



Cone Clips

SCCA Colorado Solo News

May 1999

Kathy Wolfskill
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Nederland, CO 80466

Growing 1999 Solo Series Schedule

Sunday	May 16	Solo II Event	State Patrol Trng Facility	Golden
Sunday	May 29	Solo School	Pike's Peak Int'l Raceway	CO Springs
Sunday	May 30	Solo II Event	Pike's Peak Int'l Raceway	CO Springs
Saturday	August 21	Solo II Event	Pike's Peak Int'l Raceway	CO Springs
Sunday	August 22	Solo II Event	Pike's Peak Int'l Raceway	CO Springs

Directions to State Patrol Training Facility: Take I-70, North on Colfax, 2 blocks to Right on McIntyre St., Left on S. Golden Rd., Right on Quaker St. Follow road up the hill and to the left. At the curve, go through the gate. Follow dirt road to the site. (Don't take the first right (dirt road). Go to the next gate, then right into site.

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



Monthly Solo Meeting Wednesday, April 21 at 7 p.m.

You're Invited! To this month's meeting of the solo minds, to be held at the South end of town. Come banter, see what's happening & help make it happen! See you at:

Bennett's BBQ Pit
6730 S. Lima St.
Englewood, CO
303-799-6668

From I-25, go East on Arapahoe about 1 1/2 miles, and it's on the south side of the street. Have questions? Give Kent Hamilton a holler (and thank him for setting this up!) at 303-604-9641 or <kent@privatei.com>

Trivia Question: "What's the first thing you know?"

(see Poetry Page for apprapo answer)



Message from

Mr. Mannix

SCCA Colorado Region, Solo Chair

Hello again! I have good news and bad news this month. The bad news is that you won't find a complete schedule in this ConeClips, but the good news is that we're very, very close! Sites: First, Lindsay has gotten us into the VIP Lot at PPIR on May 29-30 and August 21-22. He's also working on another site in Colorado Springs, so it looks as though we'll have at least 4 events in the Colorado Springs area.

In Denver, Remy Mauro has helped us gain access to the State Patrol Training Facility in Golden. She's done a lot of work to make it happen—Remy, Kevin Youngers, Josh Hadler, Kent Hamilton and I met there early Saturday the 10th to plan courses and see what we can do with it. It's close to a road course, with two moderate-sized asphalt lots which can be linked together to create a course. As of this writing, we'll have 4 events there, the first being May 16th. PLEASE call my number, 303-430-4632 the week or two beforehand and listen to the message. If any changes occur, they'll be recorded there.

North of Denver, I have made contact with a gentleman who holds some autocrosses at the Cloverleaf Dog Track in Loveland. It is roughly 40 miles north of 104th on I-25. Nothing official, but I believe we can work in 3-4 events there.

The Denver Coliseum/Arenas and Theaters was a wash—they do not seem interested in renting to us, and I get the feeling that the more I bother them, the less they want to do with me. Oh well. Ron Fox gave me some good leads to follow up on for another site or two in the Denver area. Right now, we're very close to having a complete season. Watch for the next Cone Clips, or look at <http://rmsolo.privatei.com>—I'll post more there as I know it.

I want to take the time to thank all the people who are putting forth a huge effort for the series—Remy Mauro has worked really hard to get us a site, Kathy Wolfskill publishing this wonderful newsletter (and the GFC crew, Matt, Lee, Geoff, some others I'm probably unaware of), all the chiefs of specialty, and last but not least, Jaimie Lou Thompson is returning as Chief of Registration! I mistakenly thought she had given up her position as CoR, and started soliciting for help there as a result. By default, she's got some great helpers who now know the ins-and-outs of registration—Debbie Downs, Pam Ranslem and Roger Zimmerman, all of whom stepped forward in the pinch we'll call Winter Series 98/99.

Anyhow, thanks to everyone—from the people who stick around to pick up cones, the chiefs of specialty, and all the people whom I bug for insight. A lot of you have "been here, done this," and without the ability to pick your brains, well, I don't want to think about what would happen! Thanks!



Safety Steward Seminar

by Josh Hadler, Chief of Safety

Hi Folks, it's me Josh, your friendly Chief of Safety. How would you like to help out your region, be a valuable member of the event crew, and get out of shagging cones to boot! Yes, you too can be a Solo Safety Steward!

While you may not have to shag cones anymore, it's not all fun and games. Being a safety steward means that you are making yourself aware of, and responsible for, people's safety at an event. That's both on course, and off course (no, I don't mean DNF's). Our region, and the SCCA as a whole, has a remarkably successful program with the highest participant level motorsport in the country. The Solo program is exciting, enjoyable, fun, inexpensive, and very importantly, relatively safe. The safety program is in place to make sure that it stays this way.

Currently in our region, we are very short on licensed safety stewards, so we need more. The existing stewards often find themselves working more than one run group in a number of cases. If you feel that you are up to keeping an eye on everything that's happening, looking out for possible hazards, and making sure that people leave in the same condition that they arrived, then we could sure use your help.

There will be a Solo Safety Steward training seminar on Saturday, April 24th. This is essential to getting a Safety license. Yes, you will receive an official SCCA safety steward license when all is done. The seminar is part one, step two is working as a "deputy" steward for two events, and getting signed off by a licensed steward before you get your license. The seminar isn't everything, but this is where it starts.

Ideally, we'd like to have enough stewards that we can have two stewards per run group and not have to work more than one work assignment each. Come on and sign up, it'll be fun, everyone's doing it... So far we already have a good number of interested people, but more is better!

