



Cone Clips

SCCA Colorado Solo News

June 1999

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Rocky Mountain Summer Solo Series

- RMSS Highlights**
- * A real season!!
 - * A new '99 PAX
 - * Directions (in back)
 - * New format starting June 13!

Sat	May 29	Drivers School	PPIR VIP Parking Lot, Fountain
Sun	May 30	RMSS #2	PPIR VIP Parking Lot, Fountain
Sun	June 13	RMSS #3	Cloverleaf Kennel Club, Loveland
Sat	June 26	RMSS #4	Cloverleaf Kennel Club, Loveland
Sun	June 27	RMSS #5	Cloverleaf Kennel Club, Loveland
Sun	July 11	RMSS #6	Cloverleaf Kennel Club, Loveland
Sun	July 25	RMSS #7	Cloverleaf Kennel Club, Loveland
Sat	July 31	RMSS #8	Police Training Facility, Golden
Sat	Aug 14	Nat'l Tour Day 1	Cloverleaf Kennel Club, Loveland
Sun	Aug 15	Nat'l Tour Day 2	Cloverleaf Kennel Club, Loveland
Sat	Aug 21	RMSS #9	PPIR VIP Parking Lot, Fountain
Sun	Aug 22	RMSS #10	PPIR VIP Parking Lot, Fountain



Monthly Solo Meeting

Saturday, June 26

(after the event)

You're Invited! Bench race to your heart's content when you plan to attend the monthly Solo meeting after the first event of the 2-day June 26/27 solo extravaganza in Loveland. Time and location tbd and announced at the event!



Message from Mr. Mannix

SCCA Colorado Region, Solo Chair

The Rocky Mountain Solo Series events are getting bigger every weekend, which is great! It is always good to meet new people with similar interests. New competitors exploit the weak links in our event procedures, however, and it has begun to show a little recently. I'd like to take the time to point out a few things to our newest competitors.

Autocrossing, or Solo 2, is a grassroots, participant-driven event. Everyone you meet at the autocross, in registration, tech, or timing and scoring is a volunteer and a participant. No one is getting paid for this, there are no "employees" on site. This newsletter was created by volunteers. A good autocross event is the result of several people working together for the benefit of the whole club. Without an active participant base, autocrossing would not exist!!

Working—this past weekend at the State Patrol Training Facility, we had a very good event, with some exceptions. Obviously, the third group weather did not cooperate, but that's fairly difficult to control, try as we might. The big problem we encountered this past weekend had to do with workers.

Rule #1 of Autocross—If you run, you must work. Sixteen people did not check in for their work assignments for the second heat alone. I believe that those who did not work simply don't understand this fundamental "rule." If you run, you have to work. It is imperative. The second run group was delayed 10 or 15 minutes simply due to lack of workers.

There are exceptions to the rule, of course. If a driver's car fails catastrophically in the first run of the first group and that driver is scheduled to work much later in the day, say, in the third run group, we'll make do without that worker. If someone gets sick on site, we'll gladly make an exception. We'll do everything we can to accommodate extenuating circumstances.

If someone's car breaks something minor in the first run group, and the driver is scheduled to work in the second group, the driver should work, or at least check in with the Chief of Workers, explain the situation and ask if it would be possible to change work assignments. We cannot delay an event simply because a car broke. We all understand how frustrating it is to have a mechanical failure, but the event cannot run without workers!

It is perfectly acceptable to find a replacement worker. If you come to an event and need to get out of your work assignment for any reason, no one will mind if you find someone suitable to cover your work assignment. We all do this for the same reason—to have fun. As organizers, our primary goal is to put on a good event that is fun for everyone in attendance, which means that everyone in attendance shows up for their work assignment.

Continued...

Listen carefully to the Run/Work order, bring your car to grid as soon as grid is open for your run group. When it is your turn to work, check in for your work assignment well ahead of time, get something to drink and make use of the appropriate facilities on your way to your corner station.

Starting at the PPIR event on May 30, we will be checking in workers by car number, and anyone who does not show up for work will not receive times for that day. I'd hate to have to do that. As a side benefit, the faster the worker changes go, the faster the competition runs occur, and any time left at the end of the day will be spent doing fun runs! More is better, right?

New Format! On June 13, 1999, we will implement a split rungroup format—the descriptions for the rungroups and schedule follow. Our events are getting bigger, and many, many people have mentioned to me that it becomes a long day if you arrive at 8 am, and you don't run until 2:30 pm. I agree. Many regions around the country have implemented similar formats with good success, and I believe we can add a good deal of efficiency through splitting the rungroups into morning and afternoon sessions.

