

neClips

CA Colorado Solo News
May 1998

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Nederland, CO 80466

1998 Schedule

Rocky Mountain Solo Series

All events at Stapleton, unless otherwise noted

Sat	5/2	Solo Trials #2	Option B
Sun	5/3	Solo II #2	Lot 4
Sat	5/23	Solo II School	E Concourse
Sun	5/24	Solo II #3	E Concourse
Sat	5/30	Solo Trials School	Track
Sun	5/31	Solo Trials #3	Track
Sun	6/14	Solo II #4	Lot 4
Sat	6/27	Solo II #5	Lot 4
Sun	6/28	Solo Trials #4	Option B
Sun	7/12	Solo II #6	E Concourse
Sat	7/25	Solo Trials #5	Option B
Sun	7/26	Solo II #7	Lot 4
Sat/Sun	8/8 & 8/9	National Tour	E Concourse
Tues/Weds	8/11 & 8/12	Solo Trials National	Option B
Sat/Sun	8/15 & 8/16	Pro Solo 2	E Concourse
Sun	8/30	Solo II #8	Lot 4
Sat/Sun	9/12 & 9/13	Pro Solo 2 Finale	Topeka, KS
Mon-Fri	9/14-9/18	Solo II Nationals	Topeka, KS
Sat	10/3	Solo Trials #6	Track
Sun	10/4	Solo II #9	Lot 4
Sun	11/1	Winter Trials #1	Track

For a Good Time, call...

Who?	Where?	What for?
Iain Mannix Colorado Region Solo II Chair	303.545.9779 or mannix@privatei.com	Everything!
Gary Phillis Solo Trials Chair Rocky Mtn Div Solo I Steward	303.499.0173 h 303.543.9019 w gphillis@ares.csd.net	Solo Trials
Carolyn Counnas Chief of Rookies	303.388.8800 or counnas@ntr.net	Schools, Info for New Folks
Kathy Wolfskill Mailing List & ConeClips Newsletter	303.258.7371 h 303.499.9181 x 115 w kathyw@ff.com	To get the Solo newsletter and mailing list changes

- ✓ Check out CDR's Solo web site, by Bill Stockton, at: <http://www.hpi.net/~cdrscca/index.html> for the latest results and Toby the Mascot!
- ✓ Join the Solo email list, run by Kevin Wenzel: send email to RMSolo-Request@privatei.com with **subscribe** in the body.



Message from

Mr. Mannix

SCCA Colorado Region, Solo Chair

Well, the Rocky Mountain Solo Series is finally underway! RMSS #1 had a GREAT turnout with 121 competitors, no huge incidents, and I believe everyone had a lot of fun! I'm looking forward to the next events, the next Trials points event at the new "Option B" site, and RMSS #2 at trusty old Lot 4.

As a Street Prepared driver, I am always looking for ways to make the machine work better (couldn't be the driver, right? :) RMSS #1 was a good event, but a few things could be done better. I'd like to take this time to point out a few of the things that are often taken for granted. First, at an autocross, if you drive, you **have** to work. It is a requirement, and speedy worker changes are critical. When it is your time to work, which is announced at the driver's meeting, get to the Chief of Workers and get an assignment, be it course, handing out times, grid, whathaveyou. This will speed up the event considerably, especially if everyone shows up for their work assignment. If you do not show up for your work assignment, your runs will be marked as a DNF for the day. I hate to do it that way, but working is an integral part of driving in a Solo II program. If you have other commitments that you absolutely cannot miss, call me beforehand or show up early, find me, and we will find a way to accommodate you. No problems with that!

Please make sure your numbers are legible on your car. Use WIDE strokes of shoe polish if you do not have magnetic numbers. If you have worked the course, you know how frustrating it can be to try in vain to read the numbers on the side of a car—clear, legible numbers will help the event run faster. When in doubt, stand 100' from your car and imagine it moving at 55mph.

Dave Tjarks' "Course of the Year" program looks to be off to a good start. This is a fun little contest of sorts—at each event, there will be a voting booth (shoe box) where you can cast a vote for the day's course. A scale of 1-10 is being used, 10 being the best. Dave will keep track of points earned by each designer, and at the end of the year, we'll thoroughly embarrass the winner, award something and give a certificate for a free Solo II entry! Small, but we're a competitive bunch, right? Submit your winning course designs to Dave Tjarks, and don't forget to vote!

You all know her, you all love her, and she needs help. Jaimie Lou Thompson, our FABULOUS Queen of Registration could use a hand at events. If you are interested in getting your work assignment done early in the day, please contact me. We would like to set it up so the Registrars can work an hour or so, and still have time to walk the course. If you are

interested in Registration, but will only be at a few events, that's OK—a list of potential Registrars is being created, and my trusty behind-the-scenes helper (who prefers to remain nameless, but was named after a town in California) will set up a group of Registrars prior to each event.

I think that's all the room the hard-nosed ConeClips editor will give me. Thanks to everyone for coming out, being patient, and we hope to see you again!

In addition, PLEASE read your ConeClips! Lots of pertinent information is in here, and a lot of thought goes into each issue. Most region-related questions can be answered with ConeClips in hand. I got a sneaking suspicion that some people were not reading it fully when I was answering questions, using it as a reference :) Gotcha. I love talking to people, and not everything is in here, but a lot of it is (like the schedule...).



Solo Trials #1 Season Opener a Blast!

Sunday, April 5

Great weather and lots of exciting spins and off-road excursions kept 44 competitors entertained in fast and furious action at the Track at Stapleton. Chief of Rookies, Carolyn Counnas had first-timers (exceptionally intelligent people) ride with experienced Trialists on their first parade laps. However, **SOME** drivers proved quite proficient at mowing down cones during parade laps anyway—let's try to reverse that trend next time, what do you say?

Congratulations to Matt Leicester for capturing 1000 points in his last moments of racing activity before heading in for knee surgery (a handy sympathy ploy to keep his benevolent sister from smacking him for beating her in her own *generously* donated car!!). Oh! Why here it is (aren't you impressed it took til the 3rd issue to feature it??).



Geoff Leicester makes a **most** successful Solo Trials debut in his wonderful sister's beauteous and amazingly well-suited-to-Trials Talon.