What: Solo Safety Steward Seminar

When: Saturday, April 24th, 3 pm (approx. 2.5 hours)

Where: Bill Lamkin's House in Broomfield. Contact me for directions.

If you're interested in attending, please feel free to contact me either by phone or e-mail: jhadler@rmi.net, or 303-492-4997 (work)

* Results * Results * Results * Results *

David Fauth Slaughters Everyone!

but that's NOTHING compared to the fact that

Kathy Wolfskill beats Bob Klingler!!!

Winter Series #3

March 28, 1999

It was a big day of ups and downs. On the upside, we had 110 entrants! On the downside, we only got 3 runs because we were so successful! On the upside, David Fauth turned in some lightening runs; on the downside, he was no doubt using some new, ultra-effective cheater device! Up: Our Auto-X-Pert himself, Geoff Leicester gets TTOD (if you're from the west coast) or FTD (if you're a florist) in his big mean BP Corvette machine; Down: He only beats that sneaky David Fauth's stock Neon by a half a second. Up: I beat Bob Klingler!!!!!! (See Figure 1 and frame it!) Down: So the Auto-X-Pert said no one could beat Bob's RAW time--picky, picky, picky. Up: Did I mention I beat BOB?! Down: Dave Dutton did a great U-turn right off the starting line when his X1/9's pinion shaft broke and the CV broke when the trans jammed. Up: 18-year NY CP autocross veteran Chris Heiny & his Rookie brother Michael entered in their rental Neon whilst on vacation (the highlight, I'm sure!), and said they had a GREAT time. Down: Michael beat Chris!

Figure 1.1

Class	#	Driver Name	Run 1	Run 2	Run 3	Best	Pax	Pnts
DSX	11	David Fauth	56.026	54.628	54.337	54.337	45.85	1000
GSX	42	Kathy Wolfskill	57.710+1	56.566	55.956+2	56.566	45.309	968
BSX	99	Bob Klingler	55.722	56.212	55.597	55.597	45.423	965
FSX	63	James Darden	56.845+2	56.112+1	55.689	55.689	45.832	957
DSX	93	Brend DeWitt	57.670+2	67.725dnf	57.173	57.173	46.139	950
CSX	16	Dale Kirstein	58.946	57.529	57.114	57.114	46.434	944
DSPX	33	Matt Leicester	56.848	55.418+2	55.653+1	56.848	48.15	911
DSLX	65	Linda Duncan	60.39	59.116+1	58.544+1	60.39	48.296	908
CSLX	61	Frobi Frobisher	62.955+4	60.433	58.462+1	60.433	48.69	901
DPX	7	Dave Dutton	57.567	dnf	dnf	57.567	50.314	872

Brian Richardson at last returns with his new Miata and takes C Stock, in an unusually diverse field of car types, with all but one on street tires!



Pam Ranslem, MostExcellent & Appreciated Registration Goddess, (in Jaimie Lou's absence) takes FSL!

SS	11	Tom Pora	60.082	57.764	59.148	57.764	49.042	894
SS	2	Tom Sabrook	64.288	63.701dnf	59.799dnf	64.288	54.581	803
SSL	11	Melanie Pora	61.018	60.095	59.596	59.596	50.142	875
AS	10	Corky Newcombe	56.979	56.297	55.485	55.485	46.33	946
AS	81	David B. Harrison	68.715	65.95	65.197	65.197	54.439	805
BS	10	Brian Richardson	59.884	58.761+1	58.074	58.074	47.446	924
BS	25	Davie Sprigg	73.885+4	59.224	58.550+2	59.224	48.386	906
BS	33	Kevin Wolfskill	63.278	63.485	63.268	63.268	51.69	848
BS	56	Don Phend	69.437	67.799dnf	65.242	65.242	53.303	823
BS	75	Bruce Cliffe	69.132+1	65.314	64.649dnf	65.314	53.362	822
BS	11	Doug Butler	67.333dnf	66.777	63.860+1	65.86	53.808	815
CS	84	Joe Mauro	57.838+1	58.988+1	60.805+2	59.838	48.648	901
CS	25	Richard Kaczamerak	65.579dnf	66.204	64.421	64.421	52.374	837
CS	47	L. Roger Mauro	67.074	64.799	64.47	64.47	52.414	837

In other exciting racing action, **Major Congrats** to Corbin Cowan for taking first in the 26-driver Rookie Class in his new '99 Contour and John Matthew just behind in his G Stock Volvo! The Mauro newlyweds did well—Joe took first in C Stock amongst a bevy of RX-7s (even with a cone!), while Remy took 2nd in the sizeable G Stock class. Corky Newcombe in A Stock was a standout with 946 points, and Aaron Miller was the leader-by-a-longshot in an H Stock class where he actually had some competition! E Stock saw a close race with Andrew Hecox edging Kent Hamilton (in his ex-girlfriend's borrowed car, we might add) by 3 points. Russel Rock, fresh out of the Rookie class last year had a great F Stock win. In C Street Prepared, David Wiese put in great runs to take the 9-car class.

