



# Cone Clips

SCCA Colorado Solo News

July 2000

Kathy Wolfskill  
3643 Ridge Road  
Nederland, CO 80466

# Rocky Mountain Summer Solo Series Schedule

• Sun, Jul 16	RMSS #5	Cloverleaf, Loveland
• Sat, Jul 29	Driver's School #2 *New!	World Arena, CO Springs
• Sun, Jul 30	RMSS #6	World Arena, CO Springs
• Sat, Aug 12	RMSS #7	Coors Field, Denver
• Sun, Aug 13	RMSS #8	Coors Field, Denver
• Fri-Sun, Aug 18-20	National Tour, Divisional RMSS #9 & #10	PPIR, Fountain
• Sun, Aug 27	RMSS #11	Coors Field, Denver
• Sun, Sept 24	RMSS #12	Cloverleaf, Loveland

## Don't forget: Solo 2000 Rocky Mtn Divisional Solo II Series!

• Sat/Sun Jul 22/23	Pan Am Region	El Paso, TX
• Sat/Sun Aug 19/20	Continental Divide Region	PPIR, Colorado Springs
• Sat/Sun Sept 2/3	Utah Region	Wendover, UT



Drivers School



Drivers School



## 2nd Solo II Driver's School Added

Saturday, July 29, 2000  
World Arena, Colorado Springs  
by Mark Dempsey

The Continental Divide Region is hosting a second Solo II Driver's school the day before our newest-scheduled event at World Arena. This school was added due to the enthusiastic turnout at the first school at PPIR over Memorial Day weekend. We would like to keep this school restricted to Novice and less experienced drivers—priority will be given to those students. If you are a more experienced driver you may register; however, we may bump you out for a novice. We will endeavor to contact you beforehand if that becomes the case. There is a limit of 40 - 45 drivers for the school. Sign up now to reserve a spot. **Preregistration is required** to ensure that we have enough instructors on hand. We are attempting to find a location for a classroom session. We would like to hold the classroom session before students arrive at the World Arena, to ensure maximized drive time. Information will be sent to all students who register.

We are also in need of Instructors, so if you are interested in instructing contact Mark Dempsey ( [mdempsey1@uswest.net](mailto:mdempsey1@uswest.net), (719) 599-7759 ) or Lindsay Wilson ( [lwilson1@visteon.com](mailto:lwilson1@visteon.com) ).

Thanks to Lindsay Wilson for getting this site on such short notice!



# Cliff Notes

by **Cliff Lawson**  
**Colorado Region Solo Chairman**

Never having had to write a monthly column before, I cannot believe how fast the next deadline arrives. It seems like I just finished the June column and Kathy is on my back for this issue. Geeeee. I considered just copying someone else's column out of Grassroots Motorsports, Auto Week, or European Car. If it's good enough for them it ought to work here. Then I figured that most of you read at least one of those and I would be exposed as the lazy, no-talent writer that I really am. Let's see...

Hey, how 'bout them rookies. That's rookies, not Rockies—although they are having a pretty good season. No, I mean all those folks who are discovering Solo II for the first time this year. At our last two Coors Field events, each day had over 40 rookies registered. Make no mistake—some of these folks can drive darn well. At the risk of leaving out some promising drivers, I can see that Michael O'Neal, Kristy Blunt, Larry Ganz, Van and Kris Michael, Ashby Floyd, and Chad Gagnon are just a few that will be challenging us old hands very soon.

With rare exception, getting good at this sport takes time. Sure, there have been a few that go out to the National Championships and win in their rookie year, but that is hardly a realistic expectation for most of us mortals. If we look back at the year-end points totals over the past few years, I believe you will find that many folks show up at one or two events and are never heard from again. In some cases, I'm sure they just found out that they didn't enjoy it and that's fine—this is not for everyone. But I would also bet that many of those found it far more difficult than they imagined and just got discouraged after an event or two. What could be more discouraging to someone who believes that he or she is a superior driver with a really hot car than being clobbered by 10 seconds by that little ol' lady (oh that's just an expression for crying out loud) in the Neon?

It's a lot like golf. The basic premise is easy...really. Just hit the little ball toward that flag until you can get it in the cup. Drive through this course all the way from the start to the finish and don't hit any cones.



A rookie golfer might get through his or her course in 120 strokes. A rookie autocrosser might get through the course in 85 seconds. Shaving the first 10 strokes or the first 10 seconds comes pretty easily. Getting from 75 strokes to 68 strokes or from 65 seconds to 59 seconds can take years and more than a little frustration at times. Getting from 59 seconds to 58.5 can take a lifetime. It's a good thing I took up autocrossing—I can't throw my car in the lake. If this were easy, anyone could do it.

The good news for the rookie autocrosser is that you can ride with anyone else any time. You can ask more experienced drivers to ride with you (after they have run) to critique your driving. Take advantage of this rookie-year-only privilege to improve as much as you can. We want to keep you around.

Well, that wasn't too bad. Only took me six hours.



**Upcoming Events**



**Upcoming Events**



## **RM Solo Series #5**

Sunday, July 16, 2000

Cloverleaf Dog Track, Loveland

*and*

## **RM Solo Series #6**

Sunday, July 30, 2000

World Arena, Colorado Springs

Hear ye, here y'all! Did you mark your social calendars for these two stellar events to the north and south? Well it's best you do, cuz all the groovy people will be there (where, you ask? Directions in the back of this issue):

### **The Shhhhedual:**

8:30	Registration closes (must be on time!!)
8:45	Tech closes
8:45	Novice course walk
9:10	Drivers meeting
9:30	First car out

**And it's cheap!**      \$20 SCCA members; \$25 non-members

**Remember:** Bring a helmet if you have one (some loaners available) sunscreen, water, a hat & all the essentials. Food nearby both these sites!

## Of Interest

**National Tour Trophy Winners from our neck of the woods:** Ayer, MA/June—Iain Mannix, 4th FSP, and Peru, IN/July—Kevin Wenzel, 1st FSP, and Iain Mannix, 2nd FSP!

**The Continental Divide Region Lives!** These messages from our new-again CDR Solo Chair, Mark Dempsey, who recently moved back to Colorado Springs to take on this awesome task.

**CDR Solo II Meeting** Following the Solo II event on July 30th there will be a meeting for all Continental Divide Region Solo II members to discuss plans for next year and our budget. All CDR members and interested parties are encouraged to attend and participate. I need to get an estimate of the size room we will need so please RSVP to Mark Dempsey at 140 W. Rockrimmon Blvd #102, Colorado Springs, CO 80919, mdempsey1@uswest.net, or phone (719) 599 - 7759 before July 20th. An agenda and location with map will be sent to all interested parties.

