

neClips

CA Colorado Solo News

June 1998

Kathy Wolfskill
3643 Ridge Road
Nederland, CO 80466

1998 Schedule

Rocky Mountain Solo Series

All events at Stapleton, unless otherwise noted

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

RUN !! (that's what you're good at anyway, right?!)

...to your PHONE or PC &

PREREGISTER FOR THE TRIALS SCHOOL!!

When? NOW! This Saturday, May 30

Where? The new Track at Stapleton (at the old Track location)

How? Contact Gary Phillis at 303.499.0173 (h)
303.543.9019 (w)
gphillis@secretignition.com

It's \$50 (bring lunch)—Trials requirements on p.7. Find all the details in May's ConeClips (Gary can tell you too—including info on Sunday's Solo Trials event)!

**And don't forget Solo Trials #3 & Test & Tune at the Track
Sunday, May 31!**



Message from

Mr. Mannix

SCCA Colorado Region, Solo Chair

I've had a busy few weeks - I finished college, my lease is up in June, I need a real job, but most importantly, the Solo Series is fully underway! Things seem to be working out, I have a few little kinks to smooth over, Solo Week will be here before we know it, and Nationals soon after that.

As of June 1st, I'll no longer be living in Boulder. It looks as though I'll be in Arvada or Westminster, and I'll make my phone number and address available as soon as possible—between June 1 and the next Cone Clips. I should be easy enough to find, as I'll give my new number to everyone I can. My email, mannix@privatei.com will still work. I apologize for any inconvenience this may cause.

I need two volunteers! Both are easy positions and would help me out greatly. The first would require someone with a bigger car—Chief of Hydration. The Colorado Region has two water cooler/dispenser thingies, and it would be WONDERFUL if someone would take them home, fill them with water and ice and bring them to each event, or possibly sign up for two or three events. Cups and ice are needed too, which the Region would be more than happy to pay for.

The other volunteer position I would dearly love to fill is a Chief of Trophies. We have the materials, and the groundwork is set. All you would have to do is make sure we have enough trophies for each event, and arrange to have them at the events. Pretty simple, a small task which makes a lot of people happy. If you are interested in taking over either of these jobs, please let me know! Both are simple, don't take much time, but they do need attention.

Congratulations to those who traveled to Wendover and drove well! Many Colorado based drivers made the trip and had great success. We're gearing up for our own Tour and Pro in August, which will be a lot of fun, attracting not only some of the best competition in the country, but our local heroes as well!

I think RMSS 98 is going well, but as always, if you have constructive criticism, PLEASE let me know! I'd much rather hear about problems while we can fix them than after it is too late. Best wishes, see you at the races!



Solo Trials #2

On the new South Course—a Success!

Saturday, May 2

Thirty-six courageous competitors had GREAT weather for our inaugural Solo Trials event at the new (Option B) Stapleton South Solo Trials Course! Course Designer and Solo Trials Chair, Gary Phillis, could not be on hand to see just how much fun everyone was having. But as usual, Iain Mannix did a masterful job of putting on a quality, fun, safe event.

The course was a step between a big, open autocross and the long Track at Stapleton—lots of challenging turns with not-quite-so-high speeds as the Track. With the new course design and elevation changes, it was an interesting and exciting new track for everyone. Congratulations to Wayne Sartori for capturing 1000 points in his beautiful red '97 Camaro SS!



Wayne Sartori speeds to victory!



You can't see it in this exceptionally high-quality photograph, but Carolyn Counnas has her head turned so she's looking directly out her left window—THIS is what is meant by looking ahead!

plc	cls	#	Driver Name	Car	Run 1	Run 2	Run 3	Run 4	PAX	Pts
1	SS	9	Wayne Sartori	97 Camaro red	89.577	87.323	87.96	86.042	72.619	1000
2	SS	86	Albert Urenda	86 Corvette gold	96.176	94.046	92.92	92.954	78.428	926
3	SS	8	David Neff	96 Corvette, blu/w ht	102.09	97.268	94.8	94.427	79.696	911
4	SS	15	Don Ashbaugh	87 Corvette, blu	102.36	100.84	99.35	97.695	82.455	881
5	SS	70	Russell Novelle	95 Corvette, red	104.83	103.48	100.3	oc	84.628	858
1	AS	24	John Gurney	95 MR2 Turbo, w ht	94.783	92.875	92.74	91.788	76.184	953
2	AS	37	John Rule	91 MR2, silver	99.774	101.21	93.65	92.857	77.071	942
1	BS	25	David Sprigg	95 BMW 325i, silver	oc	oc	101.8	oc	83.307	872
1	CS	5	Brian Keyes	85 MR2, silver	99.134	98.345	95.79	94.985	77.033	943
2	CS	84	Lee Sutton	84 RX-7, copper	97.472	98.43	97.55	97.167	78.802	922
1	FS	13	Stephan Long	97 Mustang, Green	96.84	97.479	98.76	95.493	78.209	929
1	GS	24	Kathy Wolfskill	98 Talon, red	91.712	92.013	91.81	94.134	73.186	992
2	GS	27	Pow ers Foss	97 Integra GSR, grn	96.309	95.794	94.27	95.389	75.223	965
3	GS	12	Jeff Rink	93 Corrado, burgdy	96.915	95.084	194.5	97.622	76.675	947
4	GS	93	Andy Lester	93 Corrado, silver	oc	oc	100.2	96.624	77.106	942
5	GS	11	Carl Stern	91 Taurus SHO, moch	101.67	101.72	102.1	99.926	79.741	911
1	ASP	78	Roger Zimmerman	78 911 SC, red	105.23	97.063	95.45	105.39	82.471	881
1	CSP	71	David Wiese	82 RX-7, red	96.906	94.62	93.44	93.794	79.8	910
2	CSP	9	Joshua Hadler	74 914, gray	98.754	96.76	95.68	94.15	80.404	903
3	CSP	13	Greg G-force Hartley	87 GTI, black	95.386	94.246	oc	oc	80.486	902
4	CSP	88	Brad Doctor	96 GTI, grn	97.228	95.009	96.79	95.377	81.138	895
5	CSP	1	Jim Clark	8?, RX-7, silver	105.78	104.5	103.6	102.17	87.253	832
1	DSP	6	Kevin Wenzel	83 Rabbit, reddish	90.674	89.31	88.84	88.494	74.335	977
2	DSP	96	Iain Mannix	84 GTI, red	91.757	90.165	89.46	91.902	75.144	966
3	DSP	78	Carolyn Counnas	84 Rabbit, silver	94.289	91.554	91.03	oc	76.464	950
4	DSP	63	Darrell Adams	83 Rabbit, reddish	93.319	91.547	92.35	95.746	76.899	944
5	DSP	55	George Counnas	84 Rabbit, silver	94.451	93.707	98.42	92.843	77.988	931
6	DSP	91	Russ Franke	94 Jetta, black	100.29	99.712	98.22	98.423	82.506	880

7	DSP	311	Jeff Hutchinson	96 Jetta, blu	101.83	100.08	99.28	99.066	83.215	873
8	DSP	86	Kirk Lambert	87 Scirocco, red	103.21	100.42	101.8	106.09	84.352	861
1	ESP	7	Gary Grillo	72 TransAm, blu	96.569	92.21	101.1		77.18	941
2	ESP	46	Kent Hamilton	67 Mustang, blu	96.837	96.688	96.32	95.382	79.835	910
1	AP	20	Larry Warrell	91 Corvette, black	91.458	88.396	86.91	85.519	76.026	955
2	AP	54	Steve Ozburn	67 Corvette, r,w ,b	92.179	90.211	90.08	89.337	79.421	914
3	AP	120	Paula Warrell	91 Corvette, black	99.462	oc	95.82	92.526	82.256	883
1	SM	13	Erik Wyman	87 Scirocco, black	104.44	101.31	108.4	103.99	91.174	796



Steve Ozburn has a car I know a few people would love to get their hands on!!