Mark Pottinger shows his stuff in the silver 300 ZX

Plc	Cls	#	Driver Name	Car (as memory serves)	Lap 1	Lap 2	Lap 3	Lap 4	Pts
1	SS	97	Forrest Thompson	92 Corvette, red	141.585	136.489	133.764	136.094	979
2	SS	15	Don Ashbaugh	Corvette, blue	152.912	150.597	157.945	oc	869
3	SS	8	David Neff	Corvette, blue/w hite	167.299	158.303	152.919	150.604	869
4	SS	66	Bill Barons	Corvette, blue	160.431	oc	oc	154.947	845
1	SSL	97	Jaimie Lou Thompson	92 Corvette, red	170.447	164.775	165.749	160.512	823
1	AP	10	William Mc Clatchey	71 240Z, orange	145.757	141.088	141.399	142.845	881
1	ASP	4	Bruce Mc Pherson	92 Acura NSX, black	135.244	133.58	135.791	134.106	958
2	ASP	951	Andy Alland	Porsche 944 T?, blue	159.354	151.286		978.953	846
1	BP	20	Larry Warrell	Corvette, black?	138.462	133.557	133.144	132.597	939
1	CS	84	Lee Sutton	84 RX7, rust & w eeds	147.728	oc	oc	oc	925
2	CS	5	Brian Keyes	85 MR2, red	155.861	149.796	151.468	148.63	920
3	CS	11	Cal Neske	MR2, red	oc	oc	oc	151.93	900
1	CSP	13	Greg Hartley	87 GTI, black	oc	147.843	146.744	144.216	899
2	CSP	69	Brad Doctor	96 GTI VR6, green	158.936	157.021	151.918	155.18	854
3	CSP	28	Bernard Lau	BMW M3	164.351	162.347	158.794	154.869	837
1	DP	7	Dave Dutton	77 X1/9, radioactive grn	138.63	134.395	133.979	oc	949
1	DS	28	Gary Phillis	95 200SX SE-R, w hite	oc	139.55	139.628	139.215	989
1	DSP	78	Carolyn Counnas	84 Wabbit, silver & loud	148.771	144.166	141.713	142.69	926
2	DSP	63	Darrell Adams	83 Rabbit, red/green	145.118	142.812	142.096	142.727	923
3	DSP	55	George Counnas	84 Wabbit, silver	oc	145.098	144.567	144.526	908
4	DSP	13	Erik Wy man	87 Scirocco, black	oc	oc	oc	154.975	847
5	DSP	91	Russell Franke	91 GTI, red	159.431	157.377	168.508	155.656	843
6	DSP	311	Jeff Huchinson	96 Jetta, blue	oc	158.881	157.887	oc	831
7	DSP	86	Kirt Lambert	87 Scirocco, red	163.75	163.572	160.281	oc	819
8	DSP	80	Shaw n Boushelle	?? Sorry!	166.4	oc	oc	164.706	797
9	DSP	74	James Schrecergost	74 Manta, yellow	175.317	176.903	171.304	167.629	783
10	DSP	54	Brian York	?? Sorry!	oc	oc	oc	oc	0

1	ESP	6	Gary Morrell	89 Taurus SHO, black	oc	oc	oc	138.462	952
2	ESP	9	Ned Morrell	Gary's SHO, black	149.979	145.711	146.318	oc	905
3	ESP	7	Gary Grillo	72 TransAm, blue	oc	150.797	146.363	147.75	901
4	ESP	46	Kent Hamilton	67 Mustang, blue	175.343	oc	155.485	oc	848
1	FS	3	Jack Allen	96 Mustang Cobra, red	137.295	136.88	135.728	135.954	995
2	FS	169	Craig Burton	94 Firebird, Black	146.988	143.53	140.707	140.432	962
3	FS	13	Stephen Long	Mustang, green	153.076	159.693	153.192	150.632	896
4	FS	81	Richard McCoy	300 ZX, Silver	166.555	oc	161.422	oc	837
5	FS	816	Mark Pottinger	300 ZX, Silver	166.041	164.091	oc	oc	823
6	FS	69	Tracey Chandler	94 Firebird, Black	oc	oc	oc	oc	0
1	GS	33	Matt Leicester	98 Talon, red	139.644	140.378	138.744	138.825	1000
2	GS	24	Kathy Wolfskill	98 Talon, red	143.304	140.838	139.14	141.419	997
3	GS	58	Geoff Leicester	98 Talon, red	141.419	oc	140.759	140.923	986
4	GS	93	Andy Lester	93 Corrado, silver	161.633	162.829	156.436	153.421	904
5	GS	27	Powers Foss	97 Integra GSR, green	160.189	oc	159.81	180.9	868
1	SM	86	Ken Lewis	86 Merkur XR4Ti, black	154.607	158.494	151.819	154.454	813
2	SM	10	Darryl VanPraag	Honda VTEC, grayish	oc	oc	oc	oc	0

Well, if it isn't Andy Alland in his lovely blue Porsche, I just don't know who it would be...

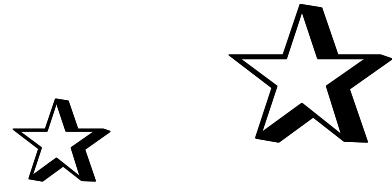


Brad Doctor flings his '96 GTI VR6 around corner 2 at the Track

☆ Solo



Stars ☆



The Tunnells, Part II...

Patty Strikes Back (or something like that)

In last month's issue, we grilled Bob Tunnell, half of the well-known and highly-regarded Tunnell Team, to let us in on his background, experience, and racing tips, in the hopes that some of his racing karma would rub off on the rest of us. This month, his better half, Patty, provides us with the rest of the winning equation for the Tremendous Tunnell Talent. Thanks so much, Bob and Patty, for leading off our Solo Stars Series!

Patty's Racing Achievements:
(*National Championships, we're talking*)

1996 ASL BMW M3
1993 ESL BMW 318is
1992 ESL Volkswagen Jetta
1990 ESL Volkswagen Jetta

What other achievements are you proud of? My first Regional road racing win at Pike's Peak International Raceway 10-97 in SSB in my first year of road racing.

Where are you from originally? Seattle, WA

What do you do for a living? I worked for Warren Miller Films from 1990-98. I now have my own business, Cabretta Collections. I collect outstanding debts for other companies in the medical field.

What are your hobbies and interests outside of Solo activities? Racquetball, scuba diving, gardening, hiking, road racing.



How long have you been involved in Solo? I ran a few races in 1985 because I was bored watching and because Bob kept encouraging me to try it. I got serious in 1987.

What are you driving this year and why? 1995 BMW M3 for Solo and a 1997 BMW M3 in T2 for road racing. Because it's a very cool car!

Who were the people who influenced you most and how did they help you become the driver you are today? My husband. He encouraged me to try Solo and has constantly been supportive. He's also taught me everything I know about racing. If I actually executed everything he's taught me I'd be a better driver. He also taught me how to drive when I was 15 years old.

What were the main practices and activities that helped you most in learning to drive as well as you do? Definitely seat time and riding with Bob or having him ride with me. Generally I don't ride with anyone (even Bob) because I'm a big chicken when it comes to riding with someone else. The other big teaching aide is having Bob critique my runs and then trying to correct or execute the maneuver on the next run.

What personal attributes do you have that have helped you develop into a great driver? Sheer determination and discipline. I hate to fail at anything because I didn't try hard enough or gave up early.

What would you like to improve about your driving—any particular goals that you're working toward now? I'd like to learn how to left-foot brake and heel & toe. M3 engines are easy to blow up so I'd better learn to heel and toe soon.

How do you go about learning a course? I walk it a gazillion times. Learn the big picture first, start working on the finer points later. I walk it with Bob a lot and listen to his advice. I make sure to walk it alone though, many times, so I can concentrate and see if I really do remember it.