In closing, I am glad to see so many new drivers at our local events! Autocrossing is a great way to put your skills and your car to good use, in a safe, controlled environment. It is a group effort, and the better we work together, the more driving we get to do!

1999 PAX Index

After discussing alternatives at the monthly Solo meetings and with the RMSolo discussion group, by popular vote of the group, we'll be changing to the straight 1999 National PAX rather than a modified index for calculating points. Here is our new index:

Stock	Street Prepared	Prepared	Modified	Other
SS .830	ASP .852	AP .871	AM 1.000	SM .900
AS .815	BSP .846	BP .874	BM .955	ST .780
BS .811	CSP .844	CP .857	CM .925	STP .845
CS .802	DSP .820	DP .853	DM .900	STU .905
DS .800	ESP .822	EP .872	EM .909	FJ .775
ES .786			FM .904	F5 .775
FS .807				F125 .950
GS .788				
HS .785				



Event Format Change!

Effective at the June 13th Event

So that no one has to be at an event all day, we're going to try what many areas around the country do when scheduling events—we'll basically run two mini-events! Here's how it works. Based on the number of participants in the various classes from the summer 98 and winter 99 series, we've divided all the classes into two equal-sized groups with coverage for Safety and Timing/Scoring workers: Group A and Group B.

On June 13th, Group A will run/work in the morning, and Group B runs/works in the afternoon. We will split each group into two heats—one heat works while the other runs, and then we switch. As it turned out, Group A is X Street Prepared, and Modifieds. Group B is the stock classes, ST, and SM. Here are the specific assignments:

Group A

X, ASP, BSP, CSP, DSP, ESP, All Prepared, All Modified, F125

Group B

SS (Visitor Corvette), AS, BS, CS, DS, ES, FS (Visitor Mustang), GS, HS, Street Touring, Street Mod

Schedule	Gates open	6:30 am (course setup)
	Registration for AM group	7:00-8:00 am
	Tech	7:00-8:00 am
	Course open for walking	7:45-8:30 am
	Driver's meeting	8:45 am
	First Car Off for morning heat	9:00 am sharp
	Registration for PM group	11:15-11:45
	Karts run at finish of AM group.	
	Course open for walking	after Karts until 12:30
	Drivers Meeting for PM group	12:45 pm
	First PM cars off at	1:00 pm

Considerations

1. There will initially be no fun runs in the morning.
2. Visitors classes—initially, we recommend that people who want to run in a V-class plan to run in their equivalent Stock class. When you arrive, we'll create the appropriate Vclass. For example, if the Corvette Club wanted to run, they would plan to run in Group B, then during registration (regardless of whether the Corvette is ASP, SS, or BSP) indicate they are interested in running a V class. I do not anticipate this being an issue, as the V classes have been lightly subscribed lately.
3. Running twice—initially, no. In the future, maybe. We'll have to see how this works out, as we do not want to make the PM group huge.
4. Chiefs of specialty will need to find both AM and PM "subchiefs," so to speak. The Chief of Tech will need to find an afternoon replacement (someone who was running the afternoon session that could arrive before tech started for the PM drivers).
5. We will not always run Group A in the morning and Group B in the afternoon. Initially, we will do it this way, for the June 13 and June 26/27 events. Once the system is established, we will alternate between events.
6. The AM session should wrap up by 11:30, giving the karts 1/2 hour—more than enough time.

I think this schedule will make the day run more smoothly, giving us more opportunities for fun runs. We averaged 106 competitors last summer, and I'd guess we're going to continue growing over this summer, making a format like this even more necessary.

If you have any questions about how the events will run, please call me (Iain)! Essentially, if your car is in Group B, show up between 10:30 and 11, so you have time to get the car ready, register & tech, then spend the allotted half hour walking the course. If the karts finish running before noon, we'll open the course for walking then. It may be a bit of work the first couple of times, but in the long run, I believe this format will benefit everyone!

* Results * Results * Results * Results *

Mark Petty is the 1000 Man!