Lee Sutton confirms that staying on the pavement during Solo Trials really IS the method he prefers after all

ConeHead Cooties, er Cudos, I mean KUDOS!!

Thank you, thank you, thank you to Geoff & Matt Leicester, Lee Sutton and Kevin Wolfskill for their undying devotion and dedication in pushing the envelope in postal performance (even though Matt used his recent knee surgery to land himself the coveted, cushy labeling job AGAIN) in assembling this fine publication for our 356,455 mailing list members.

And thanks go to our contributors Rick Walford (who was actually seen INSTRUCTING and DRIVING at the last events!!), Geoff Leicester, and how about those Chiefs?!?!? (see page 12)

Solo II #4, Sunday, June 14, Lot 4

Solo II #5, Saturday, June 27, Lot 4

Schedule	7:00 a.m.	Gates open
	8-9:00	Registration & Tech
	9:00	Rookie Course Walk
	9:30	Drivers' Meeting
	10:00	First Car Out
Cheap Fun!	\$20 SCCA members; \$25 non-members	
Don't Forget E	Food, water, sunscreen, rain gear, the usual	



Solo Trials #4, Sunday, June 28, Option B

a.k.a. Stapleton South Solo Trials Course!!!

Schedule	7:00 a.m.	Gates open
	8 – 9:30	Registration & Tech
	8:30 – 9:15	Course open for parade laps
	9:30	Driver's Meeting
	10:00	First Car off

- Requirements**
- You!**
- ◆ Long-sleeved cotton shirt & long cotton pants (fire suit for prepared/Modified drivers)
 - ◆ Valid driver's license & Snell M85 or better helmet
 - ◆ SCCA membership (\$60); Solo Trials license (\$15)
 - ◆ \$35 to enter
- Your big, bad, automobile!**
- ◆ Convertibles must have GCR-legal rollbar
 - ◆ Stock/SP: factory seat belts unless GCR-legal rollbar
 - ◆ Prepared/Modified: fire extinguisher, roll cage

David Fauth Gets 1000 Points AGAIN! at Summer Series Solo II, #2

May 3, 1998

We have a perfect weather-season going so far as 97 autocrossers descended on Lot 4 for another day of fun in the sun. The course was a rerun of the great National Tour course by Peter Raymond from a couple of years ago. Major congratulations to David Fauth in his new Neon for claiming his second win in a row! In the Rookie class, newcomer Powers Foss (didn't I TELL you he was one to watch??) ran away with the win on his new R1s.

Autocrossing really is a family entertainment value—note all the kids that came out: Monica and Toby Stockton, Lee and Corey Sutton, Todd and Rasky Peck, and Mark and Anya Petty (modeling her cool shades!)



Class	#	Car	Driver Name	Run 1	Run 2	Run 3	Run 4	Pax	Pts
DSX	11	98 Neon, w ht	David Fauth	56.6	56.195+1	56.153	56.511dnf	45.259	1000
CSX	91	91 MR2, blk	Kevin Bailey	56.299	55.853	55.864	55.598dnf	45.297	999
BSX	99	99 Miata, silver	Bob Klingler	55.505	55.341+2	55.67	55.302dnf	45.403	997
F125X	3	96 Kart	Larry Paille	50.658+1	48.625	47.877	46.924dnf	45.483	995
FSX	176	89 TransAm, w ht	Kevin Youngers	56.040+1	56.608	55.598	56.208dnf	45.535	994
ESX	9	94 Celica, red	Kay Bailey	58.64	57.36	57.526+1	56.585dnf	45.601	993
BSX	91	95 Miata, blk	Paul Wooley	56.618+1	56.955	55.758	55.791dnf	45.61	992
FSX	78	96 Camaro, red	James Darden	57.001	55.698	56.04	55.657dnf	45.617	992
DSX	93	96 Neon, blk	Brent DeWitt	58.676	57.558	57.024	57.322dnf	45.961	985

GSX	24	98 Talon, red	Kathy Wolfskill	59.565	57.784	57.786	59.433dnf	46.112	982
CPX	31	64.5 Mustang, ylw	Mark Petty	55.258	53.617	53.43	52.127dnf	46.377	976
BSX	93	95 Miata, blk	Barry Ott	57.633+1	56.847	56.932	56.324dnf	46.501	973
EPX	12	71 RX2, blu	Todd Peck	56.46	55.096+1	53.372	53.645dnf	46.754	968
GSX	124	98 Talon, red	Geoff Leicester	59.412	59.42	58.737	58.724dnf	46.872	966
CSLX	61	91 MR2, ylw	Frobi Frobisher	63.215	60.543	58.597	59.408dnf	47.094	961
DPX	7	X1/9, grn	Dave Dutton	58.028	55.914	54.837	54.411dnf	47.599	951
EPLX	12	71 RX2, blu	Tonya Duplice	58.156+1	56.108	54.986+1	54.787dnf	47.676	949
DSPX	63	84 GTI, red	Kevin Wenzel	57.659	57.014	56.543+1	57.433dnf	47.892	945
DSPLX	78	84 Rabbit, slv	Carolyn Counnas	59.178	58.332+5	58.957	58.061dnf	48.781	928
SS	9	97 Camaro, red	Wayne Sartori	57.220+1	56.403dnf	56.149	56.270+3	47.39	955
SS	11	91 Corvette, blu	Tom Pora	58.477+1	57.983+2	65.795+3	57.858	48.832	927
SS	6	97 Camaro, red	Chris Maddox	62.746dnf	58.464	59.865	58.583	49.344	917
SS	16	93 Corvette, w ht	Carl Kaminski	67.203	68.309+1	66.290+1	66.347	55.997	808
AS	114	91 MR2T, w ht	Bill Stockton	58.684	57.611+1	56.889	57.357	47.218	959
AS	24	95 MR2T, w ht	John Gurney	60.123	58.572	58.644	57.652	47.851	946
AS	27	91 MR2T, blk	Cole Ford	59.495+1	58.346	58.060+2	58.420+1	48.427	935
AS	5	94 MR2T, blk	Peter Adamkovics	64.631+2	64.225dnf	64.048	63.194	52.451	863



Brent DeWitt unleashes his quick techniques on some unsuspecting passenger

This is so blurry because Larry Paille is so DANG FAST in his Kart!