**The future of Computing in CDR** All CDR members interested in helping to design and implement a more extensive computer system for CDR; there will be a meeting on Tuesday, July 25th. Topics to be discussed: Internet use, on-line registration for Solo, and/or Road Racing, etc. All interested parties should contact Mark Dempsey at 140 W. Rockrimmon #102, Colorado Springs, CO 80919, mdempsey1@uswest.net, or (719) 599-7759 to RSVP for location, and directions for the meeting.

**Thank you, thank you!** It has risen from its ashes. Mark Petty went to work on the Solo II truck and found the problem that has evidently been the truck's affliction all along—a faulty carburetor. Mark replaced it (the old carb) with a remanufactured Holley and says it runs great now. There were a few vacuum leaks and loose exhaust fittings, but the real culprit was the carburetor. Mark & the Mustang Club actually got the thing up the hill to Steamboat for their event and we get a much better running truck.

Hmmm, we've seen this one before...

## Bob Klingler Grabs 1000!!

RMSS #3 — Coors Field

June 24, 2000

Deja vu! Bob Klingler and his silver Miata slid by David Fauth (998 points) then 3 more Miatas (Paul Woolley, Barry Ott, and Peter Raymond) to win the X class. Congrats also to some familiar Rookie winners: Kristy Blunt, Michael O'Neal, Larry Ganz, and Van Michael who all hit 900!

Charles Chandler made a great showing to take the 6-car SS class in his new Camaro, while the Dale & Frobi show again placed 1-2 in CS, and Bill Lamkin/Gary Phillis did the same in ES. Stephen Long recently came out of retirement to win the hotly-contested FS, while the ever-changing ESP found Dan Wagner at the top this time!



Bob Klingler trounces 138 other autoxers to claim the 1000 premium pax points

Cls	#	Driver Name	Car	Run 1	Run 2	Run 3	Run 4	Pax	Pnts
BSX	98	Bob Klingler	99 slvr miata	39.215+2	37.974dnf	37.895	37.898dnf	30.695	1000
GSX	16	David Fauth	98 wht type r	39.042	38.746	38.070+1	39.452dnf	30.764	998
BSX	95	Paul Woolley	95 blk miata	39.012	38.529	38.035	38.016dnf	30.808	996
BSX	39	Barry Ott	95 blk miata	38.948	38.845+1	38.162	38.067dnf	30.911	993
BSX	199	Peter Raymond	99 grn miata	57.043	38.625	38.173	38.013dnf	30.92	993
ESPX	197	Wayne Sartori	97 red camaro	39.846+1	39.85	38.509	37.575dnf	31.77	966
ESPLX	198	Patty Tunnell	95 wht m3	39.124+1	37.948+1	37.156+1	36.655dnf	31.819	965

ESPX	97	James Darden	97 red camaro	39.503+1	38.403+1	38.809		32.017	959
FSX	76	Kevin Youngers	89 wht transam	39.878	39.407+1	39.605	39.364dnf	32.04	958
EPX	12	Todd Peck	71 blu rx-2	37.953	37.144	37.341	36.692dnf	32.204	953
FMX	2	Brian Ball	98 red devil	35.976	35.436+1	38.086dnf	35.751dnf	32.27	951
FSPX	33	Matt Leicester	77 trix hottruck	40.133	39.963+1	39.424	39.490dnf	32.328	949
EPLX	12	Tonya Duplice	71 blu rx-2	39.583+1	38.953+2	38.499	38.282dnf	32.377	948
BSX	99	Jerry Bennington	99 grn miata	47.062	40.794+2	40.351	39.879dnf	32.684	939
DSX	34	Aaron Miller	98 rwb neon	42.290+2	41.530+1	41.531	41.364dnf	33.142	926
CPX	31	Mark Petty	64 ylw mustang	38.298+3	39.385+4	38.909	38.043dnf	33.15	926
DPX	7	Dave Dutton	77 grn x1/9	44.287	39.755	39.04	38.762dnf	33.223	924
DSX	3	Rick Donalson	96 blu neon	42.258+1	42.2	40.614+1	40.793dnf	33.676	911
BPX	58	Geoff Bob Leicester	79ish blk batmobile	38.478+1	37.302+1	36.849+6	37.512dnf	33.996	903
DSX	134	Kent Hamilton	98 lots dog gneon	40.730+3	41.353+4	39.848+2	40.428dnf	34.991	877
BSX	10	Brian Richardson	94 red miata	43.542dnf	39.679+2	39.703+2	39.267dnf	35.38	868



Reigning EPL National Champ  
Tonya Duplice

Finishing with an awesome 993 points, we find Peter Raymond at the top, as usual (and he provides a *great* example of looking ahead)



SS	24	Charles Chandler	00 blk camaro	42.695	42.44	42.298	42.5	35.065	875
SS	11	Tom Pora	91 blu corvette	43.397	43.476	44.961+2	43.331	35.921	855
SS	23	Arnie Coleman	00 grn m rdstr	48.171	51.367	44.428	44.332	36.751	835
SS	84	Perry Harris	84 wht corvette	48.321	52.186+1	47.378	46.236	38.33	801
SS	66	Steve Van Buskirk	97 red camaro	48.368	49.979	47.867	46.521	38.566	796
SS	13	Alan Webb	99 blk m-cpe	46.188dnf	45.554dnf	44.732dnf	44.641dnf	OC	0
SSL	11	Melanie Pora	91 blu corvette	44.122	44.101dnf	44.427	44.419	36.248	847
SSL	15	Debbie Lasson	93 ruby corvette	46.48	46.271	45.561	44.826	36.826	834
AS	43	Brian Bowden	98 blu m3	41.151	40.733+1	40.719	40.831	33.145	926
AS	17	Jason Husman	00 slvr S2K	43.328	41.716+1	41.308	40.986	33.363	920
BS	75	Bruce Cliffe	95 wht miata	48.118dnf	47.375	45.620+1	45.823	37.117	827
BS	13	Stephen Mills	99 slvr miata	48.961	45.941	48.824+2	46.627	37.212	825
CS	61	Dale Kirstein	92 wht miata	40.698+1	40.756	39.729	39.587	31.67	969
CS	16	Frobi Frobisher	91 ylw mr2	44.474	42.386	40.755	41.288	32.604	941
CS	18	Scott Snyder	91 blu mr2	45.406dnf	43.854	43.271+2	43.424+1	35.083	875
CS	6	Seth Frader Thomas	92 wht miata	42.267+2	40.617+3	41.434+2	41.205+2	36.164	849
CS	81	Karen Sultzbach	91 blu mr2	48.705	48.679	48.085	47.745	38.196	804
CS	12	Theresa Soutiere	93 red miata	51.497	50.563	48.672+1	50.380+1	40.45	759