Summer Series #1

May 16, 1999

by Geoff Blob

We had warm sunshine on a cloudless day; we had torrential rains. We had thunder and lightning. Sounds like a recap of the season, doesn't it? Nope—it was just the first round of the Rocky Mountain Summer Series, held at the highway patrol's training facility in Golden, Colorado. 108 drivers braved the elements high atop beautiful downtown Tabletop Mountain to drive the Kevin Youngers-designed course. The site is a bit unusual to say the least, with two small rectangular lots joined by a portion of the high speed track. Figure 8-shaped (including one actual figure 8, no passing allowed) exercises adorned the rectangular lots.

The first run group ran under pretty good conditions, with clouds building throughout the runs. The second run group got sprinkled-on most of the time, but not enough to really affect times; and the third run group ran out of luck and got the brunt of the weather. We had a lightning delay after Bob "Sparky" Tunnell and Lindsay Wilson both reported minor shocks out on course, apparently through the non-UL listed umbrellas they were holding. The run group was finished using stalwart corner workers stationed in cars around the course. Oddly enough, we didn't have fun runs after the event.

The Rookie class was once again the largest of the event, with 20 drivers. All rookie drivers run with their respective open class, and the results are indexed according to the current PAX. The only detriment is if course conditions change between run groups and skew results. I don't know why I mentioned that. Probably wouldn't happen. Anyway, Paul Orland was the big winner in his BS Miata, finishing about 3/4 of a second (corrected) ahead of the dueling ASP Mazda RX-7 turbos of Christopher Rust and Jason Young. Filling out the top five were Josh Higgins; ES Neon, and Patrick Dodson; CS Omni GLHS.

The X class was also large with 19 drivers. Mark Petty was the 1000 point winner in his CP Mustang, followed by Barry Ott's BS Miata (999 points)

and Wayne Sartori's ESP Camaro in third. For once, Kevin and Kay Bailey were not at the top of the results, perhaps because they weren't there.

Other big winners were Jason Miller in his Talon, besting Jeff Rink's Corrado in G Stock; and Aaron Miller, who continues to top H Stock in his Contour. Aaron edged out Eric Sanchez and Chief of Safety, Josh Hadler's, pressed-into-service Audi wagon for the win. In CSP, Gary Boone's beautiful Datsun roadster won over Rob Carnochan's '87 GTI and Cal Neske's Toyota MR2. Roger Nallathamby topped the ever-growing Street Touring class in his Corrado, ahead of Chris Rzepiennik's Acura and Brian Bowden's '84 GTI.

Impressive drives were scored by Jeff Lewis (FS Camaro) and Linda Duncan (DS Neon)—both scoring over 940 points in the rain. Louie Baum almost scored the ESP win in his '78 Fairmont, but Chris Maddox nipped him by 4/10. Corky Newcombe splashed his way to the AS win in his Porsche, ahead of Bill Stockton's MR2 and Roger Zimmerman's Porsche.

Class	#	Driver Name	Run 1	Run 2	Run 3	Run 4	Pax	Pnts
CPX	31	Mark Petty	57.743	57.366+1	57.282	58.085dnf	49.09	1000
BSX	93	Barry Ott	61.036+2	60.587	61.219+2	60.700dnf	49.14	999
ESPX	94	Wayne Sartori	61.115+1	60.856	59.918	59.206dnf	49.25	997
FMX	2	Brian Ball	56.552	56.537	54.715	54.648dnf	49.46	992
CSPX	98	Bob Tunnall	59.764+2	59.471	58.745	59.192dnf	49.58	990
BPX	58	Geoff Bob Leicester	57.642	57.145+1	56.792	55.729dnf	49.64	989
BSX	91	Paul Wooley	62.003	61.553+1	61.248	61.258dnf	49.67	988
BSX	99	Bob Klingler	61.386+1	60.484+1	61.327	60.656dnf	49.74	987
DSPX	33	Matt Leicester	61.923+2	60.846+2	61.029	59.853dnf	50.04	981
BSX	3	Dale Kisten	63.243+1	62.546	64.665	63.899dnf	50.73	968
CPX	131	Jim Valdez	59.664	59.413	59.732	59.858dnf	50.92	964
CPX	21	Bob Ely	59.426	58.825dnf			50.93	964
FSX	76	Kevin Youngers	63.518	63.006dnf	63.736+2	62.942dnf	51.26	958
DSX	93	Brent Dewitt	63.337+2	64.195dnf	62.395+1	61.820dnf	51.52	953
BSPX	47	Tom Kuka	63.835	61.635	61.104	61.098dnf	51.69	950
FSX	56	James Darden	62.819+1	62.140+1	62.126+1	61.125dnf	51.75	949
CSP LX	198	Patty Tunnell	61.230+3	58.916+3	59.913+5	59.653dnf	53.97	910
ASLX	114	Frank Bisher	68.763+1	65.937+2	65.615+1	67.210dnf	54.61	899
SS	46	Wayne Gill	77.823	74.073+1	73.283	69.172+1	59.07	831
AS	10	Corky Newcombe	69.244	68.259	67.19	66.832dnf	54.76	896
AS	114	Bill Stockton	68.38	67.734+2	67.108dnf	67.637	55.12	891
AS	78	Roger Zimmerman	70.628	71.055	71.686	70.09	57.12	859
AS	96	Eric Pufcs	71.754	73.042dnf	70.014+1	71.703+1	58.48	839
BS	65	Andy Aust	66.075+1	65.277	64.227	63.681+3	52.09	942
BS	5	Jenny Aust	69.400+1	68.771	68.18	67.5	54.74	897
BS	56	Don Phend	70.713+1	69.450dnf	70.166dnf	69.18	56.11	875
CS	86	Eric Castillo	74.753dnf	72.442	71.197+3	73.437	58.1	845
CS	25	Richard Kaczmarek	76.466	74.962	74.707	73.335	58.82	835