BS	57	95 Miata, w ht	Bruce Cliffe	63.627	62.804+1	62.535+4	62.621	51.224	884
CS	61	91 MR2, ylw	Dale Kirstein	57.28	56.886	56.657	56.281+1	45.949	985
CS	48	84 RX-7, cpr	Lee Sutton	59.815+1	59.413	58.574	58.649+1	47.504	953
CS	84	84 RX-7, blu	Joe Mauro	59.368+1	58.795+1	58.856+1	59.154	47.974	943
CS	2	85 MR2, slvr	Tom Grissett	65.027	63.201	61.426	62.243dnf	49.816	909
DS	22	96 Neon, blk	Dan Wagner	59.615	58.429	57.998	57.754	46.55	972
ES	99	87 Golf, w ht	Brent McGhghy	68.906	67.732	67.589	65.556	52.117	868
FS	95	95 Cobra, Mus, blk	Patrick Chambers	60.039+1	58.55	58.546+1	59.414	47.952	944
FS	89	96 Mustang, blk	Brian Hartwell	dnf	63.014	62.416	61.252	50.165	902
FSL	195	95 Cobra, Mus, blk	Kristen Chambers	63.601+1	61.79	60.639	59.586	48.362	936
FSL	18	96 Mustang, blk	Sara Sugrue	63.207+3	61.062+2	60.862	60.151	48.82	927

GS	86	92 Corrado, brgn	Roger Nallathamby	60.526	58.570+1	58.869dnf	58.847	46.96	964
GS	42	98 Talon, red	Kevin Wolfskill	60.057	59.397+1	61.614	60.512	47.925	944
GS	93	93 Corrado, slvr	Andy Lester	60.964+2	59.994+1	59.678+1	58.670+1	48.415	935
GS	79	95 Talon, red	Jason Miller	62.94	61.363	61.179	61.26	48.821	927
GS	60	95 MX-6, blk	Remy Sanchez	64.054	62.572	62.768	61.594	49.152	921

Kristen Chambers in the family Mustang Cobra



Mark Petty in his VERY fast CP Mustang



HS	67	96 Contour, blu	Aaron Miller	65.604	64.716+1	64.332	71.678+2	50.951	888
HS	53	92 MX-3, silver	Curtis Lewis	66.362+1	66.079+1	66.688	66.4	52.589	861
BSP	23	89 Corvette, w ht	Charlie Mutka	61.233	61.404	59.696+1	59.734	51.192	884
BSP	14	70 Corvette, grn	Tom Teich	66.438	61.187	58.787+2	60.223	51.611	877
BSP	72	72 Corvett, grn	Richard Lavender	66.684	64.427	66.405dnf	62.534	53.592	845
BSPL	23	89 Corvette, w ht	Jackie Mutka	64.527	63.911	63.302	61.494+1	53.436	847
CSP	9	74 914, gray	Josh Hadler	57.943+1	57.83	57.613+2	55.683	47.553	952
CSP	8	70 Datsun, blu	Gary Boone	58.587	56.893	56.781	56.366	48.137	940
CSP	71	82 RX-7, red	Dave Wiese	57.713+1	57.464	57.103	56.973+1	48.766	928
CSP	171	82 RX-7, red	Rusty Hopper	58.977	57.977	57.793	57.185	48.836	927
CSP	78	88 323, blk	Roger Zimmerman	64.556dnf	62.778+1	62.066	60.728	51.862	873
CSP	11	92 Miata, ylw	Jeremy Kornreich	64.401	62.821+1	67.593+1	62.045	52.986	854
CSP	98	82 RX-7, slvr	Jim Clark	64.854+1	64.300dnf	64.683	64.56	55.134	821
CSP	88	96 GTI, grn	Brad Doctor	65.060+1	64.732	66.848	65.230+1	55.281	819
DSP	1	81 X1/9, ylw/blk	Chris Dorsey	57.44	55.335+1	59.376dnf	56.362	47.344	956
DSP	96	84 GTI, red	Iain Mannix	59.160dnf	56.546	58.096	57.264	47.499	953
DSP	63	83 Rabbit, red	Darrell Adams	59.518	58.395	58.304	63.999+1	48.975	924
DSP	12	86 Scirocco, slvr	James Taylor	61.289	59.53	58.849	59.712	49.433	916
DSP	55	84 Rabbit, slv	George Counnas	60.105	60.209	59.307dnf	59.028	49.584	913
DSP	22	92 GTI, red	David Tjarks	61.442+1	61.403+1	61.119	61.131	51.34	882
ESP	65	65 Mustang, blk	Hap Schadler	59.856	58.867	58.896dnf	58.12	48.646	930
CP	25	67 Mustang, grn	Marc Short	60.272	58.815	57.649	57.92	50.039	904
CP	3	94 Mustang, wht+	Ron Fox	61.625+1	59.460+1	58.141	58.705	50.466	897
CP	85	85 Mustang, red	Glen Outcalt	62.516+1	61.001+1	dnf	61.435	53.326	849
CP	52	67 Mustang, grn	Cat Short	66.387	69.834+1	64.881	63.699+1	56.317	804
EP	12	72 RX-2, blu	Brian Richardson	55.282	56.377	53.133	54.106	46.545	972
EM	7	67 Corvair, R/W/B	Harlan Colburn	55.499	67.491	54.787+2	53.766+1	50.893	889
SM	9	93 Mustang, blu	Mark Gosbin	60.421dnf	59.681	60.862	63.698	53.713	843

