	64.860+3	65.569+4	70.86	55.838	815
FSLR	6	Kim Michael	00 wht transam	82.876	72.537	69.917	69.917	55.915	814
HSR	24	Shaun Kratz	91 blk accord	78.025	72.702	71.896	71.896	56.438	806
GSLR	22	Joy Matzke	00 blu impreza	78.376	71.527+1	72.342	72.342	56.492	805
DSR	17	John Drake	88 blk crx	73.584dnf	70.646	83.751	70.646	56.517	805
CSPR	401	Richard Clements	91 red crx	72.133dnf	67.22	65.788+4	67.22	56.734	802
ESLR	838	Carrie Reiner	98 blu integra	85.342dnf	76.856dnf	71.163+1	73.163	56.989	798
GSLR	10	Jennifer Seymour	00 slvr jetta	91.31	78.372dnf	73.692	73.692	57.547	790
SSR	268	Doug Bell	98 slvr corvette	71.318+1	68.746+1	69.387+1	70.746	58.719	775
CSLR	13	Sara Handy	83 blu rx7	78.401	74.688	72.539+1	74.539	59.242	768
HSR	53	John Van Vuren	93 blu dodge	76.804	76.735+1	76.872+3	76.804	60.291	754
STR	2	Toupoc Hur	90 blk accord	74.441+2	69.541+4	69.524+4	77.319	60.309	754
HSLR	129	Katie Logan	84 blu sunbird	90.382+1	79.551+1	73.936+2	77.936	60.629	750
BSR	13	Lizbugbob McDowell	91 red miata	81.359	75.748+2	75.430+1	77.43	62.796	724
BSR	33	Chelseybob Wilks	91 red miata	78.681	78.954+1	75.439+1	77.439	62.803	724
FSLR	69	Sandra Quinslisle	69 red cougar	92.642	82.206dnf	79.554+1	81.554	65.222	697
SSLR	531	Karen Tavener	85 wht corvette	121.947	105.731	99.316	99.316	81.69	557
ESPR	13	Conrad Jones	90 blu talon	66.862dnf			OC	OC	0
STR	7	Rod Kinko	97 grn civic						

2000 Rocky Mountain Solo Series

Supplementary Regulations

It's about that time of year again—when you need the Supps! These rules supplement the 2000 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 2000 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:

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

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. The intent of the R-class is to provide reasonable competition for "rookie" drivers. The R-class is indexed using the 2000 indexes. All R-class drivers will run with their respective open/ladies classes.

The R-class is open to any beginning driver who has competed for less than a season. Once a competitor completes a full season, they will no longer be eligible for the R-class. Additionally, any Rookie driver consistently scoring 930 points or above will be encouraged to move to the appropriate Open class. A season is defined as either a summer or winter autocross series.

If a competitor chooses to move out of the R-class before the end of a season, all points accumulated in the equivalent R-class will be transferred to the competitor's new class. For example, if a competitor moves into AS from the R-class, only the points from ASR will be transferred to AS.

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.

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.

Championship Series

The championship series will consist of approximately 11 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 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 protested, the competitor/rider will forfeit all points awarded for that event. The only exception is for autocrossers who have competed for less than one year. 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.

Regional Classes

RMSS will use the Street Touring category at all points events. Street Touring rules are available in the 2000 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.

Street Modified, or SM, will continue to be a regional category, in addition to the Street Touring category. SM vehicles must use DOT approved tires and be "street legal." RMSS will make no effort to verify legality in terms of Colorado laws; however, a Street Mod 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 STU 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).

RMSS will allow any wheel and tire combination for otherwise legal Improved Touring vehicles. Eligible vehicles will be in full compliance with the Improved Touring ruleset, 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.

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.



Hang In There, Jack!

A fave Mustang-driver of many of ours and ace autocrosser of long-time standing—Jack Allen—is currently undergoing chemo and radiation therapies. If you wish to send him your support and encouragement, please do so:

Jack Allen, 8438 Everett Way, Unit E, Arvada, CO 80005

We're thinking of you Jack, and we hope to see you back soon!!

The Coors Field Events

The Coors Field site represents some hard work on the part of a few members to secure this prime location. In order to ensure our continued welcome as well as enable us to accommodate the numbers this site will draw, here are some things you need to know.

You can do your part by arriving early. The Coors gates will open by 6:30, possibly even 6:00. Getting there by 7:30 will ensure you have plenty of time to get registered, prepare your car, get inspected, and walk the course more than once. I dislike having to do this, but late arrivals will not be accommodated. (Please go back and read that sentence again.)

For Coors Field events, plan on registration closing at 8:30 and the LINE at tech inspection closing at 8:45. Can you arrive and get your car ready for tech in fifteen minutes? Access is by the 27th Street gate ONLY. Do not use the Park Avenue entrance or any other gate. Enter from southbound (one-way) Blake Street. From the south, the best approach is to continue north on one-way Walnut (Market becomes Walnut) Street until you are past 27th. 29th or 30th should be good, then turn west, go one block to Blake where you can turn left (south). This will ensure that any line that forms will not impede traffic. You can figure out for yourself how to get to the Coors Field vicinity. There are too many ways to list here.

For the first event, there will be concessions for food and drink. While you might want to pack emergency rations and extra water, PLEASE patronize the vendors. If it is not profitable, they won't be back for subsequent events. Eat a lot.