DS	65	Linda Duncan	71.017	66.776	64.989		51.99	944
DS	92	Kent Hamblon	69.605	69.046	69.104	70.594+1	55.24	889
ES	1	Marcus Geijer	67.183	66.872	65.955	66.870+1	51.84	947
ES	8	Greg Nelson	98.369dnf	70.002	68.606	69.026	53.92	910
FS	23	Jeff Lewis	70.04	67.787	65.365	64.578	52.11	942
FS	6	Russel Rock	69.093	66.797	73.297+1	66.783	53.89	911
FS	12	Daniel Odonne	69.876	69.73	69.415	69.133	55.79	880
FS	24	Charles Chandler						0
FSL	18	Sara Sugue	69.236dnf	70.078+1	69.524	69.655	55.6	883
FSL	56	Pam Ranslem	78.666	75.382	72.836	72.782	58.21	843
GS	79	Jason Miller	64.917+1	64.956+1	64.019+1	63.554	50.08	980
GS	51	Jeff Rink	65.744+2	64.593+1	64.092	65.622+1	50.5	972
GS	53	Robert Tanall	65.192+6	65.269+1	64.808+2	64.729+3	53.01	926
GS	25	Danck Dahlin	70.023	70.765	69.036	68.934+1	54.4	902
HS	67	Aaron Miller	66.154+1	72.786+2	65.692	64.89	50.94	964
HS	81	Eric Sanchez	67.360+1	66.621	67.133	66.917	52.3	939
HS	77	Josh Hadler	68.654	67.324	67.521	67.661	52.85	929
HS	663	Kevin Childers	69.135	69.422	68.455	69.167+1	53.74	914
HS	29	E. Hamblon	92.477dnf	67.176dnf	69.109	69.003	54.17	906
HS	20	Nate Bussey	72.601	70.943	70.701	69.726	54.74	897
ASP	25	Tom Exley	70.52	64.554+1	64.368	63.902	54.45	902
ASPL	25	Patty Exley	72.047dnf	73.271dnf	91.139	80.47	67.53	727
BSP	23	Charlie M utka	66.958+1	63.139	63.007	64.51	53.3	921
B SPL	23	Jackie M utka	73.213	70.207	70.589	68.878	57.4	855
CSP	8	Gary Boone	62.557	61.381	61.174	65.098+1	51.63	951
CSP	21	Rob Camochan	62.215+1	62.465	61.387+1	63.464	52.72	931
CSP	1	Calneske	66.647dnf	64.882	63.924+1	64.638+1	54.76	896
CSP	26	Hsun Chen	68.195+2	66.122+1	65.695	64.887+1	55.45	885
CSP	53	Cliff Lawson	65.419dnf	65.938	66.147	66.946	55.65	882
CSP	68	David Rehecke	66.372	67.466	69.057	66.162	55.84	879
CSP	40	Pat Clements	67.532	67.59	68.285	66.78	56.36	871
DSP	99	Ann M annk	66.067+2	65.769	64.967	64.808	53.14	924
DSP	22	David Tjarks	69.777	67.157	67.944	69.109	55.07	891
DSP	86	Kirk Lambert	73.484	72.605dnf	70.834	70.005	57.4	855
ESP	94	Chris Maddox	70.967+1	68.019	68.15	69.239	55.91	878
ESP	20	Louie Baum	70.164	68.549	69.367	70.008	56.35	871
ESP	65	Hap Schader	72.283	70.818dnf	71.214	69.39	57.04	861
ESP	28	Tomy Tausch	73.008	72.819dnf	72.856	71.98	59.17	830
ESP	95	Pat Chambers	73.123	72.333			59.46	826
ESP	4	Justin Paulsen	84.906	76.786+1	88.981dnf	74.130dnf	64.76	758
ESPL	195	Kristen Chambers	77.487				62.74	782
CP	58	Gen Outcall	63.319	62.534+1	61.865	62.324	53.02	926
CP	85	Troy Hobbs	64.348	65.284+2	63.916+1	63.682+1	55.15	890
DP	10	Jonathan Newcombe	67.986	69.002dnf	69.351dnf	76.920+1	57.99	847
EM	7	Harlan J. Coburne	65.954dnf	76.418	67.493dnf		69.46	707
SM	3	Ron Fox	66.253+3	66.083+3	64.212	66.902+1	57.79	849
SM	86	Ken Lewis	64.304+1	64.603+2	64.625+2	65.723+1	59.67	823
SM	74	Rob Winter	68.03	68.983	66.788	69.243	60.11	817