What pre-race rituals/activities do you practice? I could tell you but then I'd have to kill you!

What do you think about immediately after a run? Depends. If I'm just having fun and not into the competition of it all, I think "wow, what a rush!". If I'm concerned about my time, I think "I hope it was fast enough". Pretty basic.

What do you think after an event where you didn't do nearly as well as you would have liked? I go over what I did or didn't do on the course and see how I could have corrected it. Then I go out for Mexican food and forget about it until the next race.



What are the top few pieces of advice you have for others striving to excel at autocross? Get as much seat time as possible. Learn from others who have proven they know what they're talking about. Welcome the opportunity to compete with the best instead of shying away from it—you'll rise to a new level of excellence.

Any parting words? Have fun. It's easier said than done sometimes. Try not to get so caught up in the competition that you forget about the social aspect of the sport. The Solo community is our family, and family comes first.



**Patty and Bob,
starring in...
Team Tunnell!**



Thanks to the ConeClips ConeHeads!

Well, let's just see here. We need to THANK some people—a (parking) LOT of people. Many thanks to Iain Mannix, Patty Tunnell, Gary Phillis, Rick Walford, and Geoff Leicester for their contributions!

And we can't forget the ConeClips assembly line, without whom you'd be reading nothing right now—and wouldn't you look silly if someone caught you trying to read nothing! In addition to my adorable husband, Kevin, gosh, it was the entire GFC Performance Specialties staff—Matt and Geoff Leicester, and Lee "Mr. Weeds" Sutton—thanks guys!!! (Maybe YOUR company would like to host this team-building activity sometime—especially if you work for IBM or something!)

Shame on you if you cut class—you should have been at the...

Solo II School

April 18, 1998

About 30 avid autocrossing soon-to-be aficionados with varying degrees of experience appeared for the April 18 Solo II School. Head Instructor, Linda Duncan, dug out of her mountain abode to make it to Lot 4, right on time. What started out as cold, snowy, wet conditions turned into perfect autocross weather!

Students were divided into three groups instructed by some of the top drivers in the state (not to mention the country!). The groups rotated through the three exercises, spending about an hour on each before lunch. The first exercise was a long, relatively tight slalom, then a u-turn followed by a scary-looking-but-almost-harmless crater at the entrance to a widely-spaced slalom, finishing up with a definite right turn. The next exercise started with a fast sweeping arc leading into a small, tight, decreasing-radius turn opening up into an increasing-radius turn, then finishing up in a constant-radius, wide u-ish turn—some fun! Last were the offsets where the opening sequence demanded some discipline to stay on line—in fact the whole sequence was a great exercise in concentrating on those pesky lines—finishing up with a quick tour through a short slalom.

After lunch, students had 3 runs each on a full-size autocross course consisting of the connected exercises. Everyone enjoyed the personalized attention, course walks with the experts, and ***all that seat time!!!***



Kevin Bailey leads the afternoon course walk, mercilessly pounding into everyone's heads how *critical* it is to stay *exactly* on line. All right you guys! Everyone flunks—better come to the May 23 School!!



Aaron Miller earned big-time style points from the course workers for spinning in a slalom, backing over a pylon, then righting it as he took off.

GSR Powers Foss taking it to the limit and looking good— he'll be one to watch!

Josh Hadler caught red-wheeled at the 4/19 Solo II, guilty as charged for Cruelty to Pylons—Josh, how COULD you? And you, the well-respected Chief of Safety. If we can't trust you, who CAN we trust?!



* Schools * Schools * Schools * Schools * Schools *

Yes, YOU too, can soon be calm, cool, and collecting trophies!

Come to the Solo II School

Saturday, May 23, 1998

Head Instructor Matt Leicester's planned can't-help-but-go-faster exercises promise to be WAY too much fun for mere mortals—which is fine, cuz it's for AUTOCROSSERS!! He's recruiting a host of awesome instructors, and

SEATING IS LIMITED!!

To Register:

Call Iain Mannix, (303) 545-9779

Bring: Helmet & Driver's License

Cost Includes Lunch! \$40

Where: Concourse E

When: 7:00 Gates Open

8:00 - 9:00 Registration/Tech

9:15 Driver's Meeting

10:00 Start Your Engines!

Solo II #2, Sunday, May 3, Lot 4

Solo II #3, Sunday, May 24, Concourse A

El Schedulamundo	7:00 a.m.	Gates open
(our bilingual version)	8-9:00	Registration & Tech open
	9:00	Rookie Course Walk
	9:30	Drivers' Meeting
	10:00	First Car Out
El Bucks?	\$20 SCCA members; \$25 non-members	
Que Else?	Food, water, sunscreen, rain gear, the usual Be there or be nowhere!	

✧ Schools ✧ Schools ✧ Schools ✧ Schools ✧ Schools ✧

It's a thrill...It's the opportunity of a season! And it's rully, rully, fast man...

It's a Solo Trials School!!

Saturday, May 30

If you've been, shall we say (bhhaaaak bhak bhak bhak) wondering if you want to try Trials—this is it!! A safe, unintimidating way to learn to get those speeds up and lap times down. It's also the only opportunity you have to ride with an instructor or to have an instructor ride with you. Learn from the Solo Trials King! Head Instructor Gary Phillis promises an extraordinarily exceptional, exciting experience! Exactly.

To Preregister:

Call Iain Mannix, (303) 545-9779

Cost: \$50

Where: The Track at Stapleton

Requirements: see page 15 for all the Trials details...