DS	17	B lke Fraser	60 586	61 683+2	59 888	59 888	48 33	907
DS	22	D an W agner	57 893+2	57 421+2	58 340+1	60 34	48 694	901
ES	6	Andrew Hecox	63.796dnf	66.792	62 814	62 814	50 126	875
ES	4	Kent Ham ilton	62.984dnf	63 641	63 04	63 04	50 306	872
ES	76	G reg Nelson	65 928dnf	65 739	64 743	64 743	51 665	849
ES	47	Christopher Heny	65 217+3	63.765+1	63 871+2	65.765	52 48	836
FS	6	Russel Rock	58 31	57 444	56 701	56 701	46 665	940
FS	3	Jack A len	55 920+3	56 355+1	57 949	57 949	47 692	919
FS	111	Louis Baum	60 102	61.732+1	59 779	59 779	49 198	891
FS	42	Charles Chandler	59 743+2	59 931+1	61 636dnf	61 931	50 969	860
FSL	63	P am R anslem	61 008	60.005+1	59 243	59 243	48 318	908
FSL	18	Sara Sugme	59 575+2	59 820+2	60 644+1	62 644	51 092	858
GS	51	Jeff R ink	59.044dnf	59 566	58 755	58 755	47 063	932
GS	60	Rem yM auro	61 313	61 263	59 431	59 431	47 604	921
GS	79	Jason M iler	57 810+3	58 807+1	58 250+1	60 25	48 26	909
GS	27	P owers Foss	61.767+1	63 007+3	63 658dnf	63.767	51 077	859
GS	53	R oberTanaill	63.679dnf	64 246	61.553+2	64 246	51 461	852
GS	4	D avid D anaher	76 929	69 814	66 456+2	69 814	55 921	784
GS	1	W allyP enny	79 281+1	73 171	68 614dnf	73 171	58 61	748
HS	67	Aaon M iler	59.724+3	59 898	59 362+1	59 898	47 679	920
HS	663	Kevin Childers	69 781	65 153dnf	65 455	65 455	52 102	842
HS	12	Daniel C ordonner	70 685	66 82	65 811	65 811	52 386	837
HS	66	P aulB ailey	69 006	68 737	68 813	68 737	54 715	801
ASP	2	Todd Nakata	60 851+1	60 017+1	57 534+1	59 534	51 676	849
ASP	22	Andy A land	60 531	59 668	60 056dnf	59 668	51 792	847
ASP	78	R ogerZ in m em an	61 058	60 171	60 992dnf	60 171	52 228	840
CSP	71	D avid W esse	58 247dnf	58 24	56 23	56 23	48 189	910
CSP	78	Gary Boone	61 3	59 219	57 564	57 564	49 332	889
CSP	26	H sun Chen	60 542	58 513+1	58 427	58 427	50 072	876
CSP	21	Rob Camohan	56 471+1	55 311+2	55 227+4	58 471	50 11	875
CSP	1	Cal Neske	57 137+5	57 785+1	57 266+1	59 266	50 791	863
CSP	10	M arcus Geiger	59 964	58 951+3	59 954	59 954	51 381	853
CSP	8	JayZ in m em an	57 397+6	56 704+3	56 812+2	60 812	52 116	841
CSP	87	JonZ in m em an	61 943+4	62 492+1	62 068	62 068	53 192	824
CSP	42	W alerStricker	68 769	66 53	72 677+1	66 53	57 016	769
DSP	57	George C ounnas	58 819	57 067+5	58 206	58 206	49 3	889
DSP	33	h n M annk	61 170+1	60 033+2	59 376	59 376	50 291	872
DSP	7	Josh H adler	59 961+1	57 339+3	56 443+2	60 443	51 195	857
ESP	65	H ap Schader	58 874	57 931	63 280dnf	57 931	48 836	898
ESP	95	P atCham bers	57 641dnf	59 750+1		61.75	52 055	842
ESPL	195	Kristin Cham bers	62 580+2	61 531	60 397dnf	61 531	51 093	858
AP	10	W illiam M cC hrtchey	56 761	55 801	59 487	55 801	49 886	879
BP	58	Geoff Lebestor	54 617	57 201	53 8	53 8	48 043	913
CP	1	M ark C osbh	59 296dnf	58 348	58 625	58 348	50 938	861
CP	58	G len O utcal	61 413+1	60 339	dnf	60 339	52 676	832
CP	85	Troy Hobbs	60 442+2	59 979+4	DNS	64 442	56 258	779
DP	31	Jerem ySm allwood	76 906dnf	67 975dnf	74 314dnf	OC	OC	0
DM	27	Davil Lyon	61 222	59 458dnf	59 095	59 095	53 717	816
EM	7	Harlan J. C obum	55 889+1	76 943dnf	54 48	54 48	49 904	879
SM	3	R on Fox	58 385+2	58 063	57 594+2	58 063	52 257	839



Okan Saribal in his CSR 914 finishes in the top 10 of the huge Rookie class

Joe Mauro races to victory in CS, even with a cone!