ST	86	RogerN Alatham by	67.228	66.224	64.904	65.478	50.63	970
ST	25	Chris R zepiennk	67.851	66.7	66.691	66.894	52.02	944
ST	7	B rian Bowden	69.132	66.87	66.277+1	67.396	52.16	941
ST	68	Curtis Lewis	69.616+2	68.338	68.364+2	67.845+2	53.3	921
ST	43	ReiM akho	72.8	71.543	72.758	70.712	55.16	890
ST	3	RussellG riffs	83.421dnf	73.566	73.635+1		57.38	856
ST	13	B luke Woodall	72.646+1	74.555	73.195+1	73.991+2	58.15	844
FJ	4	RachelFox	71.243	70.156	70.78	70.637	54.37	903
FJ	22	M ichaelD avis	85.062dnf	01.562dnf	80.486+1	76.787dnf	63.93	768
FJ	8	SavannahD avis	92.389dnf	91.401dnf	93.843	91.619dnf	72.73	675
FJ	23	TylerD avis	85.190dnf	95.744dnf	92.605dnf	82.360dnf	O C	0
BSR	17	PaulO rand	70.648+1	69.883	68.282+1	68.059	55.2	889
ASPR	99	ChristopherR ust	69.503	66.460+2	65.657	65.533	55.83	879
ASPR	9	Jason Young	78.339+2	67.297+2	68.077+1	65.744	56.01	876
ESR	22	JoshH ighs	83.111+2	72.847	71.366	80.477+3	56.09	875
HSR	71	RobertC oyle	73.773dnf	70.713dnf	72.265+1	71.902	56.44	870
CSR	68	Patrick Dodson	75.456	74.317	70.899	70.829	56.81	864
GSR	555	Curtis F ishaber	73.546dnf	73.259	72.23	71.781+1	56.92	863
ESR	220	M elissa Sm ith	79.817	75.743	73.236	72.497	56.98	862
FSR	75	R ichard Stark	73.005	71.2006	70.686	73.589	57.04	861
CSPR	401	R ich C lements	68.541	68.615	68.2	68.826	57.56	853

✱ Upcoming Events ✱ Upcoming Events ✱

Solo 2 Drivers School & Summer Series #2

Saturday, May 29 & Sunday, May 30
Pikes Peak Int'l Raceway

Lindsay Wilson has volunteered to chair both these Memorial Day events and is giving Iain a much-deserved break! Yay Lindsay!! Well, perhaps Iain's not *entirely* off the hook. Contact Iain for:

REQUIRED!! PRE-REGISTRATION FOR THE SCHOOL!!!

Quick! At 303-430-4632 or mannix@privatei.com.

Directions: See the instructions near the end of ConeClips!

Event Fees:

School only \$35 SCCA / \$40 non-member (includes lunch Sat)

School + Event \$45 SCCA / \$55 non-member (includes lunch Sat)

Event Sunday \$20 SCCA / \$25 non-member

You can fork over the dough at the event—cash or check pleasee.