DS	93	Brent DeWitt	96 blk neon	42.677	41.911+2	41.170+2	41.48	33.101	927
ES	26	Bill Lamkin	87 slvr crx	47.227+4	41.051+1	41.231	40.628	31.852	964
ES	98	Gary Phillis	95 wht 200 sx	42.448	41.758+1	41.534	41.56	32.563	943
ES	25	Tom Exley	95 blk del sol	44.262	44.355	43.255+3	44.049	34.534	889
ES	9	Mike Critchley	91 wht sentra	46.482	45.424	44.632	45.082	34.991	877
ES	66	Rob Critchley	91 wht sentra	45.199	46.223	44.944	45.021	35.236	871
FS	13	Stephen Long	97 grn mustang	42.121+2	43.722+3	41.582+1	41.325	33.432	918
FS	27	Victor Michael	99 grn mustang	42.308	41.668	41.428+1	41.865	33.709	911
FS	28	Adam Michael	99 blk mustang	42.705	42.611	41.957	42.255	33.943	904
FS	21	Matt Merdian	92 prpl camaro	48.38	58.283+3	48.064	48.058	38.879	790
FSL	18	Sara Sugrue	96 blk mustang	43.296+2	42.821+3	42.313	40.809+4	33.923	905
FSL	6	Kim Michael	99 red mustang	47.191+1	46.146	45.715	45.033	36.104	850
GS	37	Eric Andersen	00 blu impreza	43.264+2	44.928+1	43.883dnf	43.576	34.599	887
GS	60	Remy Mauro	95 blk mx-6	45.171	44.382	44.158	44.251	35.061	875
GSL	22	Joy Matzke	00 ylw type r	47.229	45.650+1	45.098	43.766	34.437	891
HS	8	Eric Loch	85 blk audi	45.222	43.902	43.462	43.707+1	33.857	907
HS	29	Erik Hamilton	84 blu sunbird	44.521	54.023+1	43.702+1	43.643+1	34.682	885
HS	88	Juli Loch	85 blk audi	46.900+1	46.973	46.433+1	46.189	35.981	853
HS	47	David Childs	60 red sprite	48.945+1	48.245	47.865	47.645	37.115	827
BSP	29	Toby Tyler	99 red saleen	42.064	41.319	41.410+1	41.222	34.503	890
CSP	8	Gary Boone	70 blu datsun	42.048	41.855	40.486	39.811	33.441	918
CSP	28	Mike Becker	90 wht civic	41.644	40.415	40.567+2	40.719	33.949	904
CSP	40	Pat Clements	90 red crx	43.127	42.942	42.361+1	42.84	35.986	853
CSP	9	Josh Hadler	74 gry 914	43.018	40.970+1	49.553+1	43.200+1	36.095	850
CSP	27	David Ligon	85 wht mr2	47.986	46.9	46.059	46.202	38.69	793
DSP	1	Chris Dorsey	96 blu neon	41.093	41.116+1	40.317	45.169+2	33.141	926
DSP	43	Rei Makino	89 marn gti	42.217	42.099	41.148	44.286dnf	33.824	907
DSP	87	Patrick Dodson	87 blk charger	46.829	44.737	43.41	50.692dnf	35.683	860
ESP	22	Dan Wagner	99 violt m3	40.691	40.184+1	40.320+1	38.995	32.171	954
ESP	65	Hap Schadler	65 blk mustang	40.746+1	40.574	39.804	39.597	32.668	940
ESP	58	Glen Outcalt	98 blk mustang	40.215	39.756+1	39.701	39.133+2	32.753	937
ESP	2	Louie Balm	78 ylw fairmont	42.617+1	42.326	41.621	42.249+3	34.337	894
ESP	53	Cliff Lawson	95 blk m3	41.94	41.776	41.81	41.175+1	34.465	891
ESP	70	Gregory Strietelmeier	93 wht mustang	47.671+1	48.535	46.918	50.377+1	38.707	793
ESPL	195	Kristen Chambers	95 blk mustang	45.546dnf	42.309	42.038	41.1	33.399	919
FSP	199	Kevin Wenzel	81 grnsh scirocco	39.452	39.099+1	38.402	38.219+1	31.49	975
FSP	99	Iain Mannix	81 grnsh scirocco	39.522	39.376dnf	39.068	38.623	31.671	969
FSP	3	Art Kath	83 slvr gti	40.96	41.518	40.518+2	49.431dnf	33.587	914
FSP	861	Kirk Lambert	87 red scirocco	45.2	46.943	44.761	47.520dnf	36.704	836
CP	25	Marc Short	67 grn mustang	41.888	41.622+1	41.532	41.149+1	35.385	867
CP	3	Jack Allen	99 blk lightning	42.657+1	42.292+2	42.339	42.437	36.073	851
FP	83	Chris Shepard	83 blk rx-7	51.251dnf	48.953	48.943	49.580+1	42.483	723
DM	7	Dave Sherwood	97 blk super7	44.036+2	42.507	42.407dnf	42.778dnf	38.044	807
EM	7	Harlan J Colburne	67 rwb corvair	39.944	40.638	40.179	41.828	36.149	849
EM	71	Greg Thelew	74 tan bmw2002	46.507	46.56	45.892	45.810dnf	41.532	739



Chris Barnett takes the #2 spot in Street Touring—remember? Blue Neon?—Yup, here he is...

Kristen Chambers is in a class by herself in ESPL and she's driving great too!