DSP	57	George Coumnas	58.819	57.067+5	58.206	58.206	49.3	889
DSP	33	Bin M annk	61.170+1	60.033+2	59.376	59.376	50.291	872
DSP	7	Josh Hadler	59.961+1	57.339+3	56.443+2	60.443	51.195	857
ESP	65	Hap Schadler	58.874	57.931	63.280dnf	57.931	48.836	898
ESP	95	Pat Chambers	57.641dnf	59.750+1		61.75	52.055	842
ESPL	195	Kristin Chambers	62.580+2	61.531	60.397dnf	61.531	51.093	858
AP	10	William McCatchey	56.761	55.801	59.487	55.801	49.886	879
BP	58	Geoff Leicester	54.617	57.201	53.8	53.8	48.043	913
CP	1	Mark Cosbin	59.296dnf	58.348	58.625	58.348	50.938	861
CP	58	Gen Outcault	61.413+1	60.339	dnf	60.339	52.676	832
CP	85	Troy Hobbs	60.442+2	59.979+4	DNS	64.442	56.258	779
DP	31	Jeremy Smalwood	76.906dnf	67.975dnf	74.314dnf	OC	OC	0
DM	27	David Lyon	61.222	59.458dnf	59.095	59.095	53.717	816
EM	7	Harlan J. Coburn	55.889+1	76.943dnf	54.48	54.48	49.904	879
SM	3	Ron Fox	58.385+2	58.063	57.594+2	58.063	52.257	839
SM	86	Ken Lewis	57.336dnf	56.447+4	56.936+2	60.936	54.842	800
SM	36	TJ Briscoe	66.988dnf	66.062dnf	66.448	66.448	59.803	733
SM	98	Russ Franke	63.654+2	61.386dnf	64.182dnf	67.654	60.889	720
V1	4	RJ Fox	86.365dnf	74.891	73.261	73.261	73.261	599
V1	8	Sam Wagner	84.948dnf	87.005	87.041	87.005	87.005	504
V2	35	Jonathan Newcombe	61.281+4	62.257	59.328+1	61.328	61.328	715
V2	25	Chris Rzepienka	68.533	65.526	62.07	62.07	62.07	706
V2	77	Nate Zeigler	64.229dnf	64.580+2	64.147	64.147	64.147	684
V3	725	Don Sneed	85.784dnf	72.189+1	68.822	68.822	68.822	637
V3	666	Kyle Shul	75.938+1	71.098	66.052dnf	71.098	71.098	617
GSR	77	Cosbin Cowen	63.178+2	61.959+1	60.338	60.338	48.331	907
GSR	49	John Mathew	63.626	61.895	60.442	60.442	48.414	906
GSR	45	Scott Robbins	74.217+1	64.131	62.426	62.426	50.003	877
HSR	81	Eric Sanchez	65.560dnf	65.935dnf	63.017	63.017	50.162	874
CSPR	40	Pam Clements	60.863	60.29	58.62	58.62	50.237	873
CSR	86	Eric Castillo	72.821+1	66.208	62.564	62.564	50.865	862
ESR	72	John D. Harrison	64.148	66.738+4	64.173	64.148	51.19	857
ESR	47	Michael Heiny	74.394	66.797	65.753	65.753	52.471	836

Note: V1 (Visitor 1 class in the computer) is Formula Junior; V2 is Street Touring, and V3 is Visitor Mustang. So now you know...

CSPR	21	OkaI Sarbal	61.796	77.193dnf	63.937dnf	61.796	52.959	828
BPR	33	Adam Saja	56.824dnf	56.528dnf	57.336+1	59.336	52.987	828
GSLR	77	Deanna Copelb	72.104	67.086	66.78	66.78	53.009	827
BSLR	13	Beth Kessler	76.820+1	67.359	64.548+1	66.548	53.88	814
CSPR	22	Matt Bumes	67.224	64.897dnf	64.031	64.031	54.875	799
FSR	85	Noel Roesler	72.721	67.703	67.184	67.184	55.292	793
DSPR	48	Chris McElvan	68.708	67.505	66.438	66.438	56.273	779
SSR	1	Jon Martin	69.237+1	66.411	64.898+2	66.411	56.383	778
BSLR	33	Spring Henson	74.908dnf	70.355	76.498dnf	70.355	56.963	770
CSR	17	Robert Lawrey	72.214dnf		70.385+2	74.385	60.475	725
CSR	7	Mattew Vama	77.696dnf	75.432dnf	74.635	74.635	60.678	723
V2R	44	Matt Grim m	65.896	66.016	74.792dnf	65.896	65.896	665
V2R	18	Brandon Halsey	69.841	67.146dnf	65.948	65.948	65.948	665
HSLR	68	Martha Giordano	77.804dnf	89.946dnf	83.147+1	85.147	67.167	653
SSLR	1	Lanette Martin	88.766	85.911	82.406	82.406	69.333	632
SSR	4	Robert Himan	79.898dnf	82.652	119.573	82.652	70.172	625
V2LR	7	Erka Lenhoff	79.635	76.594dnf	73.546	73.546	73.546	596
GSR	9	Chris Schumacher	61.656 dnf	64.888dnf	62.755dnf	oc	oc	0



Of Interest

(to ME anyway...)

Tour/Pro Results: Colorado's at it again! Trophy winners at the **San Diego National Tour**, March 20-21, included: Peter Raymond, BS 7th; Yvonne Short, BSL 2nd; and Kevin Bailey, CS 1st! At the **San Bernardino ProSolo**, trophy winners included Kevin Bailey, Pro5 3rd; Kay Bailey, Pro Ladies 1st; Peter Raymond, BS 1st; Jerry Bennington, BS 2nd; and Kevin Youngers, FS 2nd!

Rookie Program: Are you an experienced autocrosser who can encourage rookies in their learning by taking passengers? Please let us know your name, car description, and class if you'd like to participate! If you'd rather not

give rides your 3rd/4th runs, just let us know. (Contact info on the back for Matt or Kathy.)

New Colorado Region Web Site: To complement the Continental Divide Region's Solo web site maintained by Bill Stockton at <http://www.hpi.net/~cdrscca/>, there's a new Colorado Region web site created by Iain Mannix at <http://rmsolo.privatei.com>. Check it out for the Solo meeting notes and more info!

Corvette Event: March 21st saw 3 of our own autoxers taking the top 3 positions at the National Council of Corvette Club's Denver Corvette Assn. event at the dog track in Loveland. Geoff Leicester (1st), Tom Pora (2nd), and Matt Leicester(3rd) were the big winners! Congrats guys!!