VM	24	94 Cobra/Ford	Joe Miklos	72.315	68.818	68.033	67.948	55.649	813
FJ	3	Kart	Shannon Short	70.945dnf	68.771	66.303	65.811	51.004	887
FJ	1	Kart	Brandon Short	72.042	66.812	65.944	76.686	51.107	886
FJ	4	Kart	RJ Fox	98.858dnf	84.075	81.203	77.036	59.703	758
FJ	8	Kart	Sarah Wagner	92.841dnf	89.548	84.179	78.821	61.086	741
F5	4	Kart	Lindsay Wilson	71.307	70.419	69.361	64.129+2	53.958	839
GSR	27	97 Acura, grn	Powers Foss	63.269	61.525+1	61.111	60.326	48.14	940
GSR	12	93 Corrado, brgy	Jeff Rink	64.848	63.051	64.608	64.638dnf	50.315	900
CSPR	23	89 325is, slvr	Ryan Straughan	63.54	61.065	58.457+1	61.262dnf	51.63	877
FSR	6	83 280ZXT, slvr	Russel Rock	65.327	64.371+1	63.589	64.916+1	52.079	869
ASR	72	91 MR2, blk	Chris Findlater	63.348	61.940+1	64.721	62.066dnf	52.579	861
ESR	7	88 GTI, red	Sophoeun Svai	70.816	69.719+3	69.981	67.407	53.589	845
BSR	21	94 Miata, w ht	Philip Vulk	74.707	65.515	75.724	73.6	53.591	845
FSR	13	94 Cobra/Ford, wt	Patrick Miklos	66.313	67.746	66.797	66.148	54.175	835
DSR	90	98 Neon, blu	Chris Barnett	68.183	68.523+1	68.593	67.286	54.233	835
DSPR	86	87 Scirocco, red	Kirk Lamert	65.547	63.830+1	64.570+2	64.579	54.246	834
BSR	30	96 Miata, blk	Kevin Karlin	74.836dnf	68.687	66.783	66.765	54.614	829
GSR	75	94 Probe, blu	Kevin Ehrich	69.168	66.856dnf	65.656+2	66.193dnf	55.196	820
CSPR	3	87 Golf, maroon	Pat Svai	71.637	67.191	65.472+1	65.928	56.303	804
FSR	43	79 AMX, blk	Roger Kugatt	72.992	71.657	70.686	69.83	57.191	791
CSPR	66	98 GTI, blk	Jay Patterson	72.579dnf	67.831	67.236	65.856dnf	57.42	788
CSPR	86	86 Omni, blk	Eric Costillo	72.210dnf	72.486	70.779dnf	69.043	58.963	768
SMR	22	86 MR2, blk	Dan Wetherbee	66.985+1	72.346	65.507+1	66.189	59.57	760
SMR	113	95 Mustang, prpl	Kevin Popp	83.265+1	88.297	78	78.072	70.2	645
SMR	13	95 Mustang, prpl	Greg Wolf	71.704dnf	74.191dnf	74.653dnf	72.841dnf		0
BSR	56	92 Miata, w ht	Don Phend	82.020dnf	76.896dnf	75.993dnf	77.585dnf		0



Roger Nallathamby shows his winning style—he took GS at both May Solo II events!



It was great to see Kathie Patterson out for the first time this year—we missed you!

May 23 event pictures that just wouldn't squish in anywhere else!

☞ Hail to the Chiefs ☞

Have you ever wondered who all those GROOVY people are that provide your weekend entertainment? What's actually going on behind the scenes—and just what does it take to put on an event? Maybe you've thought you'd like to get involved, and a certain area appeals to you. Well, here's all the dirt straight from the perpetrators' perspectives (in order of the file names I saved them under, of course). We all owe herds of GRATITUDE to each and every one for all their hard work—if you want to help them out or find out more, give them a yell! (...that's *for* them, not *at* them!)



Roger Nallathamby

Timing & Scoring
1992 Dark Burgundy
Volkswagen Corrado
VR6 (GS #86)
303-804-1776

The **Timing and Scoring Chief** (or co-chiefs in this case) is responsible for making sure everyone receives accurate results at the end of the event. We enter all names in the computer before the event begins. Entrants are divided into run groups and we create a grid sheet. Inevitably, changes occur and we need to revise run groups and grid sheets!! The T&S Chief then supervises or works with the T&S crew for each run group to resolve any technical or training problems. Since it gets pretty hectic, we try to have no more than one rookie working T&S at a time. At the end of the

event, we print the final results sheet for event points and trophies. Also in the event of a dispute over times or penalties, the T&S Chief, along with the Event Chair,

make the decisions for re-runs, penalties or alterations of times. We're always looking for more people to learn how to help with Timing and Scoring! There are



Dale Kirstein

Timing & Scoring
Frobi's Yellow
1991 MR2 (CS#61)

usually three people on a crew: one person enters times and penalties on the computer, one person handles the radio and keeps track of penalties with the corner workers, and another person writes times down and announces them. Both of these people work with the computer person to constantly cross-check the information. To learn how to do any one of these tasks, just volunteer with the Chief of Workers! If you don't want to run and pick up cones, or want to be out of the sun or rain, this might be where you want to volunteer!



Jaimie Lou Thompson
Registration Queen &
Retired Tire Rodeo Queen
1992 Red Corvette Coupe
SSL #97
303-986-6826

The **Chief of Registration**, alias the Registration Queen, makes sure each driver is properly registered for the event and that every person who enters the event site has signed the insurance release waiver (and minor release forms, if appropriate) & given a wristband to wear. Registration is usually open for 1 ½ hours at the beginning of the event. The advantage to working registration is that your work assignment is completed for the day; the only disadvantage is that you have to be at the event very early in the morning! Basically, you collect fees, check SCCA membership cards, and give a course map and a tech card (candy optional) to each driver. For Solo Trials, it's a little different in that every driver **MUST** be an SCCA member and hold a Solo Trials license (or other SCCA Competition license). Of course, drivers can purchase memberships and licenses at that time, too. (Jaimie Lou could use some regular help! She has often come out to do registration even when she can't run!!)

Hi, I'm Josh, your friendly **Chief of Safety**. First and foremost, I want to emphasize that we all do this for fun. What makes this pastime unfun is if someone gets hurt. That's my primary focus. Autoxing is probably one of the safest grassroots motorsports around. But it does have inherent risks. The other safety stewards and I are here to help ensure that the unfun doesn't happen. We determine if the course is safe to run, that workers aren't putting themselves at risk (in the path of a spinning Camaro is what I would consider risk), among



Josh Hadler
Safety
1974 Gray Porsche 914
CSP #9
303-442-0639

other concerns. We always cover special issues and potential hazards during each driver's meeting as well as standard safety practices for the event and working the course. There is always a Safety Steward on duty. There may be the occasional time when either I, or one of the other safety stewards, may ask that someone stop what they're doing for some reason. We're not trying to be mean or picky, but we want to make sure that everyone has a great time. Let me know if you want information on becoming a Safety Steward—it does require special SCCA training. We're here to see that everyone leaves an event in the same condition they arrived! And we all hate paperwork...



Kevin Wenzel

Tech

silver (soon to be green) Scirocco

DSPX #81

(303)673-0201 (w); (303)665-7313 (h)

kwenzel@privatei.com

☞ Kevin Before

Kevin After ☞



Greetings! I am Kevin Wenzel
(that's W-E-N-Z-E-L), your humble

Chief of Tech. I'm in charge of making sure that every competitor's car is safe for autocrossing, and that each competitor is accompanied by an appropriately rated helmet. I'm currently assisted by: Roger Zimmerman (CSP #78), Darrell Adams (DSP #63), Brent DeWitt (DSX #93) and Forrest Thompson (SS #97). We'll be making sure that your wheel bearings are tight, that your battery is properly tied down, and that your throttle properly closes, among other things. You'll need to have a Snell-rated helmet, with at least an SA85 or M85 rating (an M85 rating means that it's a motorcycle helmet—that's OK for autocross). Loaners are available at the event, but we tend to end up a little short on them at large events—so bring your own if you have one! Tech is usually open between 8 and 9:10AM—we're working on making it easier to find, but in future events we will usually be right next to the timing trailer (marked with bright green cones). Don't be late—and remember, we tech inspectors don't accept bribes of any sort... except maybe Guinness... or cold hard cash... or free tires... If you're interested in trying out a position as a tech inspector (it gets you out of working a corner later...), or have any questions about the process, contact me!