FJ	1	Brandon Short	jr kart	55.922	46.887	46.794	46.465	38.845	790
FJ	4	Rachel Fox	jr kart	49.906	48.905	46.765	46.799	39.096	785
ST	86	Roger Nallathamby	92 burg corrado	43.905	43.614	42.583+1	43.077	33.428	918
ST	90	Chris Barnett	98 blu neon	46.114+1	45.035	44.488	43.97	34.121	900
ST	42	Ian Freschette	98 blk gti	46.139	46.174	45.191	44.152	34.262	896
ST	12	Kurt Sendelweck	92 grn 240sx	46.343	45.603	45.474	44.348	34.414	892
ST	55	Rolando Rios	99 blu impreza	47.747+2	47.416	46.484	45.637	35.414	867
ST	2	Toupoc Hur	90 blk accord	46.548+4	49.201	49.200dnf	48.768	37.844	811
STP	30	Brad Perdue	95 wht 3000gt	47.421	45.414+1	45.211	44.57	36.369	844
STP	85	Jerry Hur	84 blk toy ae86	45.605	49.994dnf	44.464+1	44.869	36.613	838
SM	3	Ron Fox	94 wht/blu mustang	44.426	42.827	42.569+2	42.212+1	36.06	851
SM	50	Patrick Maddy	00 ylw type r	44.118	45.927	43.814	43.097	36.288	846
V1L	42	Stephanie Harper	65 grn mustang	53.545	49.865	48.873dnf	50.204+1	49.416	621
DSLRL	1	Kristy Blunt	blu neon	49.232+2	41.960+3	56.914+2	42.578	33.671	912
STR	28	Michael O'Neal	89 red civic	49.999dnf	44.073	44.267	43.61	33.841	907
STR	66	Larry Ganz	00 wht impreza	44.179+1	43.913+1	43.816	43.755	33.954	904
FSR	6	Van Michael	99 red mustang	42.602	42.819	42.664	42.154	34.103	900
GSR	69	Chad Gagnon	98 blu impreza	44.477	44.189	44.168	43.167	34.275	896
FSR	313	Ashby Floyd	95 blk impala	42.872	44.886+1	43.251+2	42.716+1	34.683	885
GSR	100	Mason Thomas	00 slvr celica	45.691	45.447+1	44.873+1	44.131	35.04	876
FSR	127	Kris Michael	99 grn mustang	43.422	42.728+1	43.495dnf	41.917+1	35.128	874
ESR	9	Eric Mees	93 brn integra	45.774+1	44.839+3	45.09	46.101+2	35.351	868
DPR	7	Stephan Visser	grn x1/9	42.436dnf	45.641	42.18	42.937+1	35.895	855
FSR	128	Brian Crozier	99 blk mustang	44.969	47.128	44.444	46.043dnf	35.955	854

FSR	77	David Walker	97 wht mustang	44.983	44.912	46.513dnf	45.052	36.334	845
CSR	24	Chad Fenderson	84 wht rx7	47.37	47.195	45.549	45.478	36.382	844
GSR	8	Eric Morrison	95 grn integra	46.598	48.39	45.898	46.378	36.443	842
ESPR	80	Griff Sickendick	90 blu mustang	47.121+2	44.768	44.299	44.634	36.547	840
GSR	7	David Gustavsson	88 red subaru	48.038	46.835	58.558+	46.674	37.059	828
STR	26	JJ Cassa	00 blu impreza	49.786	47.808	48.541	48.211	37.099	827
SMR	54	Tobi Connell	92 red civic	47.611+3	45.734	45.047	44.374	37.363	822
SMR	721	Mark Phillips	95 red eclipse	46.664	46.647	44.952	44.608	37.56	817
SSR	68	Dave Nugent	94 red rx7	46.436	48.161	45.471	55.592+2	37.695	814
ASR	99	Bob Kalkowski	99 blk z3	46.617+1	47.459+2	46.326	46.795	37.709	814
SSR	22	Jerry Jackson	95 burg corvette	46.73	46.508	46.545	45.696	37.882	810
ESPR	55	Robert Blaes	68 turq mustang	47.899	47.239	46.578	46.98	38.427	799
STLR	17	Carrie Reiner	98 blu integra	56.382	52.82	51.103	50.131	38.552	796
CSPR	13	Chuck Luyten	83 blu rx7	45.591dnf	46.658dnf	46.657	46.25	38.85	790
GSR	6	Steve Armstrong	94 red 300 zx	49.997dnf	50.460+1	50.706	49.558	39.349	780
SSR	5	Mike Castagno	97 blk camaro	57.654dnf	49.104	47.348dnf	47.588	39.45	778
GSR	21	Noel Esporo	00 blu celica	48.765+1	48.261+3	49.818	47.707+2	39.555	776
GSR	11	Brad Daggett	97 wht eclipse	51.601+1	51.794dnf	52.064+1	50.622	40.194	764
FSR	23	Shannon Flynn	80 burg duster	50.494+1	53.637+2	51.25	50.112	40.541	757
CSPR	34	Sara Handy	83 blu rx7	49.97	49.767	48.684	48.397	40.653	755
SMR	1	Rob Messick	98 blu impreza	46.833dnf	51.027	48.726	48.994	41.027	748
HSR	12	John Shaw	93 grn/blu golf	54.55	52.919	54.634	44.348dnf	41.224	745
GSR	13	Paul Morrison	95 grn integra	52.327	51.941	52.072	51.863+1	41.241	744
GSR	17	Joe Hinrichs	88 red subaru	56.692	54.080dnf	47.949+2	53.108dnf	41.248	744
GSR	77	Harley Nelson	99 red alero	54.015	52.529	50.129+1	49.993+2	41.39	742
GSR	76	Lori Armstrong	93 red integra	55.943	56.214	54.089	52.974	42.061	730
SSR	75	Josh Oyler	00 blk saleen	54.964dnf	51.338	49.270+1	49.036+1	42.309	725
FJR	7	Kyle Blaes	jr kart	91.82	86.401	77.193	70.348	58.811	522
GSR	15	Kevin Shaw	96 red gti	62.480dnf	57.850dnf	62.696dnf	56.249dnf	OC	0
HSLR	998	Merry Davidson	98 marn suz esteen	64.624dnf	63.296dnf	62.418dnf	62.498dnf	OC	0



CSP Rookie Sara Handy joins the 40-driver fray in an '83 Blue RX-7 with co-driver Chuck Luyten

🌀 Event Results 🌀 Event Results 🌀 Event Results 🌀

Another Has Been (a 1000-point winner) Is Again  
**David Fauth!**

**RMSS #4 — Coors Field  
June 25, 2000**

Over 158 (OK, 159) drivers got smoked by CD Fauth on this twitchy, fun Coors Field course, designed once again by Chief (of course) Iain Mannix—you know, the guy trophying all around the country. CD led the X Class, followed by 5, count 'em f-i-v-e Miatas (the 4 previously-mentioned top finishers in our last recap + Dan Heydlauff).

Leading the Rookies was Maxx Hatz in the Tunnel M3, followed by Michael O'Neal, Larry Ganz, and Van Michael—all over 900 points!

Melanie Pora has consistently been winning SSL, while Philip Volk finishes routinely at the top of BS. Adam Michael moved himself from Rookie to FS and won! The GS battle was fought in MX6s with Dave Lanty beating Remy Mauro in the end. Eric Loch won HS both days, and Josh Hadler pulled out the CSP 6-car win. Chris Dorsey once again took DSP in his DS Neon, and Hap Schadler ruled the ultra-competitive 10-car ESP class! Kevin Wenzel made a smoking 976-point FSP run, while Roger Nallathamby and his famous Corrado made off with the Street Touring win.



KentBob Hamilton makes his farewell runs, as he's *abandoned* us for Alaska (land of megabucks). But he promises to be back for the Tour & Nationals. He will sorely be missed around the prestigious ConeClips Publishing Complex, as he never failed to respond to our call-to-assembly-at-the-last-possible-moment, and of course, who can forget his world-reknoned affixing prowess. We'll all miss you(r smiling face, good driving, bad jokes, and hard work)!