Pikes Peak Sports Car Club Events: PPSCC is hosting 2 confirmed autocrosses in Monument at Lewis Palmer High School May 2 and May 23. Contact ppsc@writeme.com or contact Mike Gorham: (719) 471-2616 or Nick Wilson: (719) 473-6935.

Oh no, no, no—thank YOU! In addition to the regulars contributing to the out-the-door and into-your-mailbox status of ConeClips (Matt, Geoff, Lee, Kevin, Rick, Iain, and Josh!!!!), we have a NEW victim volunteering to learn assembly language this month: Kent Hamilton (*Wild Cheering!!*). PLUS, Paul Bailey volunteered to take digital pictures at today's event (whew! I'm on a VERY tight schedule and didn't have time to develop & scan my own before bolting for Orlando!), as well as post all his pictures to a web site. He's even working on taking ConeClips, finishing it up in HTML, and posting IT to the web. Stay tuned (aar, aar, arr) for web details... Thanks Paul!

Geoff-Bob's Poetry Page

(the Auto-X-Pert hath SO many talents, doth he not?)

...as swiped off brother Matt's storeroom door after Geoff had already retrieved his car for that day's event out of HIS next-doorroom...

Once there was a man whose name was Matt
Went to his storeroom, where his truck was at
He opened up the door; a smile was on his face
Load that sucker up—he's going to a race

Autocross, that is
Bandimere Speedway
Major Vroomage

Well, the first thing ya know, he does a powerslide
Drifting through the turns, it is a wild ride
Flinging pylons like he shot 'em from a gun
Gets back to the grid; hope he has a better run

Well the next thing ya know, it's his turn again
He's gotta keep it clean or he isn't gonna win
He goes for broke—he's driving off his wheels
How was his run—well; just one of them deals

Trivia Answer: Old Jed's a millionaire.

* Results * Results * Results * Results *

Unfair! Protest! Revolt!

Kevin Bailey takes 1000 with a Cone!!

Winter Series #4, April 11, 1999

Actually, it was very considerate of Kevin to not make the rest of us feel silly for clobbering cones—congrats Paul Wooley, Roger Mauro, Carolyn Counnas, Rob Provost, Charlie Perez, Harlan Colburn, TJ Briscoe, Jason Young and Jay Bonvouloir—the *only ones* out of the 124 competitors that had all three clean/non-DNF runs!!

Many new and interesting vehicles showed up today. Bob Ely and Rick Walford made their CP debuts in their at-last-complete beauties! The Thompson's corvette is back in order (again), and the Fletchers made it all the way from Durango. The Counnas' introduced us to their new ES Celica ride (Carolyn was 1st in ES). The Bonvouloirs showed up in TWO brand new cars—Annie and John (2nd in Rookies) in their Eclipse (a fine choice), and son Jay in his new Neon. A whole slew of new Street Touring-type cars showed up—welcome all you rookies!!



Some of the Rookies present at the inaugural Rookie Meeting preceeding the Course Walk: (Back, l to rt) Blake Woodall, Nathan Rademacher, Scott Hudson, Chris Rust, Jason Young, Peter Kral; (Front, l to r) Matt Anderson, Tom Fatout, Lorin Jurow

Speaking of rookies, John Matthew again drove brilliantly in his GS Volvo to the rookie win (2nd autocross)! While Mauros made up half the CS class, Joe once again took it. Jack Allen had a decisive FS win, and Aaron Miller once again dominated what must have been the biggest all-time HS class. Andy Aust took the BS class, while Roger Nallathamby led the rather large GS contingent. Rob Carnohan led the 10-car CSP, while Kevin Wenzel took DSP. Great job, all!

Class	Num	DriverName	Run 1	Run 2	Run 3	Best	Pax	Pnts
CSX	91	Kevin Bailey	67.521+2	68.201+3	67.131+1	69.131	56.065	1000
BSX	91	Paul Woolley	69.881	68.821	68.707	68.707	56.202	998
BSX	140	Peter Raymond	80.375+1	67.724+4	68.777	68.777	56.26	997
DSX	16	David Fauth	68.993+2	69.318+3	70.026	70.026	56.441	993
BSX	93	Barry Ott	69.596dnf	70.274	69.433+2	70.274	57.484	975
FSX	93	James Darden	72.717+1	71.620+1	70.341	70.341	57.609	973
ASX	68	Rich Fletcher	68.822+3	68.558+3	67.488+1	69.488	57.675	972
GSX	42	Kathy Wolfskill	72.352	72.319+2	71.926+1	72.352	57.737	971
BSX	96	Dan Heydhuuff	72.911+1	70.897	72.340+1	70.897	57.994	967
CSX	19	Kay Bailey	69.442+2	70.387+2	69.709+1	71.709	58.156	964
DSX	93	Brent Dewitt	70.978+5	72.309	71.241+1	72.309	58.281	962
CSX	16	Dale Kisten	74.729	71.89	72.399+3	71.89	58.303	962
SSX	99	John Ames	69.609+1	69.21	67.597+1	69.21	58.413	960
ASLX	68	Marcel Fletcher	70.459+1	71.995	71.03	71.03	58.424	960
BSX	99	Bob Klingler	71.748dnf	70.897+1	70.268+1	72.268	59.115	948
CSLX	61	Frob Frobisher	77.305	74.334	74.010+2	74.334	59.742	938
CSPX	1	Bob Tunnell	69.459+3	68.169+1	68.578+2	70.169	59.924	936
FSX	176	Kevin Youngers	71.227+1	71.530+2	70.320+3	73.227	59.973	935
CPX	96	Rich Walford	71.374+2	72.089+2	69.351	69.351	60.197	931
CSPLX	66	Patty Tunnell	70.616+1	70.130+3	70.996+1	72.616	61.084	918
CPX	2	Bob Ely	67.296dnf	66.968+2	69.583+1	70.968	61.6	910
DSX	22	Dan Wagner	84.358dnf	76.537+2	74.621+1	76.621	61.757	908
BPX	5	Dave Dutton	72.849dnf	70.377+4	69.581	69.581	61.788	907
FSX	76	Kyle Watkins	69.548+7	69.819+3	71.652+2	75.652	61.959	905
BPX	58	Geoff Leicester	68.453+2	67.863dnf	66.781+2	70.781	62.854	892
CPX	31	Mark Petty	67.859+6	66.911+4	65.912+5	74.911	65.023	862
SS	97	Forest Thompson	74.679	75.092	72.363+1	74.363	62.762	893
SS	41	Mac Farquhar	89.743+1	81.425	78.866	78.866	66.563	842
SSL	97	James Lou Thompson	78.753+3	80.279+2	80.483	80.483	67.316	833
AS	98	Bills Cockton	72.433+4	dnf	70.490+2	74.49	61.827	907
BS	65	Andy Aust	74.540+1	74.253+2	73.126+1	75.126	61.453	912
BS	56	Don Phend	93.259dnf	82.92	81.246	81.246	66.459	844
BS	6	Jenny Aust	83.435+1	81.338+2	81.294	81.294	66.498	843
BS	21	Philip Vok	78.117+2	74.773dnf	88.217dnf	82.117	67.172	835
CS	84	Joe Mauro	75.053	73.354+1	73.864+1	75.053	60.868	921