When: 7:00 Gates Open

8:00 - 9:00 Registration/Tech

9:00 Drivers Meeting

Bring: Helmet & Driver's License

Food and Drink

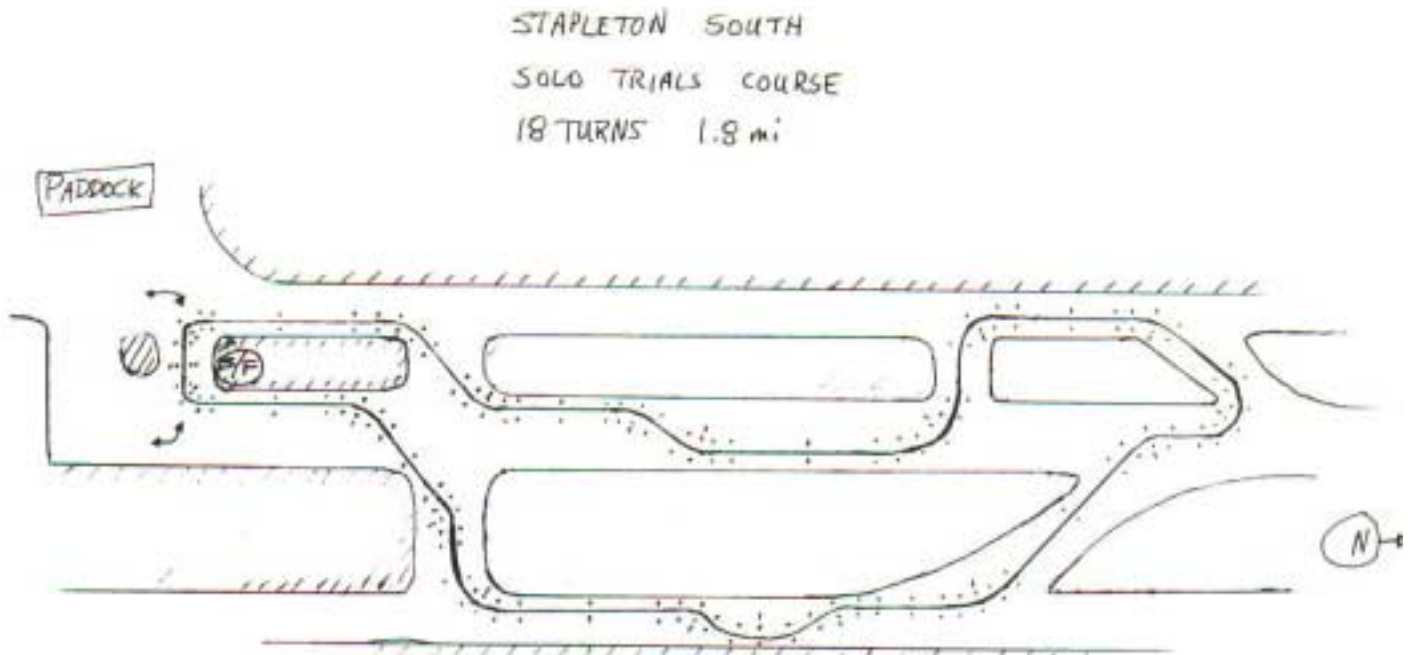
Solo Trials #2, Saturday, May 2

At the ☆ **All-New** ☆ (Option B) Stapleton South Solo Trials Course!!!

Solo Trials #3 / Test & Tune*, Sunday, May 31

At the Track at Stapleton

OK, THIS Saturday—the Grand Debut of the **Stapleton South Solo Trials Course** (a.k.a. Option B)! A new course at a new place! It uses much of the natural terrain on the I-70 south runways. Gary designed the course to minimize the use of cones. It uses many of the natural corners of the runways and connecting taxiways. It has a corkscrew feature when running counter-clockwise that is fantastic! You come in at high speed up a crest, brake while turning right, then dive down into a bowl turning hard left. Great fun!



Schedule

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

Requirements

See p. 15 for details

* Test & Tune

(May 31 only)

Rather than Trialing, you can Test & Tune on some vacant concrete; same time and place. Participants get pylons and space—course design, setup and tear down are up to you! You need a valid driver's license. Snell M85 or better helmet. and \$15.



Big Wheel...



Gary Phillis

Rocky Mountain Division Solo I Steward

Meet Gary Phillis, our resident Solo Trials Head Honcho. Gary is not only dedicated to (and undeniably successful at) providing all of us Solo Trials fans with a fabulous time and the opportunity to go *really fast*—he's a bunch of fun and runs a great event!! Well-organized, and focused on safety-at-speed, Gary's Solo Trials events provide a real rush—if you haven't tried it, do yourself a favor and come out! It's a great venue for expanding and honing your driving skills at higher speeds—you'll go faster at Solo II afterwards! See Gary's *The Joys of Solo Trials* (p. 16) for an excellent article capturing the true essence of Trials!

What are your responsibilities as Rocky Mountain Division Solo I Steward? Since there is no "real" Solo I in the Division—that means that I am administering the Solo Trials program in Colorado. I also helped set up the Solo Trials program in Utah and am trying to spread the word in the rest of the Division.

What's your racing background? How did you become interested in Solo Trials? How long have you been doing it? I started road racing IKF karts in 1966 and autocrossed and road raced in SCCA a little in the early 70s. Got back to Solo II and road racing in the late 80s. Pat Collins (who used to be Solo II Chair prior to Larry Paille) invited me to a Solo II event, and I've been doing it off and on since.

How did you become Solo Trials Chair? Lindsay Wilson asked me "nicely" to do it.

What is Solo Trials and how does it differ from Solo II? Solo Trials is intended to give us the opportunity to experience road racing speeds in our Solo II cars but without the need for the full road racing safety equipment—roll cages, fire suits, etc. Solo Trials events use cone courses but look like road racing courses without long straights. The courses also feature plenty of runoff room so that spins or slides do not end up hitting barriers or going off of pavement. It is still a time trial program but with multiple lap runs—and no door-to-door racing. It is very fast, but very safe. Just ask Gary Morrell and Tracey Chandler about their epic spins.

How does Solo Trials fit in with SCCA's Solo programs? Since we in Colorado are running the biggest Solo Trials program, we decided to hold a National caliber event each

year. The Solo Trials National held during Rocky Mountain Solo Week is equivalent to a National road racing event, better than a local event but not a National Championship. There are not enough other Trials programs yet to have a true Nationals.

What is the schedule of activities for a day at Solo Trials? Gates open at 7:00 a.m. with registration and tech from 7:30 to 9:00. The course is open for driving, that's right, DRIVING! From 8:00-9:15. A 50 mph speed limit is imposed for the practice laps with violators receiving personal counseling. There is a mandatory drivers meeting at 9:30 where we go over the rules and flag signals. Flags are used to control the course just like in road racing. After the drivers meeting, there will be heats with two timed laps for qualifying (run placement really—everyone actually qualifies). Qualifying is needed to group cars according to lap times, as we run up to 4 cars on course at one time. Thou shalt not catch the car in front of you, but give it a try anyway. After qualifying, there will be heats with 4 flying laps. Scoring is based on your fastest single lap. When not running, we all work the course.

What are the requirements for running Solo Trials?

- SCCA membership (for the insurance)
- Solo Trials license (you can buy both at the event) or Club Racing license
- Helmet must be Snell 85 or newer
- Convertibles must have a roll bar per GCR 1.6.1
- Drivers of Stock or Street Prepared cars must wear 100% cotton long pants and long sleeved shirts
- Drivers of Prepared or Modified Class cars must wear a full drivers suit made of fire resistant material

What do you drive for Solo Trials, and why do you like Solo Trials so much? I drive my commuter beater Nissan 200SX SE-R, a great engine looking for a chassis. I like the Solo Trials format because it lets me have the thrill of road racing speeds without the expense. It really is like driving up a twisty canyon road without having to worry about other people and getting caught.

For more information or questions on Solo Trials, you can contact Gary at 303-499-0173 (home) or 303-543-9019 (work) or gphillis@secretignition.com.



Gary shows off his patented, Smooth-as-Silk Solo Style—just watch him! Awesome!

The J😊ys of S😊😊 Trials

By Gary Phillis

Have you ever wanted to go really fast up a canyon road, at the limit of your car, but were afraid of the consequences? Consequences like running into a sand patch and spinning off into a tree, or dealing with traffic, or running into the Highway Patrol? Have we got a program for you!