Michael O'Neal and his '89 red Civic can be found near the rookie class

Cls	#	Driver Name	Car Info	Run 1	Run 2	Run 3	Run 4	Pax	Pnts
GSX	16	David Fauth	98 wht type r	56.837+3	56.455	55.885+1	55.457dnf	44.825	1000
BSX	199	Peter Raymond	99 grn miata	57.564+1	55.923	55.718	56.218dnf	45.132	993
BSX	98	Bob Klingler	99 slvr miata	57.223+1	56.025	56.618	55.389dnf	45.38	988
BSX	95	Paul Woolley	95 blk miata	57.745	57.157	58.146	57.589dnf	46.297	968
BSX	96	Dan Heydlauff	94 red miata	59.335	59.146+1	58.286	58.528dnf	47.212	949
BSX	39	Barry Ott	95 blk miata	57.494+1	57.000+2	56.772+1	56.851dnf	47.605	942
FSPX	33	Matt Leicester	77 trix hotruck	58.410+1	58.372+1	58.06	57.848dnf	47.609	942
DPX	1	Howard Duncan	87 ylw crx	57.96	56.81	56.229	56.347dnf	47.851	937
CPX	31	Mark Petty	74 ylw mustang	57.038+1	56.966	56.238	55.555dnf	47.915	936
ESPL	98	Patty Tunnell	95 wht m3	55.677+2	55.495+2	56.225+3	55.911dnf	48.347	927
FSX	176	Kevin Youngers	89 wht transam	59.557+3	58.177+4	57.853+1	59.682dnf	48.421	926
DPX	7	Dave Dutton	77 grn x1/9	58.467	58.644	57.022	63.459dnf	48.526	924
EPX	12	Todd Peck	71 blu rx2	56.019	56.332	56.104	55.753dnf	48.568	923
DSX	3	Rick Donaldson	96 blu neon	62.488	60.904	60.503+1	59.676dnf	48.601	922
FSX	76	Bob Tunnell	89 wht transam	60.169	57.407+2	59.057+2	58.932dnf	48.677	921
EPLX	12	Tonya Duplice	71 blu rx2	58.031	58.979+1	59.095+4	58.626dnf	48.803	918
BSX	10	Brian Richardson	94 red miata	60.572	59.671+1	62.025dnf	59.455dnf	49.063	914
BSX	99	Jerry Bennington	99 grn miata	60.716+1	59.102+1	60.577	57.317dnf	49.067	914
ESPX	197	Wayne Sartori	97 red camaro	57.739+2	58.526+1	57.747+1	57.821dnf	49.291	909
DSX	34	Aaron Miller	98 rwb neon	59.633+2	60.102+1	58.562+4	59.026dnf	49.557	905
DSX	134	Kent Hamilton	98 lots dog gneon	60.501+1	59.646+2	59.273+3	58.130dnf	49.876	899
DPX	21	Linda Duncan	87 ylw crx	60.376	59.792+1	59.388	59.672dnf	50.539	887
DMX	77	Andy Aust	87 red super7	59.219	dnf	59.289	57.188dnf	53.001	846
BPX	58	GeoffBob Leicester	79 blk batmobile	55.743+3	DNS	DNS	DNS	53.408	839
DMLX	77	Jenny Aust	87 red super7	68.035dnf	66.748	66.184	64.976dnf	56.154	798
SS	24	Charles Chandler	00 blk camaro	63.605	62.53	62.396	61.134	50.68	884
SS	11	Tom Pora	91 blu corvette	65.003	63.817	63.952	63.009	52.234	858
SS	13	Alan Webb	99 blk m cpe	70.306dnf	80.706+1	66.616+1	66.418	55.061	814
SS	84	Perry Harris	84 wht corvett	70.181	72.865	67.559	66.474dnf	56.006	800
SS	66	Steve Van Buskirk	97 red camaro	68.531	67.576	68.361	67.349+1	56.021	800
SSL	11	Melanie Pora	91 blu corvette	64.488	65.648	79.283dnf	dnf	52.979	846
SSL	15	Debbie Lasson	93 ruby corvette	66.174+1	66.974+1	79.924	dnf	56.008	800

AS	11	David Monarchi	95 blk 3000vr4	69.006+2	81.311dnf	75.288dnf	78.416+1	59.427	754
BS	21	Philip Volk	94 wht miata	65.312+1	64.143	62.241+1	61.344	49.689	902
BS	13	Stephen Mills	99 slvr miata	68.615+1	67.518+1	68.656+1	68.433+1	56.31	796
BSL	35	Janet Traxler	94 wht miata	75.037+1	73.65	86.169dnf	dnf	59.12	758
CS	6	Dale Kirstein	92 wht miata	60.381	60.939+1	59.735	58.759+1	47.788	938
CS	16	Frobi Frobisher	91 ylw mr2	63.406	62.441	61.717+1	62.545+1	49.953	897
CS	18	Scott Snyder	91 blu mr2	65.307	63.289+1	63.542	63.298	50.638	885
CS	81	Karen Sultzbach	91 blu mr2	67.844	67.946	66.404+1	66.358	53.086	844
CS	66	Paul Bailey	88 red fiero	72.062	70.537	68.71	68.986	54.968	815
CS	12	Theresa Soutiere	93 red miata	74.645	78.467dnf	72.024dnf	71.545	57.236	783
ES	26	Bill Lamkin	87 slvr crx	61.652+2	59.923+1	59.313	59.825+2	46.501	964
ES	98	Gary Phillis	95 wht 200sx	60.163	60.019	59.76	60.103+1	46.852	957
ES	6	Andy Hecox	87 red gti	66.494	64.139	64.202	63.405	49.71	902
ES	9	Mike Critchley	91 wht sentra	67.734	73.863	65.897dnf	65.353	51.237	875
ES	66	Rob Critchley	91 wht sentra	67.968dnf	64.754+2	66.301	66.070+1	51.98	862
ES	13	Dave Roberts	98 blk escort	72.073+1	69.43	72.880+1	83.179dnf	54.433	823
FS	28	Adam Michael	99 blk mustang	62.489+1	61.464	62.564+1	60.338	48.813	918
FS	27	Victor Michael	99 grn mustang	62.052	61.571+1	65.973+2	60.762	49.156	912
FS	21	Matt Merdian	92 prpl camaro	75.349dnf	72.318	72.273	70.682+1	58.469	767
FSL	18	Sara Sugrue	96 blk mustang	63.767	75.406+3	72.829	71.914	51.123	877
FSL	6	Kim Michael	99 red mustang	69.77	67.729	77.920dnf	73.527	54.3	826
GS	69	Dave Lanty	95 grn mx6	66.857+1	63.12	64.560dnf	61.242dnf	50.117	894
GS	60	Remy Mauro	95 blk mx6	63.500+1	64.508	64.416	63.913	50.747	883
GS	37	Eric Andersen	00 blu impreza	64.965	64.226	65.145+1	65.613+1	50.995	879
GS	54	Tobi Connell	00 ylw type r	65.697	65.102	64.464	64.120+1	51.184	876
GS	74	Larry Loesch	97 grn integra	75.274+1	70.866	71.897	72.718+2	56.268	797
GSL	22	Joy Matzke	00 ylw type r	66.882dnf	69.805	69.715	68.668	54.032	830
HS	18	Eric Loch	85 blk quattro	65.148+1	65.441	67.937	67.397	50.979	879
HS	8	Mike Thompson	93 blk accord	66.383+1	65.709	65.750+1	67.26	51.187	876
HS	42	David Suydam	96 blu contour	68.547+1	67.627	76.172	79.31	52.681	851
HS	29	Erik Hamilton	84 blu sunbird	68.029	65.408+2	67.641	75.307dnf	52.692	851
HS	88	Juli Loch	85 blk quattro	70.003	68.244	71.965	70.73	53.162	843