Class	Num	Driver Name	Run 1	Run 2	Run 3	Best	Pax	Pnts
CSX	91	Kevin Bailey	67 521+2	68 201+3	67 131+1	69 131	56 065	1000
BSX	91	Paul Woolley	69 881	68 821	68 707	68 707	56 202	998
BSX	140	Peter Raymond	80 375+1	67 724+4	68 777	68 777	56 26	997
DSX	16	David Fauth	68 993+2	69 318+3	70 026	70 026	56 441	993
BSX	93	Barry Ott	69 596dnf	70 274	69 433+2	70 274	57 484	975
FSX	93	Jam es Darden	72 717+1	71 620+1	70 341	70 341	57 609	973
ASX	68	Rich Fletcher	68 822+3	68 558+3	67 488+1	69 488	57 675	972
GSX	42	Kathy W o fskill	72 352	72 319+2	71 926+1	72 352	57 737	971
BSX	96	Dan Heydhuff	72 911+1	70 897	72 340+1	70 897	57 994	967
CSX	19	Kay Bailey	69 442+2	70 387+2	69 709+1	71 709	58 156	964
DSX	93	Brent Dewitt	70 978+5	72 309	71 241+1	72 309	58 281	962
CSX	16	Dale Kistein	74 729	71 89	72 399+3	71 89	58 303	962
SSX	99	John Ames	69 609+1	69 21	67 597+1	69 21	58 413	960
ASLX	68	Marcel Fletcher	70 459+1	71 995	71 03	71 03	58 424	960
BSX	99	Bob Klingler	71 748dnf	70 897+1	70 268+1	72 268	59 115	948
CSLX	61	Frob Frobsher	77 305	74 334	74 010+2	74 334	59 742	938
CSPX	1	Bob Tunnell	69 459+3	68 169+1	68 578+2	70 169	59 924	936
FSX	176	Kevin Youngers	71 227+1	71 530+2	70 330+3	73 227	59 973	935
CPX	96	Rick Walford	71 374+2	72 089+2	69 351	69 351	60 197	931
C SPLX	66	Patty Tunnell	70 616+1	70 130+3	70 996+1	72 616	61 084	918
CPX	2	Bob Ely	67 296dnf	66 968+2	69 583+1	70 968	61 6	910
DSX	22	Dan Wagner	84 358dnf	76 537+2	74 621+1	76 621	61 757	908
BPX	5	Dave Dutton	72 849dnf	70 377+4	69 581	69 581	61 788	907
FSX	76	Kyle Watkins	69 548+7	69 819+3	71 652+2	75 652	61 959	905
BPX	58	Geoff Lebestor	68 453+2	67 863dnf	66 781+2	70 781	62 854	892
CPX	31	Mark Petty	67 859+6	66 911+4	65 912+5	74 911	65 023	862
SS	97	Forest Thompson	74 679	75 092	72 363+1	74 363	62 762	893
SS	41	Mac Farquhar	89 743+1	81 425	78 866	78 866	66 563	842
SSL	97	Jam e Lou Thompson	78 753+3	80 279+2	80 483	80 483	67 316	833
AS	98	Bill Stockton	72 433+4	dnf	70 490+2	74 49	61 827	907
BS	65	Andy Aust	74 540+1	74 253+2	73 126+1	75 126	61 453	912
BS	56	Don Phend	93 259dnf	82 92	81 246	81 246	66 459	844
BS	6	Jenny Aust	83 435+1	81 338+2	81 294	81 294	66 498	843
BS	21	Philip Volk	78 117+2	74 773dnf	88 217dnf	82 117	67 172	835
CS	84	Joe Mauro	75 053	73 354+1	73 864+1	75 053	60 868	921
CS	87	Mark Mauro	76 987+1	77 649	77 897	77 649	62 973	890
CS	86	Eric Castillo	126 485dnf	79 489+2	77 390+1	79 39	64 385	871
CS	33	L.Roger Mauro	84 182	83 288	79 41	79 41	64 402	871
CS	66	Paul Bailey	81 755	79 637+2	85 662	81 755	66 303	846
CS	25	Richard Kazmarek	84 987dnf	82 765	80 365dnf	82 765	67 122	835
DS	17	Bhke Fraser	75 319dnf	78 715	77 883+2	78 715	63 444	884
DS	63	Seth Frader	76 886+3	74 387+6	75 463+3	81 463	65 659	854
ES	1	Carolyn Coumnas	78 108	78 365	75 893	75 893	60 335	929
ES	11	George Coumnas	79 347+2	77 28	78 42	77 28	61 438	913
ES	8	Marcus Geiger	82 093+3	81 654	79 979	79 979	63 583	882
ES	69	Nathan Rademacher	89 481dnf	86 018dnf	85 935	85 935	68 318	821
FS	3	Jack Allen	72 787+2	72 629	71 550+3	72 629	59 483	943
FS	6	Russell Rock	74 779	72 832+1	75 079+3	74 779	61 244	915
FS	4	Charles Chandler	77 626	76 011	74 437+2	76 011	62 253	901
FS	111	Louis Baum	76 376	76 672dnf	77 189+1	76 376	62 552	896