Solo Trials is one of the best bangs for the bucks in SCCA Solo racing. You get lots of track time with repeated laps on a course that gets familiar fast (pun intended). The term "High Speed Autocross" does not do it justice. Running our Trials course is just like repeatedly running a section of your favorite canyon road. Trials courses are much more open and flowing than the typical Solo II autocross course. Can we say 2.8 miles long, 37 ft wide gates, 1200 ft chutes? Yes we can! The turns link together in a great curving flow allowing you, the driver, to experience the thrill of going fast through a series of turns without having to worry about traffic, sand patches, or the local patrol. The course is on the wide, smooth concrete runways of The Track at Stapleton.

Solo Trials is designed to give the experience of track speeds without the potential danger of a real racecourse. It allows stock cars to run at high speeds safely without the requirements of road racing equipment of roll cages, fire systems and drivers fire suits. There is plenty of space (per the rules) that allow runoff room in the case of a spin or slide and it is all backed by SCCA's full insurance program.

The Rocky Mountain Division of SCCA is running the premier Solo Trials series in the country. In fact we currently host the only Solo Trials National event. You can compare your times with the SCCA National Champions who run in our region and find out if you are nationally competitive.

But isn't it hard on the car? Well no and yes. Compared with Solo II, Solo Trials is much easier on tires. Since the whole car is lightly drifting with small steering angles, there is relatively little tire wear. Trials is harder on brakes. This is equivalent to road racing with repeated laps and repeated use of the brakes to bring you down to cornering speed. Trials events are not brake killers, it is just that you do build heat in the brakes which does not have much time to dissipate on the repeated laps. That said, many folks run stock brakes with no trouble. Fast folks, however, tend to change front brake pads to a harder compound. Just ask the regulars running Trials about their preferences in brake pads. Also bring a full tank of gas. You will use up quite a bit of gas running the 2.8 mile course at full throttle.

The rules and requirements are simple and the fun factor is great. Please come out and have fun with us in the fast Solo crowd. We predict that you will have trouble explaining the big grin at the end of the day.

David Fauth Snags 1000 Points at Summer Series Solo II, #1

April 19, 1998

A gaggle of 121 competitors kicked off the Rocky Mountain Solo Series #1 Solo II event with a bang! Neons ruled, er, RULED the day as David Fauth took top honors in the X Class in his new 1998 Neon. And very impressive was Luke Johnston, in his '96 purple Neon, leading the giant Rookie Class of 29 entrants! Great job, David and Luke!! And a warm welcome to all of you rookies!!!!!!

OK, Racers—don your reading glasses...

Class	Num	Driver Name	Car	Run 1	Run 2	Run 3	Run 4	Pax	Points
DSX	11	David Fauth	98 Neon white	69.3	67.912+1	66.523	67.260dnf	53.618	1000
CSX	91	Kev in Bailey	91 MR2 Blk	74.769+4	66.462	66.193	66.565dnf	53.683	999
BSX	99	Bob Klingler	99 Miata Silver	65.803+1	65.828	66.202+1	65.823dnf	53.847	996
CPX	31	Mark Petty	64.5 Mustang, ylw	61.447+2	63.248+2	62.386	62.449dnf	54.151	990
CSPL	X98	Patty Tunnell	95 M3 white	66.385+6	65.093	64.402	63.574dnf	54.174	990
BSX	140	Peter Raymond	99 Miata green	66.586+1	66.349	66.662+6	66.080dnf	54.273	988
CSPX	198	Bob Tunnel	95 M3 white	63.802	64.096	65.884+3	63.202dnf	54.487	984
F125	X3	Larry Paille	96 kart, wht/grn	59.78	58.986dnf	57.609	57.936dnf	54.729	980
GSX	24	Kathy Wolfskill	98 Talon, red	70.244dnf	69.335	68.668	68.435dnf	54.797	978
BSX	40	Jerry Bennington	99 Miata, green	68.172	67.029	66.393+1	65.181dnf	54.83	978
BSX	25	Barry Ott	95 Miata, blk	68.553	67.133+2	67.294	67.256dnf	55.046	974
DSX	93	Brent Dewitt	96 Neon, blk	71.347	68.866+4	68.717	68.754dnf	55.386	968
BSX	49	Dan Heydlauff	94 Miata, red	68.689	67.998	67.682+1	66.852dnf	55.622	964
FSX	76	Kev in Youngers	89 TransAm, wht	66.731+4	66.898+1	66.626+2	66.237dnf	56.427	950
DSPX	81	Kev in Wenzel	81 Scirocco, Silver	68.745	68.357	67.445	67.070dnf	56.654	946
DPX	7	Dave Dutton	77 X 1/9, grn	70.696	66.38	64.488+1	64.759dnf	57.618	931
CSLX	61	Frobi Frobisher	91 MR2, yellow	75.340+1	73.615	73.009	71.938dnf	58.677	914
CSPX	4	David Eslick	91 CRX, blk	69.625	69.022+1	68.728	67.590dnf	58.694	914
SMX	11	Joel Cox	93 Impreza, white	73.853+1	74.687+1	75.831	dnf	68.248	786
EPX	33	Patrick Collins	71 510, red						0



We always knew Hap Schadler and his beautiful '65 Mustang were in a class by themselves

Course Designer Dave Brand has CSPP Samuel Breeden chauffeur him through his course in his '91 CRX (thanks for the great course, Dave!)



Webmaster Extraordinaire, Bill Stockton, puts the pedal to the metal—.002 out of 1st place!