Linda Duncan and SCCA Big Cheese  
Howard Duncan blast in their new-  
this-year DP CRX

Hsun Chen finishes 1 small point  
out of 2nd place in CSP



Rachel Fox duked it out both days with Brandon Short in Forumula Junior. She won this time (he won yesterday)



Chief of Equipment, Philip Volk clears 900 points for the win in BS

CSP	9	Josh Hadler	74 gry 914	60.943	60.266	60.960dnf	59.146	49.683	902
CSP	8	Gary Boone	70 blu datsun	61.827	62.163	60.804	60.248	50.608	886
CSP	26	Hsun Chen	89 red crx	64.726	62.977	60.324	60.583	50.672	885
CSP	40	Pat Clements	90 red crx	64.220+2	64.506+1	62.262	64.300+1	52.3	857
CSP	27	David Ligon	85 wht mr2	65.573	67.329	65.56	64.543+1	55.07	814
CSP	99	Chris Heydlauff	89 red crx	66.716+4	67.637+2	68.409+2	66.894+4	60.175	745
DSP	1	Chris Dorsey	96 blu neon	61.248+3	60.266	68.621dnf	66.366dnf	49.539	905
DSP	43	Rei Makino	89 marn gti	61.714	61.050+1	70.887dnf	66.263	50.729	884
DSP	86	Eric Castillo	86 blk omni	65.858	63.176	74.896	73.019	51.931	863
DSP	87	Patrick Dodson	87 blk charger	68.481	65.789+1	71.909dnf	68.526	55.723	804
ESP	65	Hap Schadler	65 blk mustang	61.276+2	59.594	59.116	58.736	48.457	925
ESP	58	Glen Outcalt	98 blk mustang	60.456	60.541+1	59.07	59.792	48.733	920
ESP	22	Dan Wagner	99 vit m3	61.547	59.941	59.766	59.074	48.736	920
ESP	79	Jason Miller	95 red talon	59.793+4	58.747+1	58.759+3	59.075	48.737	920
ESP	53	Cliff Lawson	95 blk m3	63.489	61.724	60.911	61.065	50.252	892
ESP	95	Pat Chambers	95 blk mustang	61.02	59.453+1	59.947+1	60.025+1	50.341	890
ESP	2	Louie Baum	78 ylw fairmont	65.751dnf	64.762	62.989	62.789	51.801	865
ESP	888	Jack Terhar jr	00 red mustang	68.816	67.255	67.213	64.858	53.508	838
ESP	70	Gregory Strietelmeier	93 wht mustang	85.062dnf	71.608	68.027	66.933	55.22	812
ESP	88	Jennelle Ertel	00 red mustang	76.040+1	72.876+1	70.555	70.665+2	58.208	770
ESPL	195	Kristen Chambers	95 blk mustang	64.767	62.686	61.473+3	62.502	50.791	883
FSP	199	Kevin Wenzel	91 grnsh scirocco	57.811+2	56.021	66.257	65.617+1	45.937	976
FSP	99	Iain Mannix	91 grnsh scirocco	57.344+1	56.423+1	77.508	63.819+1	47.907	936
FSP	3	Art Kathe	83 slvr gti	60.802	60.494	67.255+2	64.022+2	49.605	904
FSP	861	Kirk Lambert	87 red scirocco	65.67	65.003	70.126	68.938	53.302	841
BP	25	Tom Exley	87 slvr rx7	64.669+1	66.306	77.918	69.422	57.355	782
CP	25	Marc Short	67 grn mustang	61.701	60.890dnf	92.933+1	88.886	52.569	853
CP	3	Jack Allen	99 blk lightning	65.977+3	63.793+1	88.154+1	dnf	56.056	800
CP	79	Derald Rice	79 org mustang	70.032	67.485+1	71.390+3	70.715+3	59.201	757
CPL	125	Shannon Short	67 grn mustang	66.565+5	66.551	68.198dnf	67.187+4	55	815
DP	7	Stephen Visser	grn x1/9	64.728+2	70.062+1	80.55	94.831	58.488	766
DM	7	Dave Sherwood	97 blk super7	63.614	66.635+1	78.076dnf	dnf	56.935	787



Would you say  
X-classer  
Jerry  
Bennington is  
driving hard,  
or is that  
front tire off  
the ground an  
optical  
illusion?