David Fauth

Workers

1998 White Neon, DSX#11
Dfauth@net-mgmt.com
(970) 566-5210

My name is David Fauth and, as many of you know (except for maybe Iain), I am the regional **Chief of Workers** for this season. It is a generally accepted fact that Chief of Workers is the most important and difficult job of the event. It is so important, in fact, that I don't have to arrive extra early in order to save my strength for the rigors of the day. It is my responsibility to hand out the work assignments for each heat. I try to put people in the areas in which they are experienced, especially when it comes to the Timing Trailer and Corner Captains (let me know!). Unfortunately, though, someone does have to get the "bad" assignments (such as handling the waivers at the gate). If you want to avoid getting that assignment (or any others you don't want) then please check-in for work early...they are handed out on

complicated "first-come"/"highest bidder" basis. I'd most like to see that people show up **AS EARLY AS POSSIBLE** to get their work assignment and then report to the assignment asap (leaves more time for fun runs). If anyone has any questions or comments, please feel free to let me know.

The **Chief of Course** is responsible for finding course designers for each event who are willing to design a fun, challenging and safe course. The designer is also responsible for the timely setup of the course (it has to get done before too many people start moving your course around), finding folks to assist in the fabulous job of placing cones, marking the cones and, of course, my favorite part—riding in the back of a vehicle hauling the chalk marker thingy and lining the course. (You may actually want to walk it around.) You can make maps for distribution, purchase the flour used to line the course (the looks you get when buying 100 lbs. of flour is different—but you will be reimbursed). Still have dates available!!! Anyone wanting to wake up at O'God o'clock and help set up, let me know!! Get that work assignment done early before the sun comes up and bakes your brain.



Dave Tjarks

Course

1992 Red Volkswagen GTI
DSP or ST #22
303.940.3240 h 303.566.1463 w
dtjarks@qadas.com

How I Spent My Memorial Day Weekend, or Solo II School Report!

May 23, 1998

Hoo boy! Did we ever have a turnout for the May 23 Solo II School! And wouldn't you know it—Head Instructor Matt Leicester had his baby make her arrival a whole month early (they know she's going to be a racer due to her extreme rapidity in getting here and her love of car rides) which took him to California in a hurry to help mom, Mary Flinn (of '95 white Miata fame who solos in Colorado every summer)! Nevertheless, he had his features designed, and explanations and emphases sent out to the instructors with time to spare.

Who would have guessed after cutting off preregistrations off at 48 students, that 65 would appear for the school (about 40 of whom were brand new)!!! But if anyone could handle them all with flying colors, it would be our star-studded cast of instructors who were dashing from car to car all day long!! Students were treated to these top-notch instructors, and we owe them **big bucks!!** (*Luckily, they come cheap—like FREE!*)

Kay Bailey

David Eslick

Barry Ott

Kevin Bailey

David Fauth

Larry Paille

James Darden

Dale Kirstein

Rick Walford

Brent DeWitt

Bob Klingler

Jim Clark, instant add-on!

At the instructors' suggestion, the format of the school was changed from a half-day of working on the features and $\frac{1}{2}$ day hooking the features together for a mini-autocross to a full $1\frac{1}{2}$ to 2 hours of working each feature so that all students got enough seat time where they could do the most learning.

Matt designed three exercises stressing different skills: a figure 8 to emphasize alternatives to using only the steering wheel for directional changes, slaloms because of the common use of this feature in Colorado events, and a mini-closed autocross course for braking techniques. He also stressed having instructors drive the students through the features so they could get the feel of what it was like to take the quick way around the course!

Highlights of the school included breaking in the new Concourse E lot (big, with

SHADE and no obstructions), the excellent cast of instructors, so many students, and watching Kay Bailey keep those instructors jumping into just about EVERY car! And I used to think she was so QUIET—Excellent job!!

With the sudden disappearance of Matt, THIS editor-turned-event chair ESPECIALLY appreciated (in addition to the fabulous instructor team who doubled as cone chalkers), Lee Sutton, Iain Mannix and Kevin Wolfskill for their entirely-too-early support in getting equipment, setting up, registering the hordes, etc!!! And MUCH thanks to those pitching in for registration—in addition to Kevin, Brent DeWitt and Dale Kirstein. And Tech just sort of HAPPENED thanks to Wayne Sartori, Jim Clark, and Iain Mannix. I'm sorry if I forgot anyone—thanks to everyone for making it a great event!!



The rare passionate purple Mustang of Kevin Popp of Visitor Mustang fame...

The rarer still Opel Manta of James Schrecengost—most people have never seen one!



The rarest of all '91 Shogun Festiva drew a real crowd—it has a Taurus SHO engine in back seat!

David Fauth *DOESN'T* Snag 1000 Points—

JAMES DARDEN does!

at Summer Series Solo II, #3

May 24, 1998

Those are the headlines, folks—it was looking like David was NEVER going to give anyone else a chance, but JAMES DARDEN snatched the win with the usual assortment of Colorado Colossals following closely on his heels. Jeff Rink took the Rookie win with 940 points in his GS Corrado—Congratulations James and Jeff! Kevin Youngers designed a fun, flowing, and fast course on the first actual event on Concourse E. My particular favorite area had to be the 360-degree views you got over at Spin City in the far slalom...

Cls	#	Driver Name	Car	Run 1	Run 2	Run 3	Run 4	Pax	Pts
FSX	91	James Darden	96 red Camaro	65.477	65.245	63.401	dnf	51.93	1000
BSX	99	Bob Klingler	99 silvr Miata	64.788	63.775	63.537	dnf	51.97	999
BSX	140	Peter Raymond	99 grn Miata	65.805+3	64.614	63.723	dnf	52.13	996
BSX	93	Barry Ott	95 blk Miata	65.127	66.68	63.921	dnf	52.29	993
BSX	19	Kevin Bailey	94 red Celica	66.760+1	65.808	65.899	dnf	52.32	993
F125	3	Larry Paille	96 w ht Kart	56.372	55.082	55.082+1	dnf	52.33	992
DSX	116	Dave Fauth	98 w ht Neon	65.949+2	65.585	65.105	dnf	52.48	990
ESX	91	Kay Bailey	94 red Celica	66.901	66.143	65.619+1	dnf	52.58	987
BSX	40	Jerry Bennington	99 grn Miata	65.735	65.035	64.66	dnf	52.89	982
FSX	176	Kevin Youngers	89 w ht TTA	70.369+3	64.642	74.846+3	dnf	52.94	981
BSX	149	Steve Compton	73 blu 914	65.944	82.654+2	65.141	dnf	53.29	974
BSX	91	Paul Woolley	95 blk Miata	65.523+2	66.209	65.209	dnf	53.34	973
CPX	31	Mark Petty	64.5 ylw Mustang	70.723+5	66.025	61.803	dnf	53.65	968
DSLX	16	Linda Duncan	91 w ht Neon	68.431	67.895	67.193	dnf	53.67	967
FSX	9	Rick Walford	96 red Z28	65.984	65.922	65.663	dnf	53.78	966
ESX	56	Howard Duncan		69.684	67.992	67.915+1	dnf	54.05	961
EPLX	12	Tonya Duplice	71 blu RX2	65.907	63.131+1	65.648	dnf	54.08	960
DSX	93	Brent DeWitt	96 blk Neon	77.062+1	66.735+1	67.359	dnf	54.29	956
ESPX	99	John Ames	96 w ht Mustang	65.953	64.903	64.383+1	dnf	54.32	956
CSLX	61	Frobi Frobisher	91 ylw MR2	69.165	67.835	67.645	dnf	54.37	955
EPX	12	Todd Peck	71 blu RX2	64.167+2	61.926+1	62.351	dnf	54.62	951
ESX	19	David Eslick	96 blk Miata	67.02	66.857+1	65.241+1	dnf	55	944
CSX	84	Kathy Wolfskill	84 cpr RX7	80.787	69.200+1	80.533+1	dnf	57.74	899
DMX	7	Kim Knapp	91 silvr Super7	73.660+1	71.158	69.465	dnf	63.14	822