Greg Nelson, CSPR, gets to drive Gary Boone's CSP-winning GORGEOUS 2000



SS	97	Forrest Thompson	92 Corvette, red	68.961	67.825	68.945	68.282	57.244	937
SS	94	Wayne Sartori	97 Camaro, red	68.675	68.717	68.266	67.876	57.287	936
SS	11	Tom Pora	91 Corvette, blue	69.401+1	72.446	71.325	67.897	57.305	936
SS	41	Gary MacFarquhar	86 Corvette, red	72.581	71.465	69.865	70.112	58.966	909
SS	49	Chris Maddox	97 Chevy, red	73.12	69.146dnf	69.038dnf	71.433dnf	61.713	869
SS	16	Carl Kaminski	93 Corvette, white	82.664dnf	81.498	78.121	78.735	65.934	813
SSL	11	Melanie Pora	91 Corvette, blue	74.018	72.71	69.794	69.484	58.117	923
SSL	97	Jaimie Lou Thompson	92 Corvette, red	73.930+1	72.203+2	73.312+1	73.853	61.771	868
SSL	14	Debra Lasson	93 Corvette, ruby	dnf	80.362	dnf	79.223	66.262	809
AS	27	Cole Ford	91 MR2, blk	dnf	68.423+1	67.099	68.708	55.692	963
AS	114	Bill Stockton	91 MR2, wht	68.556+1	68.12	67.101	67.366	55.694	963
AS	24	John Gurney	95 MR2, wht	70.477	69.234+1	69.589	67.888	56.347	952
AS	53	Cliff Lawson	95 M3, blk	dnf	77.564	74.255	72.842	60.459	887
AS	7	Peter Adamoviks	94 MR2, blk	78.586	77.395+1	73.708	73.15	60.715	883
BS	75	Bruce Cliffe	95 Miata, wht	75.228	dnf	77.137	70.934+1	59.66	899
CS	61	Dale Kirstein	91 MR2, yellow	70.103	69.52	68.998	68.4	55.472	967
CS	84	Lee Sutton	84 RX7, rust	71.938+1	71.7	71.049	69.679+1	57.621	931
CS	2	Tom H. Grissett	85 MR2, silver	76.665	79.452+2	76.034+1	72.982	59.188	906
DS	22	Dan Wagner	96 Neon, blk	71.074	69.234	68.992	68.447	55.168	972
DS	65	Linda Duncan	96 Neon, red	72.082	71.731	69.303+1	69.563	56.068	956
DS	26	Fred Slick	96 Neon, purple	75.309	73.721+1	72.849	70.833+1	58.703	913
ES	65	Andy Aust	96 Integra, white	68.902+1	69.168+1	68.339	67.773+2	54.33	987
ES	7	Ralph Priebe	89 Civic, blk	70.205	70.755	71.038	71.064	55.813	961
ES	30	Jenny Aust	96 Integra, white	77.245	75.011+1	73.823	73.434+1	58.689	914
ES	99	Brent McGhghy	87 Golf, white	83.173	81.692	80.289	79.006	62.81	854
ES	17	Curtis Lewis	92 MX3, silver	86.374+1	82.413	80.787	81.104	64.226	835
FS	3	Jack Allen	96 Mustang, red	69.691+2	69.981	68.879	70.132	56.412	950
FS	95	Patrick Chambers	95 Mustang, blk	70.486	71.012	69.512	70.291+1	56.93	942
FSL	18	Sara Sugrue	96 Mustang, blk	74.100+1	75.626dnf	75.969+1	73.041	59.282	904
FSL	195	Kristen Chambers	95 Mustang, blk	76.297	75.171	74.127	73.611	59.745	897
GS	42	Kevin Wolfskill	98 Talon, red	75.963+1	71.06	69.770+1	69.193	55.216	971
GS	86	Roger Nallathamby	92 Corrado, dk brgd	71.362+1	69.659	70.032+1	69.267	55.275	970
GS	93	Andy Lester	93 Corrado, silver	70.958dnf	73.631dnf	71.255+1	71.168	56.792	944
GS	79	Jason Miller	95 Talon, red	78.986	74.609	74.129+1	72.937	58.204	921
GS	60	Remy Sanchez	95 MX6, blk	75.086+1	74.173+1	74.133	75.395+1	59.158	906
GS	25	Darrick Dahlin	89 MX6, white	81.621	76.909	75.831	76.087	60.513	886
HS	67	Aaron Miller	96 Contour, blue	81.086	79.152+1	78.303	77.333	61.248	875

BSP	23	Charlie Mutka	89 Corvette, white	75.438	73.275	70.821	69.519	59.578	900
BSP	14	Tom Teich	70 Corvette, green	74.262	dnf	73.39	71.788	61.522	872
BSPL	23	Jackie Mutka	89 Corvette, white	79.045	73.87	74.358dnf	75.199	62.357	860
CSP	8	Gary Boone	70 Datsun 2000, blu	78.956	70.46	69.841	67.522	57.664	930
CSP	47	Dave Brand	91 CRX, blk	72.249	72.567+2	68.409	67.889dnf	58.421	918
CSP	71	David Wiese	82 RX7, red	70.03	68.899	dnf	DNS	58.84	911
CSP	9	Josh Hadler	74 914, gray	69.816	69.606+1	70.686	69.102	59.013	909
CSP	26	Hsun Chen	89 CRX, red	77.635+1	71.031	71.299	70.903	60.551	886
CSP	13	Greg Hartley	87 GTI, blk	74.049+2	73.131	71.106	72.738+1	60.725	883
CSP	83	Jim Tuomela	83 RX7, red	83.225	74.569	71.865	72.51	61.373	874
CSP	711	Mark Vandegrift	82 RX7, red	70.198+1	dnf	DNS	DNS	61.657	870
CSP	78	Roger Zimmeman	88 323 GTX, blk	76.377+1	77.267	72.846	72.305+1	62.21	862
CSP	74	Brad Doctor	96 GTI, green	dnf	dnf	77.764	75.789	64.724	828
DSP	8	Shawn C. Meze	81 Scirocco, silverish	70.976	68.91	68.789	67.815	56.965	941
DSP	96	Iain Mannix	Old GTI, red	68.784	69.320+1	68.606+1	67.849	56.993	941
DSP	1	Chris Dorsey	81 X19, yellow/blk	69.126	67.953	68.175+2	68.312+1	57.081	939
DSP	12	James Taylor, Jr.	86 Scirocco, silver	72.796	70.536	68.792+1	69.095	58.04	924
DSP	63	Darrell Adams	83 Rabbit, Red/Grn	73.706+1	71.723+1	70.322	70.558+1	59.07	908
DSP	55	George Counnas	Loud 84 Wabbit, slvr	72.245	71.854	70.327	70.859	59.075	908
DSP	22	David Tjarks	92 GTI, red	77.585+3	76.119+1	75.109	75.433+2	63.092	850
DSP	74	James Schrecergost	74 Manta, yellow	83.633dnf	81.485	78.377	80.022	65.837	814
DSP	85	Troy Hobbs	89 Mustang, blue	83.424+4	82.336	85.181+1	DNS	69.162	775
ESP	65	Hap Schadler	65 Gorgeous Mstg	70.597	69.793+2	70.350+1	70.248+2	59.09	907
CP	25	Marc Short	67 Mustang, grn	69.016	67.086	66.18	71.498dnf	57.444	933
CP	85	Glen Outcalt	85 Mustang, red	74.976	72.76	71.47	72.15	62.036	864
CP	3	Ron Fox	94 Mustang, Wht/blu	76.126+1	72.462	72.771+1	72.097	62.58	857
CP	79	Derald Rice	79 Mustang, Orange	72.918	82.196+4	74.692+1	72.583	63.002	851
ST	72	Richard Von Sneidern	84 GTI, silver	77.355	74.944	75.463	73.948	62.116	863
ST	73	Kurt Spitzner	91 Escort, white	77.671dnf	75.086dnf	75.934	74.412	62.506	858
SM	55	Alan Fasick	86 GTI, red	82.75	78.956	78.445	77.144	69.43	772
SM	13	Eric Wyman	87 Scirocco, blk	78.279+2	80.98	79.584+1	76.451+1	70.606	759
SM	111	Joseph Cox	93 Impreza, white	82.353dnf	81.987	79.92	81.116	71.928	745
S7	0	Sean Gould	84 RX7, red	75.536+1	76.186	72.463	71.759+1	60.507	886
VC	1	Terry Shaffer	64 Corvette, red	84.71	dnf	81.245	80.508	67.949	789
VM	1	Lloyd B. Clark	90 Mustang, red	83.889+1	77.213	75.449+1	76.305dnf	63.237	848
FJ	13	Brandon Short	kart	98.630dnf	83.543+1	100.199dnf	79.55	61.651	870
FJ	88	Unknown	kart	0	0			61.651	870
FJ	19	Sarah Wagner	5 hp kart, yellow	100.881+1	100.982dnf	101.939	106.607	79.003	679
FJ	4	Rachel Fox	kart	121.322	128.785	113.626	104.236dnf	88.06	609
F5	9	Lindsay Wilson	kart, yellow	82.868dnf	83.451	80.949	79.673	63.101	850
DSR	7	Luke Johnston	96 Neon, purple	74.241dnf	70.952dnf	72.958+1	72.077	58.094	923
ASR	72	Chris Findlater	91 MR2, blk	77.624+1	72.979	70.367	76.607+2	58.405	918
GSR	11	Jeff Rink	93 Corrado, burgdy	80.75	75.739	75.12	76.029+1	59.946	894
GSR	27	Powers Foss	97 Integra GSR, grn	80.268	77.858	77.283	75.552	60.29	889
FSR	6	Russell Rock	83 280ZX Turbo, slv	75.417	76.144	74.511	73.667+1	61.025	879
BSR	21	Philip Volk	94 Miata, white	80.585	77.414	76.351	75.215	61.526	871
ESR	777	John Cox	85 Subaru, red	81.495	82.881+1	78.819	79.358	62.661	856
CSPR	25	Andy Alland	97 Audi A4, silver	dnf	74.925	75.080+1	73.742	62.976	851
HSR	22	H. Patrik Lundin	90 Volvo 740, silver	83.385dnf	80.63	79.908	79.549	63.003	851
CSPR	18	Greg Nelson	70 Datsun 2000, blu	87.192+1	75.594	75.596	73.828	63.049	850
CSPR	7	Samuel Breeden	91 CRX, blk	78.014+1	76.580dnf	77.364	74.16	63.333	847
HSR	12	Michael Akin	78 MGB, green	81.399dnf	80.689dnf	80.057	80.391	63.405	846
CSPR	23	Ryan Straughan	89 325 is, silver	77.666	75.496	74.569	74.405+1	63.682	842