School Features:

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

Schedule, Saturday, May 29:

7:30 - 8:30 Registration/tech (good both days)

9:00 Classroom chat followed by driving exercises

Lunch (included in fee)

Apres Lunch More driving exercises

Mini-course timed runs

Schedule, Sunday, May 30:

7:30 - 9:00 Registration, PLEASE don't be late

7:45 - 9:15 Tech/safety inspection

9:00 Guided course walk

9:30 Drivers meeting

10:00 First Car on course

Road Racer Special! Enter the Solo 2, and you can take your Solo runs whenever you have the time available. You'll go to the head of the stage line and return there after each run so you can Race and Solo2 all on the same weekend!

Other Cool Stuff! Double National road race on the track Sat and Sun—no charge to watch • Indoor restrooms • Concession stand on the track's infield—use the pedestrian tunnel

Of Interest

Tour/Pro Results: Colorado's smoking! Trophy winners at the **Ft. Worth National Tour**, April 10-11, included: Yvonne Short, BSL 1st; Byron Short, BS 2nd; and Wayne Sartori, ESP 2nd! At the **Atwater, CA ProSolo** April 30-May 2, trophy winners included Kay Bailey, Pro Ladies 2nd; Rich Fletcher, AS 2nd; and Kevin Youngers, FS 2nd. At the **Peru, IN ProSolo** May 14-16, in Pro 5, Byron Short was 2nd and Kevin Bailey was 3rd; Kay Bailey took Pro Ladies 1st!

Rookie Program Nooze: The Welcome to Solo Racing pamphlet has been updated with the schedule, reference list, and thanks to newlywed Tom Exley, a guide to classifications! Contact Kathy (kathyw@ff.com or 303/499-9181 x 115) if you'd like some to hand out. Also, Tom Exley has volunteered to coordinate printing of business cards with the schedule so we can all keep a supply to hand out—stay tuned!

Mirrorkhana, June 5-6, Salina, KS: Reports have it that this is one fun event! Two cars run against each other, one going south, the other going north, each from a different starting line which bisects both straightaways. Both cars run the entire course. There are no clocks; the first car back to its own starting point is the match winner. Each class runs a double-elimination round-robin bracket. A driver remains in competition until he loses twice. Contact Rocky Entriken at 785-827-5143—preregistration is *required*!

We Give Thee Thanks—thee being this month's members of the ultra-prestigious ConeHead Conclave! Kevin, Lee, Matt, Geoff, Rick, Iain, and even Kent-the-assembler-who-wasn't-even-scared-off-last-time!!!

1999 Rocky Mountain Solo Series Supplementary Regulations

It's about that time of year again—when you need the Supps! These rules supplement the 1999 SCCA National Solo 2 rules. They will take precedence over optional sections of the National rules where conflicts exist. Mandatory sections of the National rules, as defined in Section 1 of the 1999 SCCA Solo Events Rulebook, will be enforced.

Event Points

The fastest single run for each competitor will determine the finishing position. The points awarded for each event will be based on the following formula:

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

A list of official indexes for all classes will be available at the events or by mail if necessary.

Event Trophies

Event trophies will be presented at the event site after the competition is completed. Event trophies will be forfeited if not picked up on the day of the event. The minimum number of trophies given out in each class will be based on Section 11.1 of the SCCA Solo 2 rules. Additional trophies may be given out at the discretion of the event chairperson.

Rookie class

In addition to the standard SCCA classes, an R-class will be available. The intent of the R-class is to provide reasonable competition for "rookie" drivers. The R-class is indexed using the 1999 indexes. All R-class drivers will run with their respective open/ladies classes.

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

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

The R-class is designated by placing an "R" after the appropriate SCCA class as defined by Appendix A of the SCCA Solo 2 rules.

X Class

In addition to the standard SCCA classes, an X-class will be available. The intent of the X-class is to provide competition for "expert" drivers by allowing them to compete in one indexed class.

The X class is open to any competitor.

The X class is designated by placing an "X" after the appropriate SCCA class as defined by Appendix A of the SCCA Solo II rules.

Ladies Classes

There will be a matching ladies class for each open class as defined by section 4.6 of the 1999 Solo 2 Rulebook. Matching ladies classes are available in the X and R indexed classes.

Championship Series

The championship series will consist of 10 Solo 2 events. The overall series results will be based on the entrant's best six events. Six events must be run to qualify for a trophy.