SS	97	Forrest Thompson	92 red Corvette	68.28	68.512	67.633	66.97	56.52	919
SS	6	Chris Maddox	97 red Camaro	72.79	73.956	69.301	67.251	56.76	915
SS	9	Wayne Sartori	97 red Camaro	111.424+	67.756	67.687	66.828+1	57.13	909
SS	15	Don Ashbaugh	87 blu Corvette	74.869	74.767	74.625	73.811	62.3	834
SS	16	Carl Kaminski	93 w ht Corvette	77.945+2	75.967	76.771+1	74.53	62.9	825
SSL	97	Jaimie Lou Thompsn	92 red Corvette	73.894	72.808	72.711	71.156	59.52	872
AS	98	Bill Stockton	91 w ht MR2T	66.688+3	65.556	65.861+1	67.309	54.41	954
AS	27	Cole Ford	91 blk MR2T	66.529	64.917+1	77.990+1	64.977+1	55.22	940
AS	24	John Gurney	95 w ht MR2T	69.526+2	72.543+1	67.229	67.033	55.64	933
AS	37	John Rule	91 silvr MR2T	67.989+1	67.218	72.814dnf	67.121	55.71	932
AS	100	John Prior	92 w ht MR2T	69.66	68.136	67.452	67.246	55.81	930
AS	53	Cliff Lawson	95 blk M3	71.497	70.281	70.054	69.54	57.72	900
BS	27	Dominic Cagliostro	91 w ht Miata	72.052dnf	71.567+1	66.291dnf	67.988	55.61	934
BS	57	Bruce Cliffe	95 w ht Miata	74.693	70.505	71.364	70.575	57.67	900
CS	61	Dale Kirstein	91 yw MR2	67.12	66.126	65.623	65.008	52.72	985
CS	48	Lee Sutton	84 cpr RX7	68.01	68.29	68.171	67.13	54.44	954
CS	84	Kevin Wolfskill	84 cpr RX7	73.152	72.201	69.963	71.128	56.74	915
CS	2	Tom Grissett	85 silvr MR2	73.505+1	71.936	72.093	70.053	56.81	914
DS	22	Dan Wagner	96 blk Neon	76.566	68.182	66.167	66.04	53.23	976
DS	25	Tom Exley	95 blk Del Sol	69.883	69.463df	72.838+1	69.066	55.67	933
DS	122	Rich Gonzalas	96 blk Neon	79.918	78.259+1	73.209	71.206	57.39	905
ES	65	Andy Aust	96 w ht Integra	68.975	68.063	67.028+1	67.412	53.59	969
ES	30	Jenny Aust	96 w ht Integra	74.662dnf	74.364	70.502+2	70.143	55.76	931
ES	99	Brent McGhghy	87 w ht Golf	76.248	74.885+1	76.882	74.753	59.43	874
FS	8	Eric Loch	88 b/w Mustang	69.782	67.654	67.342	66.948	54.83	947
FS	88	Juli Loch	88 b/w Mustang	71.015+1	68.186	67.878	68.48	55.59	934
FS	3	Jack Allen	96 red Must Cobra	68.000dnf	69.037	67.421+1	68.568	56.16	925
FS	95	Pat Chambers	95 blk Must Cobra	69.382dnf	70.244df	69.971	71.880dnf	57.31	906
FSL	18	Sarah Sugru	96 blk Mustang	72.353	70.392	69.994	70.74	56.81	914
FSL	195	Kristen Chambers	95 blk Must Cobra	72.792	71.479	71.442+1	71.508	58.01	895
GS	86	Roger Nallathamby	92 brgdy Corrado	68.679+1	67.461	67.657+1	67.147	53.58	969
GS	79	Jason Miller	95 red Talon	70.037	69.757	68.66	68.861	54.79	948
GS	93	Andy Lester	93 silvr Corrado	68.268+1	69.012+1	69.553dnf	68.082+2	56.07	926
GS	11	Kathie Patterson	90 w ht Talon	72.513	71.701	71.579	70.293	56.09	926
GS	25	Darrick Dahlin	89 w ht MX6	76.138	75.332	75.698+1	73.693	58.81	883
GS	68	David Reinecke	93 grn Shadow	80.411	82.766+1	78.109	82.654	62.33	833
HS	67	Aaron Miller	96 blu Contour	71.573+1	71.044+1	71.440+1	72.138	57.13	909
HS	53	Curtis Lewis	92 silvr MX3	74.15	73.188+1	73.518dnf	73.355+2	58.73	884
ASP	6	John Brocko	76 blu 911	74.944	74.656	72.302	71.317	61.62	843
ASPL	60	Tamela Cash	76 blu 911	80.341dnf	81.144	77.988	78.481	66.37	782
CSP	8	Gary Boone	70 blu Datsn2000	65.948	66.933	66.648	65.716	56.12	925
CSP	78	Roger Zimmerman	88 blk 323	71.962dnf	70.033df	67.798	66.818	57.06	910
CSP	9	Josh Hadler	74 gry 914	75.202	71.060df	67.577	67.346	57.51	903
CSP	26	Hsun Chen	89 red CRX	71.489	71.002df	69.299	68.337	58.36	890
DSP	96	Iain Mannix	84 red GTI	66.794	66.216+1	66.118	65.061	54.65	950
DSP	1	Chris Dorsey	81 yw X1/9	65.390+1	65.248	65.254	64.566+1	54.81	947