EM	33	Roger Smith	72 wht spitfire	56.551+2	56.343	87.009dnf	dnf	50.99	879
EM	7	Harlan Colburne	67 rwb corvair	59.132+2	59.915	94.946+2	dnf	54.223	827
EM	133	Colin Smith	72 wht spitfire	61.748+2	62.525	94.732	dnf	56.585	792
FJ	4	Rachel Fox	jr kart	72.457	70.075	68.871	68.875	57.576	779
FJ	1	Brandon Short	jr kart	70.314	80.288	72.803	67.735+1	58.298	769
ST	86	Roger Nallathamby	92 burg corrado	66.377+1	63.285	62.898+1	62.34	48.376	927
ST	90	Chris Barnett	98 blu neon	68.619	65.489	64.744+3	63.968	49.639	903
ST	13	Seth Frader	92 wht miata	64.669+5	64.718dnf	65.388	65.234	50.622	885
ST	12	Kurt Sendelweck	92 grn 240sx	69.239dnf	66.046	65.241	66.006	50.627	885
ST	55	Rolando Rios	99 blu impreza	67.965	66.076	66.160+1	72.741dnf	51.275	874
ST	76	Will Sweat	00 blu impreza	70.026	65.830+1	dnf	65.928+1	52.636	852
ST	2	Toupo Hur	90 blk accord	72.481	71.787	69.597dnf	69.721	54.103	829
STP	85	Jerry Hur	84 blk toy ae86	67.912+1	66.604	74.799+2	75.906	54.349	825
STP	30	Brad Perdue	95 wht 3000gt	69.452	67.548	79.310dnf	74.303	55.119	813
SM	76	Ian Jordan	90 marn talon	64.058+1	62.726	70.352	74.065dnf	52.815	849
SM	3	Ron Fox	94 wht/bl mustang	66.114	62.818	68.347+8	69.928dnf	52.893	847
SM	74	Rob Winter	74 slvr 260z	66.695+1	63.23	75.305dnf	74.119	53.24	842
SM	50	Patrick Maddy	00 ylw type r	67.764+1	65.999+1	72.409	68.549	57.255	783
V1	95	Paul Woolley	93 grn rx7	64.817dnf	63.798	62.962	62.381	62.381	719
ESPR	98	Maxx Hatz	95 wht m3	66.881dnf	60.925	60.68	59.788	49.325	909
STR	28	Michael O'Neal	89 red civic	67.337dnf	63.671	64.218	63.430+1	49.409	907
STR	66	Larry Ganz	00 wht impreza	65.703	65.373	63.793	66.259	49.503	906
FSR	6	Van Michael	99 red mustang	62.451	62.585	62.474	61.502	49.755	901
GSR	69	Chad Gagnon	98 blu impreza	63.702	63.599	63.023	63.864	50.04	896
FSR	106	Robin Thomas	99 red mustang	69.083dnf	63.902	62.905	61.963	50.128	894
FSR	127	Kris Michael	99 grn mustang	63.425+2	63.969	63.000dnf	62.473	50.541	887
DSLRL	1	Kristi Blunt	blu neon	63.326+1	75.975+1	60.610+3	89.030dnf	51.661	868
FSR	313	Ashby Floyd	95 blk impala	66.725+1	64.237	64.351	64.578+1	51.968	863
FSR	77	David Walker	97 wht mustang	67.031	65.813	65.67	64.625	52.282	857
STR	6	Raymond Larsen	95 wht civic	69.659	67.571	68.079	69.880+2	52.435	855
STR	83	Yevgeny Kolmanovich	94 prpl impreza	67.446dnf	66.230+2	66.260dnf	67.574	52.437	855
SSR	5	Rich Nichols	99 blu m rdstr	65.008	66.078+1	64.126dnf	63.361	52.526	853
GSR	100	Mason Thomas	00 slvr celica	68.5	66.876	66.55	68.998+1	52.841	848
ESPR	80	Griff Sickendick	90 blu mustang	65.838	66.583+2	64.301	65.400+2	53.048	845
CSR	24	Chad Fenderson	84 wht rx7	69.145	66.894	66.614	66.595	53.276	841

STR	4	Jay Peji	85 red corolla	74.037dnf	84.962dnf	71.008	69.001	53.545	837
GSR	7	David Gustavsson	88 red subaru	69.076	68.44	68.021+1	67.475	53.575	837
STR	49	Gary Lanford	94 grn civic	77.063dnf	77.551	71.568	70.122	54.415	824
GSR	86	Stephen Wang	00 slvr impreza	69.247	70.544	68.691	67.040+2	54.541	822
ESPR	55	Robert Blaes	68 turq mustang	70.719+1	67.515	66.313	66.61	54.708	819
ESPR	303	Thomas Franczek	99 blk mustang	69.239	67.461dnf	66.374	66.33	54.722	819
GSR	93	Jerry Jones	00 blu mustang	69.960dnf	68.640+1	70.543dnf	67.796+1	55.418	809
SSR	3	Bob Laws	89 blu corvette	71.75	69.108	68.142	66.862	55.429	809
STR	26	JJ Cassa	00 blu impreza	69.329dnf	88	71.892	70.645+2	55.788	803
CSPR	13	Chuck Luyten	83 blu rx7	67.497dnf	66.347+1	66.750+1	66.502	55.862	802
GSR	25	Jeb Baker	99 blu impreza	73.448+2	82.722+1	72.750+1	69.166+1	56.506	793
HSR	84	David Stackhouse	84 blu 318i	73.541	72.712	76.732		56.643	791
SMR	72	Norm Bell	89 gry mustang	69.537dnf	67.598	72.57	71.62	56.918	788
SSR	5	Mike Castagno	97 blk camaro	71.787	68.748	69.6	69.501dnf	56.992	787
GSR	77	Harley Nelson	99 red alero	77.173	72.683+4	72.174	70.836+1	57.306	782
BSPR	72	Robert Loesch	72 org 240z	70.731+1	71.294+1	69.05	67.513+2	57.795	776
DSPL	R07	Janae Nuhn	87 blk charger	79.742	71.58	75.233	72.821dnf	57.956	773
ESR	16	Korey Swanson	87 blk crx	74.822	71.464dnf	84.750+9	85.600+3	58.66	764
CSPR	34	Sara Handy	83 blu rx7	73.439+1	73.995	72.08	70.124	58.904	761
BSR	110	Tosh Grebenick	99 slvr miata	79.238	81.21	71.141+1	71.779+2	59.244	757
BSR	101	Nick Rota	99 slvr miata	78.319dnf	76.068dnf	75.56	73.255	59.337	755
ASR	99	Bob Kalkowski	99 blk z3	70.202+2	68.930dnf	79.136	74.574dnf	60.4	742
SSR	75	Josh Oylar	00 blk saleen	74.405	72.873+1	71.448+1	73.412	60.859	737
BSR	10	Joe Rota	99 slvr miata	76.579	80.606	82.906	76.741	62.029	723
ESPR	27	Gustavo Nolazco	96 blk camaro	77.403	78.114dnf	74.041dnf	77.464dnf	63.857	702
STR	25	Phillip Sowada	00 red civic	69.657dnf	72.334dnf	67.890dnf	83.609+1	66.433	675
FJR	7	Kyle Blaes	jr kart	103.489	88.209	84.191	141.914dnf	70.384	637
FJR	3	Shane Blaes	jr kart	178.591dnf	36.258dnf	138.969dnf	119.338dnf	OC	0
CSPR	126	Bryce Davis	89 red crx	69.554dnf	68.359dnf	67.274dnf	66.255dnf		



Paul Woolley makes his exhibition runs in his 3rd generation RX-7

# Ask the Auto-X-Pert

**Yesterday's Technical Know-how, Available Tomorrow**

**by Geoff Bob Danger Careful Bob Leicester, Bob**

Well, this month's question comes from an actual reader, who, as per the usual policy of this fine publication, shall remain anonymous. I will say, however, that he donated his last name to my sister Kathy Wolfskill when he married her, and his first name is Kevin. He drives the red CS #42 Miata, but you won't recognize him because he's wearing a helmet.