ESR	6	Sophoeun Svai	88 GTI, red	82.608+1	80.135	82.500+1	79.309+1	63.707	842
BSR	25	Davie Sprigg	95 325i, silver	dnf	81.729	80.072	77.884	63.709	842
ESR	77	Chris Fortune	85 Subru Loy ale, red	87.608+1	80.99	79.672+1	80.471	63.974	838
ESR	42	Mike Pieczarka	87 Golf, red	85.267+1	85.888	dnf	80.994	64.39	833
DSPR	86	Kirk Lambert	87 Scirocco, red	82.55	77.341	77.370dnf	76.88	64.579	830
DSR	90	Chris Barnett	98 Neon, intense blu	85.354	83.430+1	80.613+1	80.938	65.236	822
SSR	10	Pete Lotinski	93 Corvette, blk rose	86.304	86.099	80.848	78.51	66.262	809
CSPR	69	J J Slowik	76 914, yellow	85.264	79.429	77.908	79.327+1	66.533	806
CSPR	115	Brian Moran	90 CRX, red	84.62	79.181	80.021	78.357	66.917	801
DSR	28	Wes Dorsey	96 Neon, blue	84.776dnf	86.358dnf	81.783+1	80.407dnf	67.529	794
GSR	10	John M. Peters	98 Impreza, blue	88.38	86.767	84.833	86.775dnf	67.697	792
FSR	43	Roger Kuyatt	79 Spirit/AMX, black	86.988	84.942	86.377	83.915	68.726	780
CSPR	8	Jon Zimmerman	88 323 GTX, blk	91.050+1	80.753	dnf	82.324	68.963	777
DSPR	73	David Ingoglia	73 Beetle, red	92.162	86.285+1	86.328	82.272	69.108	776
SMR	69	Colby Leonard	90 Talon, black	79.689	78.725	79.495	78.851	70.852	757
DSPR	13	Michael Ingoglia	81 Jetta, black	94.474	90.235	84.548dnf	85.9		



The Muscle Car Wonder Years, Part I

By Rick Walford, DC

Have you ever wondered where you came from? I am not talking about your ancestry diverting along the family tree, but the processes that got you to where you are now in your automobile enthusiast world. You know, justification for spending money on tires that can easily get used up in a month of races. Or performance parts that you find may or may not increase the performance for an endeavor you spend actually very little time actually performing with your car, at least legally. I have often wondered, “How did I get involved to this point of racing on the weekend, purchasing parts for a car for over a year that is still in pieces?” Did I inherit a legacy like Kyle Petty or the Andretti boys that must continue? No! I have no claim to fame in the racing world, and I have no blistering wins at Nationals to justify continuation of established protocol. Negatory on any notoriety as a reknowned driver, or an enlightened one in car preparation. I have been left to be content at racing and occasionally trophying with a fun group of drivers that allows me to feel as good as I allow it to. I have always realized I have other priorities in my family and career life. But hey! We all must have an outlet and make provisions to distract us from everyday doldrums. I have chosen my path, uh course, and it is usually on the weekends as time allows.

Humor is also a way I release tension. My humor has apparently been displayed adequately in the past—and even won a first place at Nationals in the BFG Talent Show with a comedy skit. I still would rather trophy in racing. I like drawing the Cone Conference cartoons you may have seen. Expressing the way an autocross cone may visualize this autocross world seems to make me want to miss hitting them even more

when racing. Kind of like, “I know that corner worker, don’t hit him...oh yeah, that cone, he’s a nice cone too, avoid hitting him too.” It makes me feel good that people like my cartoons. But like the John Ames’ and Jeff Altenburgs’ of the world, I am sure their past driving experience may have gotten them negative recognition with law enforcement or others, as they attempted to develop steeper driving prowess. My humor has gotten me in contention with other people due to behaviors and things I have “poked” fun at. The least damaging person to offend is often yourself. So anybody resembling my further ramblings is only by coincidence. If you feel any was taken from or directed at you personally, then you must trust me at this point that I did not read your mind, or diary, when attempting to write the following humorous accounts of my life.

I grew up in the Midwest in a town that had both Delco Remy and Guide Lamp factories that were but a couple of many in this area that supplied inventory to General Motors. Anderson, Indiana was a place to me where light bulbs, car batteries and other goods for the auto industry were manufactured. Through the eyes of a kid, life appeared to be centered around the automobile from my perspective, as relatives either worked for the factory or supplied services or goods for those that did. The Big Three (GM, Ford, Chrysler) were the only cars I knew about except for the Ramblers and Studebakers that were fading from the market. I do remember an Avanti or two with Corvette motors purring under the hood. I was sixteen before I rode in my first Japanese car. The current term, “Pocket Rocket”, back in my youth would have meant you must have had illegal fireworks hidden in your blue jeans.