DSP	28	Mike Becker	71 brgdy 510	68.32	66.893	65.818	66.201	55.29	939
DSP	26	Nick Dow	82 brn X1/9	73.991+1	71.776	70.062	69.613	58.48	888
DSP	36	Nathan Logan	96 grn Neon	83.070dnf	78.253	76.407	75.919	63.77	814
DSP	85	Troy Allan Hobbs	89 blu Mustang	76.231	76.476	81.562dnf	74.706+1	64.03	811
DSP	74	James Schrecengost	74 ylw Opel Manta	77.579dnf	75.872+2	86.758	76.243	64.04	811
DSP	13	Michael Ingoglia	81 gry VW	84.27	80.56	79.777dnf	80.309+1	67.67	767
ESPX	65	Hap Schadler	65 blk Mustang	69.16	79.924	69.059	68.69	57.49	903
CP	25	Marc Short	67 grn Mustang	66.044	66.291	65.808	64.004	55.56	935
CP	3	Ron Fox	94 w ht/blu Mstng	68.988	69.156+2	68.421	69.729+2	59.39	874
CP	125	Cathy Short	67 grn Mustang	72.169+1	70.706+1	70.338	72.100dnf	61.05	850
DP	3	Eric Bass	72 ylw Fiat 850	75.459	78.158df	dnf	dnf	65.5	793
EP	12	Harlan Colburn	71 blu RX2	68.204	64.904	63.99	63.601	55.71	932
FM	9	Greg Drake	85 w ht Solo V	64.234	68.513df	61.079	61.686	55.52	935
ST	22	David Tjarks	92 red GTI	69.375	68.162	98.257+1	68.047+2	57.26	907
ST	1	Jim Clark	96 red Saturn	72.287	77.779df	72.526	71.081	59.71	870
SM	44	Dick Allen	89 blu Mustang	70.702dnf	70.31dnf	70.678	69.836	62.85	826
FJ	1	Brandon Short	Kart	77.065	77.077	75.621	83.513	58.61	886
FJ	3	Shannon Short	Kart	86.147	83.163	77.005	76.254	59.1	879
FJ	4	RJ Fox	Kart	98.22	97.052	90.976	87.754	68.01	764
F5	4	John Zimmerman	Kart	82.037	77.419	75.988	76.545	60.18	863
F5	8	Lindsay Wilson	Kart	77.995	76.646	76.199	77.412	60.35	860
GSR	51	Jeff Rink	93 brgdy Corrado	71.953+1	70.575	68.744+1	69.188	55.21	940
ASR	72	Chris Findlater	91blk MR2T	82.565+1	69.123	69.573dnf	68.46	56.82	914
BSR	21	Philip Volk	94 w ht Miata	73.361	70.828	70.371	70.299	57.51	903
DSPR	3	Arthur Kathe	84 red GTI	71.322	69.837	69.928	68.757	57.76	899
ESR	33	Nancy Schehr	85 blk Miata	76.324	71.158+2	70.475+1	68.941+1	58.03	895
GSR	72	Andrew Hunt	97 brntorg Talon	73.419+1	72.926	75.301	73.86	58.2	892
CSPR	23	Ryan Straughan	89 silvr 325is	70.33	68.665	68.894	69.312	58.64	885
FSR	6	Russel Rock	83 silvr 280ZXT	71.865+1	72.5	72.030+1	70.735+2	59.38	874
BSR	35	David Sprigg	95 silvr 325i	74.580dnf	72.848	73.495+1	79.627+1	59.59	871
VMR	31	Greg Wolf	95 purple Mustang	76.662dnf	76.856dnf	75.573	72.904	59.71	870
DSR	75	Brett Kaller	98 red Neon	76.597	74.115	73.183+2	73.210+1	59.74	869
VMR	33	Kevin Popp	95 purple Mustang	76.898	76.507	76.388	73.17	59.93	866
DSR	28	Wes Dorsey	96 blu Neon	79.699+1	77.031	75.554	73.717+1	60.9	853
BSR	30	Kevin Karlin	96 blk Miata	83.451dnf	78.076+1	55.203	55.335+1	61.52	844
GSR	74	Larry Loesch	97 grn Integra	78.623dnf	78.176	78.712+2	79.275	62.38	832
BSR	56	Don Phend	92 w ht Miata	81.226	79.242	77.149	78.069	63.11	823
dmlr	17	Darci Knapp	91 silvr Super7	80.27	79.792+1	75.474	74.448	64.15	809
CSR	13	Jacob Brown	86 blk Fiero	83.677+1	79.088+7	79.195	78.589+1	64.23	808
CSPR	115	Brian Moran	90 red CRX	78.299	76.401	76.825dnf	75.904	64.82	801
ASR	89	Jonathan Mullen	88 gold 944T	80.803	79.301	102.035df	78.644	65.28	795
CSPR	86	Eric Castillo	86.5 blk Omni glhs	82.535dnf	82.455df	78.595	76.475	65.31	795
BSR	29	Doug Black	87 gray 325	81.681	80.715	80.41	80.635	65.78	789
CSPR	60	Greg Hanchin	98 w ht Integra	81.529dnf	77.14	78.267dnf	75.339dnf	65.88	788
DSPR	73	David Ingoglia	73 red Bug	81.587dnf	79.301df	78.072dnf	77.246+1	66.57	780



The Muscle Car Wonder Years, Part II

By Rick Walford, DC

(Continued from April's ConeClips)

Reruns of my life resemble the character, Kevin Arnold, of the show, “The Wonder Years”, only with the focus on automobiles, bicycles and motorcycles. There were a few pick-up trucks thrown in, long before they really became popular and cool to have as daily transportation. I remember a metal flake green GMC, had the big chrome grill, and a big six cylinder with split exhaust that exited in two stacks making it look like a little Semi tractor. Dodge’s Little Red Wagon copied that look for a production model years later. It took me years to understand the joke that everyone would laugh at, including me too, but without knowing why. The joke goes, “Know what the difference between a Chevy and a GMC truck is?” The guy would answer, “A hand full of lock washers,” as he looked like he had just given you a wedgie. Indiana humor can be quite dry.

There were guys with nicknames too. “Batman” drove a ‘57 Corvette with multiple and various engines and fuel supplification. He had broken his neck and was rigid into the shoulders making his powershifts with his whole upper torso. Batman’s cars could always be heard around 8:30 pm and about 90 mph just 80 yards where the south end of Main Street could be seen and heard from my bedroom window. “River Rat” had the automatic-transmissioned Road Runner. When he got serious with girls, the Road Runner was traded in for a heavy convertible 442. So quiet was this car, you could hear the radio along with the exhaust. River Rat failed to live up to his “cool” name.

I remember sitting on a front porch, drinking various colored soda pops with the neighborhood guys, aged eleven to fifteen years old. We were timing the oldest of the group with our Timex watches as the gear-head-in-the-making was disassembling and assembling a Rochester two-barrel carburetor in less time than it took to drink half of your bottle of grape Nehi. The two-barrel was an acquisition from his brother, Chuck, who replaced a V8 in a six-cylinder car while also adding a four-barrel to the engine. These engines could be bought fairly inexpensively and with only 60,000 miles on them. The salt on the Midwest roads would usually eat a car’s body up long before the mechanicals had totally been used up. I remember Chuck betting another person he was pulling the front wheel off the ground with his new V8 as he was making his speed shift from first to second gear. We all rode our bikes down to this open strip of road and laid down on the grass looking across the road as “Chuck” kept banging gears in hope we would verify that daylight came under the tire. All I remember was how thirsty I was pushing that Chevy to his house after he blew up the clutch.