DSP	81	Kevin Wenzel	72.766+1	68.976+1	72.966+3	70.976	59.62	940
DSP	99	Ann M annik	72.876+2	72.333+2	70.978+2	74.978	62.982	890
DSP	76	Eric Solwedel	85.666	85.793+1	81.206+3	85.666	71.959	779
DSP	1	Chris Dousey	71.858dnf	71.092dnf	76.743dnf	oc	oc	0
ESP	8	Glenn Outcall	75.787+1	73.134+3	72.026+1	74.026	61.96	905
ESP	95	Pat Chambers	73.741+4	74.779+2	73.191+1	75.191	62.935	891
ESP	65	Hap Schadler	77.64	76.962_1	77.269	77.269	64.674	867
ESP	7	Eddie Fbyd	106.253	99.075dnf	93.812	93.812	78.521	714
ESPL	195	Kris Chambers	75.436+3	76.875_1	76.133+2	78.875	65.028	862
AP	10	William McCatchey	76.706+1	72.867	72.5	72.5	64.452	870
CP	4	Kentham Iron	76.302_2	75.355_5	75.338+2	79.338	68.865	814
EM	7	Harlan J. Coburn	71.687	72.241	70.038	70.038	64.225	873
SM	86	Ken Lewis	73.145+1	71.789_2	70.843+6	75.145	67.631	829
SM	36	TJBriscoe	85.082	84.866	81.67	81.67	73.503	763
ST	25	Chris Rzepiennik	79.888	84.145dnf	83.138	79.889	64.709	866
ST	1	Dave Hall	82.333dnf	82.285dnf	80.385+1	82.385	66.732	840
ST	44	Matt L. Grimm	87.351+1	83.428	84.256	83.428	67.577	830
ST	97	Steve Bumel	82.218+2	90.724dnf	86.322	86.218	69.837	803
STU	77	Nate Zejler	81.785+1	79.099dnf	79.937+2	83.785	75.407	743
FJ	4	Rachel Fox	85.215dnf	88.200dnf	86.477	86.477	67.02	837
GSR	49	John Mathew III	78.082+1	77.869	76.629	76.629	61.15	917
GSR	195	John Bonvoubir	85.038dnf	77.515+1	78.560+2	79.515	63.453	884
HSR	663	Kevin Childers	81.768	78.798+1	79.400+1	80.798	63.992	876
ASPR	96	Jason Young	79.772	75.661	75.444	75.444	65.184	860
GSR	95	Annie Bonvoubir	85.945+3	82.926	79.388+2	82.926	66.175	847
FSR	99	Scott Hudson	83.198+3	83.855+3	82.514	82.514	67.579	830
STR	43	Reimako	87.057+1	84.465+1	82.191+1	84.191	68.195	822
ASR	23	Annie Coleman	87.494	84.562dnf	82.284	82.284	68.296	821
STR	11	Tom Fatout	86.821+1	82.494+1	81.888dnf	84.494	68.44	819
STR	75	Bret Downing	84.964	86.611dnf	85.264	84.964	68.821	815
ASR	10	Dave Lorenzini	83.132	79.979dnf	82.254dnf	83.132	69	813
CSPR	87	Jon Zimmerman	79.312+1	79.072+1	85.184dnf	81.072	69.235	810
STR	7	Corey Cottle	85.490+4	81.399+4	80.075+3	86.075	69.721	804
GSR	39	Will Cook	95.536	94.61	83.372+2	87.372	69.723	804
DSR	6	Jay Bonvoubir	91.772	88.519	86.691	86.691	69.873	802
ASPR	99	Christopher Rust	81.915dnf	78.918+1	79.780dnf	80.918	69.913	802
GSR	11	Lori Jurow	94.198	87.906	86.029_3	87.906	70.149	799
BSR	13	Stephen Mills	97.698dnf	90.893	86.474	86.474	70.736	793
FSLR	76	Debbie Downs	87.923+3	88.542dnf	89.569+1	91.569	74.32	754
CSPR	123	John Erickson	93.417	88.579	85.394+1	87.394	74.634	751
ESPR	25	Peter Kral	97.346	95.981	03.523dnf	95.981	80.336	698

Ask the Auto-X-Pert

Today's knowledge, available yesterday at tomorrow's prices
by Geoff Danger Careful etc. etc. etc...