This anonymous reader did not use the ultra-spiffy Auto-X-Pert e-mail hotline (geoff@eagle-access.net) because he thought it was too much effort. All he had to do was go home, fire up the old Dell, zip out an e-mail, and wait patiently for a reply. But noooo, he had to just ask, since I was sitting directly in front of him. Some people just don't embrace new technology. And he's a computer programmer, too!

Anyway, Kevin Wolfskill, this month's anonymous question-asker that he is, wants to know the definitions of alignment terms and how they will affect his red CS #42 Miata. The short answer is that the terms won't affect the car at all. Wrenches do. So this month, we will be looking at the fascinating world of camber, caster, toe-in (and out), and steering axis inclination. Fun, huh? And we'll try and look at how these things work together to make your car handle the way it does, and what you might want to try to make it handle differently. Keep in mind that alignment settings to optimize racetrack performance might adversely affect (meaning shred) the tires' longevity. This is because occasionally, people drive a little more sedately than they do at Chicken Lips Raceway Park. And for now, we will be conveniently side-stepping some related issues such as geometry, camber curves, and the like. Ask me about these topics at the event, and I just might have an answer for you!

Caster could be described as the inward or outward tilt of the top of the wheel; but it would be wrong. That's camber. So let's look at that first.

Camber, as one might suspect, is the inward or outward tilt of the top of the wheel. Positive camber tilts the top of the wheel to the outside, negative camber tilts the top of the wheel to, you guessed it, the inside. We like negative camber. As we scream through the turns, negative camber will keep the tire more vertical on the track, increasing grip. Depending on the suspension design, some cars like more negative camber than others. MacPherson strut cars usually employ much more negative camber than cars using upper and lower control arms, because the suspension tends to camber out when compressing; for instance when the car leans in a turn.



Negative camber is your friend, except too much of it will destroy your tires on the street. Positive camber is used by many high-performance vehicles, such as road graders and cement mixers. We would usually see negative camber on autocross vehicles up to about two and a half degrees or so.

Caster is the relation of the upper and lower ball joints to each other, as viewed from the side. Nearly all vehicles have the upper ball joint behind the lower one, which gives us positive caster. Many Hondas specify 0 caster, but we like to put in positive caster anyway. Caster is what keeps your car going straight when you let go of the wheel. (Don't try this at an autocross!) Ever have your car parked, turn the wheel all the way to one side, and see the front of the car raise up? That's caster in action. Caster does two important things: it increases negative camber as we turn sharper, and it gives us directional stability. The downside of more caster is increased steering effort. Ask Matt about it in the Hottruck sometime. Generally speaking, the more a car understeers, the more caster it's gonna like. Aligning a car is something of a juggling act between caster and camber; you usually can't get a lot of negative camber and positive caster at the same time. More caster and less camber will give improved tire life on the street than the other way around. Caster angles are usually five degrees or less. Spraying WD-40 around the suspension will not give you castor oil, by the way.

Toe-in and out are the most readily-changeable aspects of our car's alignment. Viewed from above, toe-in has the front of the tires pointing towards each other, toe-out has the tires pointing away from each other. Toe-in is used for stability, toe-out for agility. Guess which we prefer! Excessive toe-in will shred tires and leave pylon marks on the front bumper; excessive toe-out will shred tires and leave pylon marks on the rear bumper. The quickest, easiest way to make your car turn in quicker is to toe them thar wheels out. Keep in mind that toe-out and negative camber work great on autocross-specific vehicles, but will chew up tires like crazy! Oh well, what do you do? (Hint: Prepared is fun!) We Solo people use up to about ¼" toe-out or so. Zero toe will give a good combination of handling and tire wear.

Steering axis inclination is a bunch more difficult to understand, but in a nutshell is the angle between a line through the upper and lower suspension mounting points and vertical, as viewed from the front. An alignment shop uses this measurement to determine if suspension components are damaged or the car is bent. Another clue would be if one of the front fenders is missing, and the bumper is in the passenger's seat. It is usually not adjustable, unless you have really adjustable suspension mounting point, in



which case you're running a Prepared car. You would want the SAI to be the same on both sides of the car to make handling consistent in both directions. This would assume, of course, that you drive consistently in both directions, and if not, you can always tell people that you didn't spin; you were a victim of non-adjustable and mis-matched steering axis inclination. Then they will look at you funny and leave you alone.

The importance of alignment for autocross cannot be overstated! Having a competent alignment done will do more for the improvement of handling than probably anything else you can do, dollar for dollar. Find a shop that will align your car to your specs; many will not. And have fun, of course! As always, glad to help!



## Directions

**Coors Field · Denver, CO**

### **From I-25**

- Exit at Park Avenue (eastbound)
- Pass Coors field on your right
- Left onto Market, which turns into Walnut (past Blake)
- At 29th (or anything north of 27th), take two left turns
- Proceed south on Blake
- You must enter from the 27th Street gate

**Cloverleaf Kennel Club · Loveland**

### **From I-25**

- West at Exit 257 (US 34)
- Follow signs to Dog Track (just off freeway through factory stores)

**World Arena · Colorado Springs**

### **From I-25**

- Exit 138 (Circle Drive westbound)
- Continue west about 3/4 mile
- Left onto Venetucci to World Arena



**ConeConference**  
by Rick Walford

## Who Ya Gonna Call?!

Who/What?	Where?	What for?
Cliff Lawson, CO Region Solo II Chairman	303.841.5953 (h) or 303.348.3606 (w) CTLawson@compuserve.com	Everything!
Mark Dempsey Continental Divide Region Solo Chair	mdempsey1@uswest.net or (719) 599-7759	Colorado Springs area events
Kathy Leicester Wolfskill Mailing List, ConeClips Editor	303.499.9181 x115 (w) or 303.258-7371 (h) kathyw@ff.com	General Info, to get the Solo newsletter, and/or mailing list changes
Continental Divide Region Solo website by Dale Kirstein	www.hpi.net/~cdrscca/ index.html kirstein@sprintmail.com	Web site info
Colorado Region Solo website by Iain Mannix	http://rmsolo.privatei.com mannix@privatei.com	Web site info
Join the Solo email list by Iain Mannix	send email to RMSolo-Request@privatei.com with subscribe in the body	Announcements and/or discussion
SCCA	www.scca.org 303.779.6622	Sports Car Club of America
SCCA's Solo II Classes	www.scca.org/amateur/ solo2/classes	Sports Car Club of America