Other memories of automobile infatuation were my brother lusting after his High School Auto Shop teacher’s ‘64 Chevy 409 that the teacher drag-raced on the weekends. I

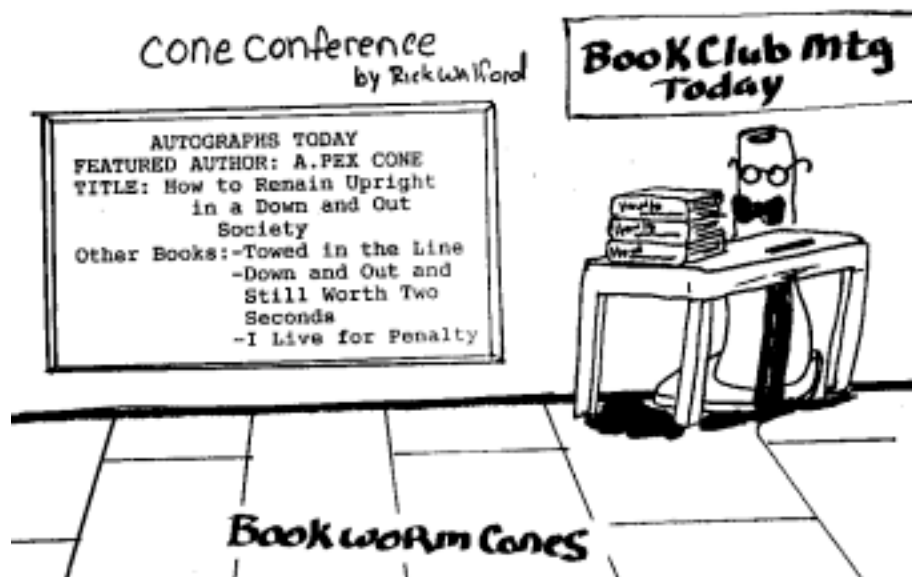
remember the young teacher bringing my brother home in it one Friday afternoon as they stayed after school tuning it up for a race that weekend. My father disapproved of a man in his mid-twenties associating with a young man of fifteen-and-a-half years old. The teacher attempted to explain by spending time with my brother and his car interest was no different than a football or wrestling coach working with an interested kid to improve in his sport. This did nothing to change my father's thinking, "that just as my brother was lusting to drive the 409, the teacher must have been lusting for my brother in an 'unnatural way'." (If you know what I mean Billy Bob.) Our father could not understand why an older man might show interest in a young man's infatuation with cars without some deviant thought. My father saw "vehicles" as a means of transportation only, or maybe it was that in the mid-60's, hot rodders still had a bad name. My father was protecting his son with the McCarthy idealism, and that if it is new and young kids want it, it must be associated with communism or "deviant" behavior. This kind of has a story line that sounds like Kevin Bacon's "Flashdance" movie, where "dancing" was a sin instead of "automobiles". Good thing my dad never saw the movie, "Christine". Dear old Dad would have thought he was really correct!

Later, my older brother acquired a '57 Chevy hard top. This classic had a Corvette 327, with a "three-quarter" race cam looping in the engine bay. My father could only hear the "bad mechanicals of that vehicle". Even my father's cousin, who raced cars in his youth, told my father the car was not made to run in the lower RPM range, and that sound of uneven engine rotation at idle was normal. Lub-dub, lub-dub, vroom!, lub-dub, lub-dub (sound effects are mine for pleasure). My father was also the kind of driver that believed that with a three-speed transmission, if you weren't in third gear by 20 mph, you were "recklessly" spinning the motor. He drove that way all the time, to my public embarrassment, and to the frustration of those in his rear view mirror. One weekend, my older brother left his '57 Chevy at home as he took my aunt's '64 Chevy to the service station he worked at to change the oil for them. My dad was to pick his car up later and this meant a rare ride for my little brother and I with Dad. Sitting in the back seat of the "rolled and pleated" naugahyde seats, leaning forward watching my dad drive the '57 Chevy for the first time was exciting. Plus, I had to pester my little brother in the front seat as calling "shotgun" meant nothing to my dad. The little brother's "whine" to sit in the front seat helped to overrule my "shotgun" shout. But opportunistic as I am, I could then watch my dad work the clutch and Hurst shifter. This is always a pleasurable experience to one studying the art of shifting. We were poking along Highway 67 behind a big eighteen-wheeler that was going about 25 mph. My dad was already in high gear, lugging the 350 horsepower engine. Downshifting apparently only made the glass packs become obnoxious to my dad's ears, but fouling the heck out of the sparkplugs. Finally, Dad found a hole in the oncoming traffic and downshifted into second and opened up the mechanical secondaries on the four-barrel. The front of the car rose up, I flew backwards. Fighting to sit up in the over-stuffed tuck and roll interior, I remember well the look of, "Holy Sh--!" on my dad's face and eyes. We shot around the slow moving big truck with the beautiful sound of air and fuel induction and glass pack harmony in the background. Once around the truck, my father slowed down and did not go over twenty-five miles per hour the rest of the way. I told my brother about what happened in his car

on the trip over. It was a further bonding experience for me and my brother. Dad, may he be resting in peace, also never commented on the '57's engine lub-dub sound again.

As I am building my C Prepared car, I get certain smells, or see the orangish red on a Chevy small block which makes me remember certain things. This must be triggering residual memory synapses. Some of these memories I question as to the emotions they bring forth. Other memories I just remember as happenings and chuckle at their developmental and evolutionary meaning to me. Still, certain memories trigger a further desire to have a car that is reminiscent of those sounds and acceleration forces I felt in my youth. I enjoy watching these types of cars but you don't see that many on the streets any more with the looks, sounds and expression of that era. Watching C Prepared at Nationals is like a strong flashback to "the sights and sounds of yesteryear with a mighty HI-HO Silver, and away!"

Am I a gearhead? I'm many things, a husband, a dad, a doctor, an old coach to some aging athletes, and an old jock myself. I'll be many more things before this is said and done—mostly good I hope, as that is my intent and direction. I just know cars of this nature will be included for my pleasure, as I never personally got to have the "muscle cars" during my youth. This restraint was mainly from hesitation following my father's threats due to experiences with my older brother's experiences with "muscle cars" and my desires for athletics, and further education. I have read on the Internet that someone signs off their posting, "You are never too old to have a second childhood." I believe there are still further chances for me to have good childhood experiences. It can continue in the tradition just like the boys in that Z28 commercial demonstrated earlier. Now, with paying my dues in other aspects of life, I sit at the word processor in my flannel pajamas hoping it is more acceptable to create further memories of the thoughts and sounds of "a .030 over Chevy 350 cubic inch, roller cam, Detroit Locker, Holley four barrel, TurboHydromatic". And the color... RED—with custom painted FLAMES!"



Ask the Auto-X-pert

By Geoff Leicester

Now's no time to be shy. Here's your opportunity to ask those little questions you're too embarrassed to ask your autoxing friends. You can be confident that your little secrets are safe with me...

Q: I just tried out my great new Viper at today's event. Frankly, it just doesn't handle like my tried-and-true, faithful Beetle. After draining all my life savings, I'm on a budget. I need to know your sage advice on what I can do to get it to go faster with minimal cash outlay.

A: Let **ME** drive it. Glad to help!

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