Noise. This is a potential problem. We don't know as this is written just how noise sensitive the area may be. While it is mostly industrial, there are condos or apartments at the far north end and restaurants not far from the south end. If you have one of the loud cars (and you know who you are), be prepared for noise limits and hope we don't have to. Drive through downtown Denver like you have your 90 year old grandma in the car.

We need to leave the lot cleaner than we find it in the morning. We went to great lengths to impress upon Coors Field that we are a mature and responsible group. Wilson, Tunnell, and Lawson in suits and ties-what a sight! This promises to be a great year. Be a tough competitor, have fun, and most important, be safe.

Ask the Auto-X-Pert

The One Automotive Advice Column That Defies Comparison*

*with any jewelry store

by Geoffrey Robert Threatening Situation Prudence Leicester, Esq.

This month we are blessed with another actual question from an actual reader. Although this particular reader did not use the Auto-X-Pert e-mail hotline (also known as geoff@eagle-access.net), we will be responding to his query nonetheless. And following the general policy of this column, this person's identity will be kept in the strictest confidence, except for mentioning that it's Aaron Miller.

Mr. Miller, anonymous question-asker that he is, is the former terror of H Stock and can be currently found in the throes of D Stock battle in his zippy new Neon. Perhaps he is thinking of upgrading the car, as can be deduced by the nature of his question. He writes: well, of course he does! But he asked this question in person: "Wheels and tires are unrestricted in Street prepared; how much tire can I use?" (or words to that effect, because my lack of memory is legendary).

Well, anonymous reader also known as Aaron Miller, I'm glad you asked that! If one is to observe current practice in the Street Prepared classes, one would note that smaller cars are using short, wide tires; and larger cars are just using huge tires. The exceptions of note are Guy Ankeny's CSP-winning Miata of a few years ago and the Hotruck, which are small cars using huge tires. You might also see large cars using small tires, but we call them "lowriders" and we don't see too many of them at SCCA events. In this specific instance, we would probably see Mr. Miller using very wide tires on a 13X9" rim. But, Mr. Miller has come to this column in search of an edge. Something that will give him an insurmountable advantage at the next event (assuming that he will be running Street Prepared, which he probably won't).

But be that as it may, and it is, I have done some careful research on the subject. I consulted no less an authority than the Summit Racing catalog, which has in its pages such racing necessities as billet aluminum taillight covers and fake hood scoops. They also have, of great importance to our aspiring winner, a large selection of high-performance tires. By now our anonymous reader, also known as Aaron Miller, has deduced that more



rubber on the track is going to be a good thing, and we have some very large tires available.

It just so happens that with a little fender trimming (legal in Street Prepared) and a set of taller springs (legal but unusual; hence the edge), Mr. Miller will be able to fit a set of 44" Super Swampers on that Neon of his. No one will argue that he will have really big tires, and he can also perform car-crushing demonstrations during run group changes. The other interesting side effect is that his ground clearance will be raised by a few feet, easily allowing cone clearance underneath the car. I believe the rules say your car has to go around the cones on a given autocross course, but I don't think there is a stipulation that the entire car has to go around them. Theoretically, I think you could straddle the cones and technically still be on course. You would be blazing fast through slaloms. This little loophole doesn't show up too often; most cars don't have QUITE enough ground clearance to go over the cones. The downside to this little trick is that even Aaron may not be tall enough to actually get into his car, and I'm not sure that those nifty chrome-plated steps are legal; being chassis-stiffening devices. Also, installing huge tires also requires you to wear huge, garbage-can size belt buckles, which are extremely uncomfortable while driving. But Aaron should be able to work out the kinks and grab a few national championships along the way.

The other thing our anonymous reader (Aaron Miller, DS Neon) might try is running those class-winning Super Swampers in a duelly setup. Now the rules state that unless a modification is specifically allowed, it is not permitted. So, having eight wheels on a Neon might raise a few eyebrows (and slaps to the forehead, but that's a different matter), but one could logically argue that two wheels bolted together are still technically one wheel. You will notice that large duelly trucks still say "4X4" on the tailgate, not 6X4 or 4X6 or whatever. The Auto-X-Pert Legal Dept. came up with this theory. It might pay to keep in mind that the Auto-X-Pert Legal Dept. chairman also races a pickup truck, so his logic may not be too sound, if you catch my drift. His specific identity is also kept confidential, although you probably already guessed it's Matt in the Hotruck.

Anyway, our anonymous reader (Aaron Miller; he's tall, wears glasses- I'd be happy to point him out to you) should be well on his way to fame and glory with these incredibly useful suggestions. As always, glad to help!



ConeConference

by Rick Walford



Fun Help Needed!

- Goodyear is doing a new product introduction the first week of
- June at PPIR. For your assistance, you get free food, beverage,
- and play time in karts! Contact Lindsay at lwilson1@visteon.com
- or call him at work 719-528-7742 if you can help out.



Directions

Pikes Peak International Raceway (PPIR),
VIP Parking Lot (Exit 122), Fountain, CO

From Denver or Colorado Springs:

Take Interstate 25 South to Exit 122. The track is approximately 15 miles south of Colorado Springs. Travel time is approximately 90 minutes from downtown Denver, and 15 minutes from downtown Colorado Springs.

From Pueblo:

Take Interstate 25 North to Exit 199. Exit 122 may be closed to Northbound traffic on race days. From downtown Pueblo, travel time is approximately 18 minutes.

Who Ya Gonna Call?!