The following events will NOT be a part of the Rocky Mountain Summer Autocross Series:

Denver National Tour, Loveland, Colorado - August 13-15, 1999

Championship Series Trophies

Year-end trophies will be given out to all competitors who qualify for a season trophy. To receive a year-end trophy, the entrant must be an SCCA member. An entrant may become an SCCA member before the last event of the series to be eligible for a year-end trophy. Points will be awarded retroactively.

The championship finishing positions will be based on the points received in the entrant's best 6 events. A minimum of 6 events must be run to qualify for a year-end trophy.

Championship series ties are broken by adding the points from the next highest (seventh) event.

Bumping

Single entrant class bumping is eliminated for all classes.

Timing Head Damage

Any entrant that damages the start or finish timing heads will be required to pay for the replacement of the damaged head. Approximate costs will be \$25 for the reflector and \$250 for the timing head.

Riders

Riders are allowed in competing vehicles. The riders must be eligible for competition and must have signed the waiver. The riders must also be wearing an approved helmet and seatbelt. All parts of the rider's body must remain inside the car while on course.

If the rider is also competing, he or she can be protested for riding in another car if the rides are taken before the rider has completed all competition runs. If protested, the competitor/rider will forfeit all points awarded for that event. The only exception is for autocrossers who have competed for less than one year. These novice autocrossers can ride at any time without loss of points. The purpose of this exception is to accelerate the learning process.

Registration Hours

Any potential entrant arriving after registration has closed will not be permitted to run. Exceptions must be approved by the event chairperson. The registration hours will be clearly posted on the event flyer.

Regional Classes

The Rocky Mountain Solo Series will recognize two Regional classes. Spec RX7 will be a points class for the season, using the Rocky Mountain Division Spec RX7 ruleset, available by request from Lindsay Wilson.

RMSS will also use the new Street Touring category at all points events. Street Touring rules are available in the 1999 SCCA Solo Events Rulebook. Street Touring is a class designed to provide a competitive environment for people driving cars prepared beyond SCCA Stock category rules but not competitive in SCCA's Street Prepared category.

Street Modified, or SM, will continue to be a regional category, in addition to the Street Touring category. SM vehicles must use DOT approved tires and be "street legal." RMSS will make no effort to verify legality in terms of Colorado laws; however, a Street Mod car must be something that could conceivably be registered and driven on public roads. For example, it must have a windshield (if originally equipped with one), DOT legal headlights, taillights, windshield wipers (where applicable) and a reasonable exhaust. This class encourages maximum creativity for cars that do not fit in the SCCA's STU category. This could be due to displacement (ST has a maximum displacement of 3.1 liters) or due to other modifications/changes which are not legal in Street Touring (removal of interior, relocation of suspension pickup points, for example).

Wheel Size for Improved Touring

RMSS will allow any wheel and tire combination for otherwise legal Improved Touring vehicles. Eligible vehicles will be in full compliance with the Improved Touring ruleset, and may not take advantage of other Street Prepared category allowances.

Karts

RMSS will have two classes in addition to the established Formula 125 class. FJ and F5 will allow IKA or WKF homologated karts to compete under guidelines and regulations outlined in the SCCA Solo Events Rulebook.

Visitors

For 1999, popular Visitors classes will become standardized. Instead of V1, V2, V3, Visitors classes will become marque-specific. The Corvette Club, for instance, will use VC at all RMSS events. The Mustang Club will use VM, Volkswagen will become VW, when applicable. This is to eliminate potential confusion and add consistency for Visitors. The V1 - 2 - 3 format will still be available for less common Visitors classes if necessary.

The Exley Newlyweds



Have you noticed a glowing new face in Tom Exley's '87 silver RX-7 turbo entered in ASPL? It's none other than his new bride, Patty!

Patty and Tom enjoyed an idyllic wedding/honeymoon in Breckenridge the week of April 18. Rather than doing the stressful mega-wedding thing, they enjoyed skiing, hot tubbing on their private deck, grilling steaks, etc., in their rented condo.

They were even able to have their dream outdoor wedding when the skies were blue just after an

Ask the Auto-X-Pert

Filling the competition world with creative problems—
I mean Solutions

By Geoff Bob

Well, the summer autocross series is underway at last; and you might expect that the mailbox of yours-truly would be filled to explosive capacity with questions from the autocrossians among our readership. However, you would expect wrong, and we have no questions this month. So, in the tradition of the literary greats of our era, I'm going to make some up.

Dear Mr. Pert,

I sure am having a good time, but I need to go faster! How much horsepower can I get in my (insert car marque here)?