Well, this month we're going into the technology available to make us all better drivers. Solo II is a highly mental sport, but there are tools available which can assist us in our search for that perfect lap. Something to take out the guesswork, if you will; and I think you should. I am, of course, speaking of data acquisition systems.

Mention the words "data" and "acquisition" in the same sentence, and most people picture large piles of money flowing into the ether, to be replaced by hopelessly complicated computers requiring advanced physics degrees just to turn on. Sort of like the common VCR. Then, after weeks of setting up, the data emitted is so complicated, it bears little or no resemblance to the activity being analyzed. Fortunately, these systems are becoming more autocrosser-friendly and useful all the time. The bad news is, they're still not overly affordable.

But, all is not lost! (Maybe just missing a gate or two.) There are alternatives to complex computers, and now nearly everyone can enjoy the thrill of Data Acquisition.

One of the more handy tools is the camcorder, either mounted inside the car (looking out, hopefully) or operated by the trusty pit crew during those class-winning runs. The problem with them is that they do not provide hard data. You might be able to improve by carefully analyzing the video, but it's just as easy to be distracted by the horizon spinning by at a great rate. No, we need something a little less subjective; something that will give us quantifiable results. And so herewith we present the Official ConeClips Data Acquisition and Driver Improvement Devices.



Remember in driver training, they always taught us to be smooth by pretending there were eggs on the pedals? Good idea, but it doesn't go far enough! Next event, tape an actual egg on to the brake pedal. When you get to the first turn and stomp on the brakes, return to the pits and measure the splat on the floor. Then, tape on another egg and try again. The object is to reduce the distance of the eggspllosion while still utilizing full braking power. After a mere few dozen eggs, you will be suffering far less flat-spotted tires and have the increased confidence of knowing that you have grade AA braking skills. Iain will be demonstrating these skills in his Volkswagen.

An effective, low cost G-meter can be made by utilizing an open bucket of paint and a tape measure stapled to the doorpost. When you go slamming through a turn, measure how far the paint travels up the tape measure. The higher it goes, the better you're doing. An additional bucket should be utilized on the other side of the car to measure slalom performance. The hot setup involves using different colors on each run to determine how different techniques are working out. You can easily see how a "late apex" becomes "Latex".

Need something that gives you feedback *during* a run, you say? Well, take a tip from Farmer Bob and tie a cowbell onto a length of string attached to your rear view mirror. Unless you hear the melodious chiming of the bell against your forehead, you'll instantly know you need to be cornering faster. Used in conjunction with the brake pedal egg, the bell gently tapping on (or crashing through) the windshield will remind you to firmly apply the brakes as well. You can use many bells for different functions, especially if you have a Renault. That way, by the tolling of the bells, other people would know your car as the Hatchback of Notre Dame.

And last but not least, we'll mention a variation of the old "shoe polish on the sidewalls" trick. I'm sure you've all seen those nifty white stripes some competitors mark on their tires; the theory being that you can check tire inflation by the amount and distance the shoe polish is being removed as the tire deforms under lateral loads. If too much polish is being removed, air pressure is increased until the tire is rolling over just enough.



The trouble is that this really doesn't take into consideration such factors as tire to rim width ratios, and sidewall stiffness. Modern "R-compound" tires have enormously stiff sidewalls, and some tires can be nearly flat before they roll over excessively. Nope, we need something a little more foolproof.. Next time, just mark a vertical stripe up both doors on your car - that way, if any shoe polish is removed, you can determine that the whole car, and not just the tires, is rolling over excessively. Of course, this may not give you all the tire inflation info that you need, but it's a start.

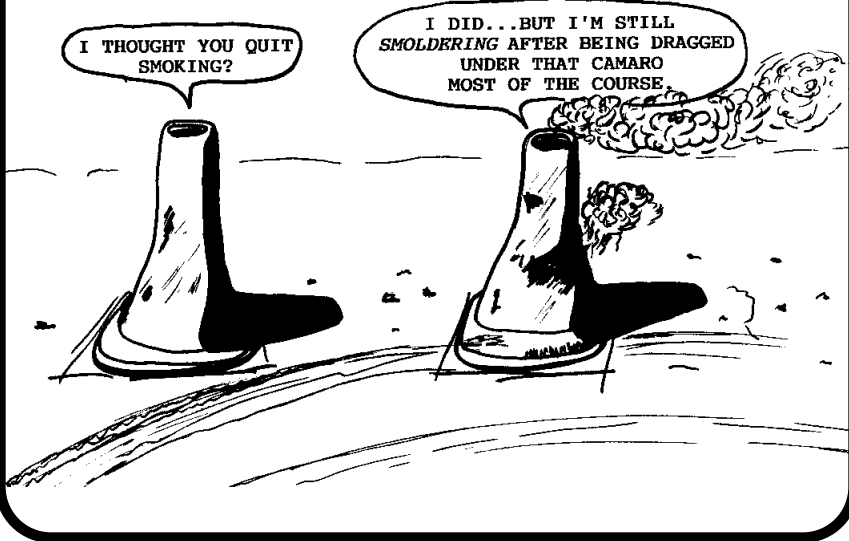
There you have it! Armed with all this useful and ever-so-practical information, a factory contract is surely just around the decreasing radius corner! Glad to help!



CONE CONFERENCE BY RICK WALFORD

I THOUGHT YOU QUIT
SMOKING?

I DID...BUT I'M STILL
SMOLDERING AFTER BEING DRAGGED
UNDER THAT CAMARO
MOST OF THE COURSE





Who ya gonna call?!