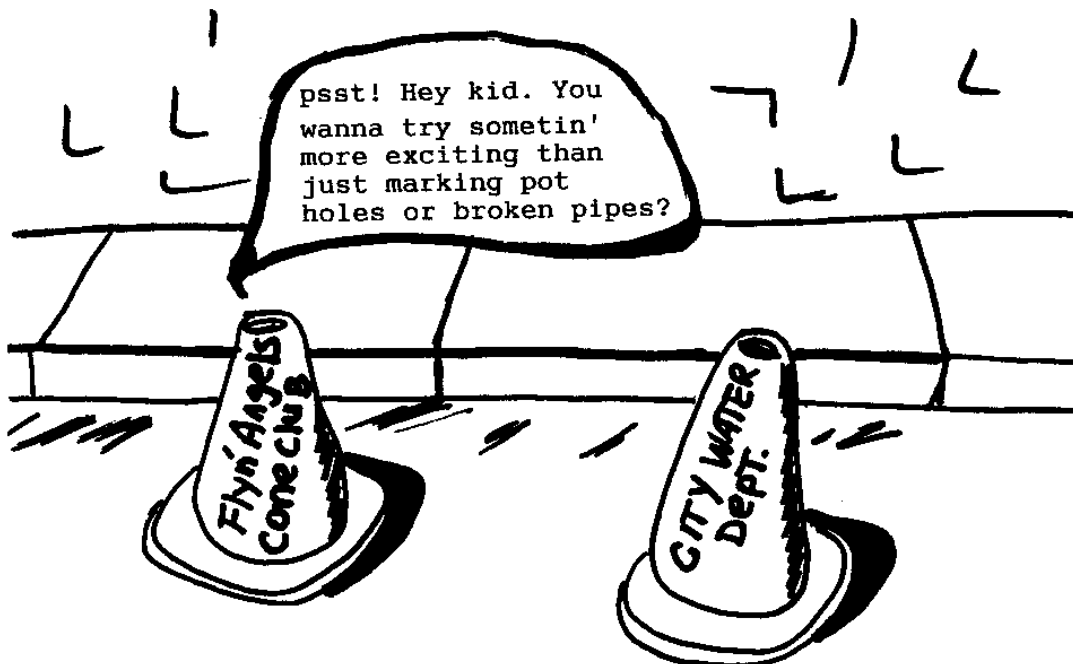
I grew up watching the development of the “muscle cars”. I would get up on Saturday mornings, ride my StingRay bicycle to a highway intersection and watch the cars cruise by and I would listen to their mechanical sounds for hours. I can relate to this mechanical atmosphere much like the one produced by the recent Z28 commercial where two pajama-clad young boys lay in their bed at evening time. These two boys, possibly brothers, are listening to cars and their engines and quizzing each other as to the make, model and engines. My older brother and I used to do this quite often. The “catch” to that commercial is that one boy is very, very astute, naming everything about the year and engine size from Volkswagens to Z28s. The commercial continues. The mechanically-enlightened boy, being two stories high and a block away from the focused-on stop sign where the cars are, is then auditorily informed by a Z28 leaving. He then rattles off everything from size of the engine to performance items that could be questioned on the car’s options list. The other boy then challenges by stating, “Yeah, but what color is it? The disturbing part I see about that commercial was that the “enlightened” kid was really a “weak” representative of my neighborhood. Any self-respecting ten year old boy that cruised the neighborhood on his banana seated, ape-hanger handle bar Schwinn bicycle would have known, not only the color, but who owned that car, along with where he bought his last tank of gas.

I really related to those kids playing the game of "Guess What Car is Driving By". In my youth I sat by a highway trying to detect subtle changes the owners may have made in the '57 Chevys, Corvettes, Mustangs, and GTO's, in the way of additional four barrels, glass packs and gear ratio changes, as well as a set of Baby Moons on the wheels. My own little neighborhood had a plethora of muscle machines ranging from the GTO Tiger, a Midnight Blue StingRay with fuel injection that was acquired by a trade-in of a '63 Chevy 409. A "Sleeper" '63 Chevy Biscayne, with the "dog-dish" hubcaps that helped the kid sell the notion to his dad that it was really not a "performance car", was owned by another friend's brother. One of America's first Vietnam Veterans returned home to my neighborhood and bought one of the first Oldsmobile 442's, only I saw the aftermath of a collision when he attempted to outrun one of the many industrial transport trains at an intersection. There was not enough "muscle" in that muscle car to take on a locomotive. Another older guy had a SOHC 427 Ford Galaxie that produced a unique sound. Often discussed by the locals of the neighborhood was the acceleration sounds produced by anyone with a performance car. One of the key listening points was where everyone accelerated on to the Main street by my bedroom window with regularity and vigor.

Stay tuned (get it?, huh, huh?) for the conclusion next month...



Cone Conference by Rick Walford



HOW CONE CLUBS RECRUIT

Ask the Auto-X-pert

By Geoff Leicester

A feature wherein aspiring autocrossers ask the tough questions, or I just make 'em up! Whatever—it's your source for the straight scoop! Remember, there are no stupid questions, but the answers are a little suspect...

Q: I'm kind of new to autocrossing; where should I put my hands on the wheel? I've heard that 10 & 2 is the classic position, but I have a digital watch. Please help!

I. Hetta Pilone

A: Dear I (or is it Dear Me?)

There are a whole bunch of options when it comes to hand positions and manipulating the ol' steering wheel. The usual form is the 10 & 2 position, named after famed sprint-car driver, Alonzo 10 & 2. In this position, you place your hands sort of across from each other (on the steering wheel) in a comfortable position. Then, you use the "hand over hand" technique to turn the wheel. The problem with this technique is that it fails to take into account the fast, precise motions necessary to negotiate today's death-defying autocross courses. For instance, if you spin, you wind up using the handoverhandoverhandoverhand technique. Then you spin anyway, and your friends laugh at you. It's awfully difficult to drive precisely when both hands are flailing willy-nilly all over the steering wheel.

Until now, you just had to live with it, or use the "one hand on the windshield pillar" technique, developed by Formula 1 drivers. But now, the undisputed best method can be divulged. We call it the "Undisputed Best Method" technique. For this technique, simply grasp the wheel firmly with one hand, leaving the other free to wave at course workers and shift. The advantages of this technique are fairly obvious—with one hand planted on the wheel, you're *never* in a position where the wheel can get away from you, and it's *always* easy to tell when the wheel is steering straight ahead, even if the car is traveling backwards at the time.

If your car has (shudder!) an automatic transmission, you can plant both hands. At first, it will feel awkward to have both hands on the wheel at all times, but this can be remedied by simply duct-taping your hands to the steering wheel. Now, I know what you're thinking! What happens when you need to turn the wheel more than 180 degrees? Your arms will hit each other! This is true, but it can be overcome with practice. Remember when you first started heel and toe-ing? (See last month's issue for details, especially you, Patty.) That felt strange at first too, but by now it should be second nature. You just need to get used to "weaving" your arms around each other. With practice, you should easily be able to get four full rotations of the wheel in each direction. Although we haven't tried it personally, it's been demonstrated many times in very highly-respected cartoons. Glad to help!