Dean Eff

Dear Dean,

There are many ways to go faster in this great sport; and the pursuit of horsepower is probably the least effective way to do it—driving better and making the car handle are the keys to better times. But, sooner or later, a little more power certainly isn't going to hurt. I think it should go without saying that keeping your car in its best state of tune is the best place to start, but it's too late. I said it anyway.

So begin nothing if not thorough, I did some research from the most authoritative resource on the planet—the JC Whitney catalog. Also, just to be on the safe side, I perused actual advertisements in Sport Compact Car, with additional research in the Summit Racing catalog. The figures I am about to spout are *actual figures* from *real advertising*, so you know they must be accurate. They wouldn't print it if it weren't true.

Okay—we're going to give figures on two of the more popular rides; the Acura Integra and Ford Mustang GT. If memory serves me correctly (and anyone that knows me knows it doesn't, by a long shot), the horsepower figures stock are 170 for the Acura, and 260 for the Mustang. Stay with me here, they're close enough.



In stock, the rules limit us to air filter element replacement and exhaust work aft of the catalytics. K&N claims their filters are good for 3 hp in 4 cylinders, 10 hp in V-8's. So stock we're up to 173 and 270, respectively.

But hey! If we're in the pursuit of tire-smoking horsepower, we want to get into Street Touring or Street Prepared, and we can get big numbers! We'll start with the Acura. By bolting on carefully advertised parts, and adding the hp numbers and percentage of increases in the ads, we can come up with our final figure. In no particular order, simply bolt on, or tape on, a new air mass sensor, control module, Jacobs ignition, inlet filter system, fuel pressure riser, underdrive pullies, throttle body, header, and really enormous exhaust tip. That formerly anemic VTEC will soon put out a ferocious 379 horsepower! Guaranteed! Well, not guaranteed, but heavily suggested.

The Mustang gets a similar treatment, with the addition of a recalibrated performance chip, air intake system, intake manifold, headers, underdrive pullies, throttle body, and exhaust. In no time, 424 tire-chewing horsepower are yours for the asking. The trick to these parts is to read the right magazines!

Again, I only added on parts with actual horsepower numbers in the ads; so there's no telling how much more power you could get by adding such proven performers as the magnetic fuel atomizer. And if you get into Prepared, I would think that 1000 horsepower wouldn't be out of the question.

Dear Auto-X-Pert,

I've noticed at the drivers' meeting the safety guy always says to save the car, and not the run, if I get behind in the slaloms. What does that mean?

Alf Setgate

Dear Alf,

Sorry to hear about your television career. Oh, wrong Alf. Well, there are two explanations for this warning. First, it may mean that there is a danger of overdoing steering inputs as you get further into the slalom. If you're going too fast or turning too late in the slalom itself, the steering inputs become much too severe and upset the car. An upset car is not a nice thing—it tends to get even by doing obnoxious things like rolling over. The moral is don't make your car mad.

The other explanation is that you have a Yugo, and you need to get behind the car to push it off course. Glad to help!



Site Directions

Police Training Facility

- From I-70 (west of Ward/Kipling and east of C470), North on Colfax (about 2 blocks)
- Right on McIntyre Street to Stop sign
- Left on S. Golden Rd.
- Right on Quaker St.
- Follow Quaker up the hill as it turns to the left
- On the curve, go through the green gate
- Follow the dirt road to the site (don't take the first right-dirt road)
- Go right through the next gate into the site.

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

From Denver or CO Springs

- Take I-25 South to Exit 122 (approximately 15 miles south of CO Springs)
- Travel time is approximately 90 minutes from downtown Denver and 15 minutes from downtown CO Springs

From Pueblo

- Take I-25 North to Exit 119 (Exit 122 may be closed to Northbound traffic on race days.)
- From downtown Pueblo, traveling time is approximately 18 minutes. Track is adjacent to I-25 on the west side.

Cloverleaf Kennel Club—approximately 40 miles North of Denver at 2527 NW Frontage Rd. 970-667-6211

- I-25 North to Exit 257 (US 34)
- Cross back over the highway to go West on 34; follow signs to Dog Track (just off freeway through factory stores)

Who ya gonna call?!

CONE CONFERENCE by Rick Walford

WHAT HAPPENED?
SPONTANEOUS COMBUSTION?

NOPE. A C-PREPARED
CAR RAN OVER HIM
AT FULL THROTTLE.

