



Cone Clips

SCCA Colorado Solo News
July/August 2002

Kathy Wolfskill
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Nederland, CO 80466



from the chair of the Chair

by Graeme Weston-Lewis
Colorado Region Solo Chairman

Where did the season go? Only two more points-paying events and we will have concluded the 2002 Rocky Mountain Solo Series. There is still the Solo2 Nationals in Topeka, so your Solo2 fix is only a day's drive away! It's not too late to register.

This has been a season of incredible growth with overall participation up almost 20%. The biggest growth has been at our Colorado Springs events. Last year, there were 4 events with an average attendance of 129. Including the 7/14 event at World Arena, the average attendance at the 5 events so far has grown almost 30% to 167! Coors Field still draws the largest attendance with our average so far this year being 198 drivers. Our largest event last year was the season finale with 207 drivers, while this year it was our season opener with 233 drivers.

With all this growth, we might have expected the quality of our events to suffer. I'm happy to say that at least from my perspective, quite the opposite has happened. The quality of our events has continued to improve. We have managed to accommodate 4 runs at most of our events. We have consistently started right on time, and with one exception we have cleared the site before 6:00 pm. That is a record that ANY autocrossing program would be proud of. Without your support and effort, the Chiefs Team and myself could not put on such well run events. Thanks everyone!

Keep the shiny side up,

Graeme

Ames Aims (and hits) 1K

RMSS #8 — World Arena

June 23, 2002

FTD John Ames smoked. Big time. Bad. Next in line was David Fauth (ever hear of him??) at 976 points (and first in X), followed by Van Michael, 2nd in SS at 973 points, and Todd Harmon at 970 in DS. Great going guys!

Things are heating up in the points race for the season. For those who have made every event this season, after this race you could drop your lowest score to raise that average. (For those of us with less-than-perfect attendance, like *me* who's going to get to drop *one event total* if I'm *lucky*, you better be having a magnificent year!!)

Tom and Melanie Pora are continuing to show their strength in AS with another 1-2 win. Scott Nuttall took the 3rd trophy spot--and he's been slaving over the books all year instead of racing with us! Corky Newcombe is back and coming on strong in BS, followed by other front-runners Mark Ferguson and Jeff Sherrard. D Stock is seeing the same players mixing it up each event. After Todd, Vic Michael, co-driver Mitch Beranek, Kinch Reindl and Mason rounded out the top 5 positions. E Stock is another hotbed of activity. Pal Rowley is hot, hot, hot with a win over Andy Hecox and Dale Kirstein. Sara Sugrue is getting many-a-win in FS, while the GS titans continue to do battle. Today saw Aaron Miller on top, with Jason Miller and Chris Dorsey taking 2nd and 3rd.

Jay and wife Jamie Yost took first and second, as commonly seen in ASP, while David Wiese and Paul Watts took the CSP and DSP wins, respectively. ESP is another fun one to watch. Today, Richard Stark beat out Glen Outcalt, Hap Schadler, and David Walker, in that order. STS found Gary Phillis taking the top spot, followed closely by Michael O'Neal, and even *closer* (like the same points) by Rick Donalson. Hsun Chen nabbed the 4th spot with Jeff Baysinger and Dan Hackett taking the final trophies. Street Mod was led by Jake Latham in his Eagle, with the remaining 4 trophy positions all in different car makes.



Trophy Winners U RMSS #8

| Cls | Pos | Num | Driver | Pts |
|-----|-----|-----|----------------|------|
| x | 1t | 19 | David Fauth | 976 |
| | 2t | 93 | Barry Ott | 964 |
| | 3t | 99 | Bob Klingler | 959 |
| | 4t | 97 | Rick Walford | 949 |
| | 5t | 162 | Paul Woolley | 948 |
| ss | 1t | 99 | John Ames | 1000 |
| | 2t | 192 | Van Michael | 973 |
| | 3t | 31 | Jeff Lundgren | 949 |
| ssl | 1t | 92 | Kim Michael | 888 |
| as | 1t | 11 | Tom Pora | 955 |
| | 2t | 111 | Melanie Pora | 939 |
| | 3t | 98 | Scott Nuttall | 922 |
| | 4t | 110 | Clay Turner | 905 |
| bs | 1t | 23 | Corky Newcombe | 935 |
| | 2t | 33 | Mark Ferguson | 930 |
| | 3t | 95 | Jeff Sherrard | 929 |
| bsl | 1t | 46 | Ann Edwards | 651 |
| cs | 1t | 11 | Jim Jones | 896 |
| | 2t | 21 | Philip Volk | 891 |
| ds | 1t | 99 | Todd Harmon | 970 |
| | 2t | 197 | Vic Michael | 967 |
| | 3t | 97 | Mitch Beranek | 955 |
| | 4t | 8 | Kinch Reindl | 949 |
| es | 1t | 90 | Paladin Rowley | 951 |
| | 2t | 16 | Andy Hecox | 946 |
| | 3t | 99 | Dale Kirstein | 938 |
| esl | 1t | 15 | Carol Rickli | 825 |
| fs | 1t | 18 | Sara Sugrue | 899 |
| gs | 1t | 34 | Aaron Miller | 958 |
| | 2t | 134 | Jason Miller | 952 |
| | 3t | 128 | Chris Dorsey | 950 |
| | 4t | 22 | Scott Engberg | 902 |
| gsl | 1t | 66 | Mary Medicus | 913 |

| | | | | |
|-----|----|-----|-------------------|-----|
| hs | 1t | 12 | Geoff Duncan | 927 |
| | 2t | 91 | Eric Tastad | 898 |
| hsl | 1t | 27 | Anne Osantowski | 769 |
| asp | 1t | 101 | Jay Yost | 916 |
| | 2t | 10 | Jamie Yost | 892 |
| bsp | 1t | 16 | Brett Holdaway | 868 |
| bsp | 1t | 88 | Lanette Martin | 773 |
| csp | 1t | 71 | David Wiese | 903 |
| dsp | 1t | 74 | Paul Watts | 901 |
| | 2t | 9 | Bryan Fyler | 893 |
| esp | 1t | 75 | Richard Stark | 948 |
| | 2t | 185 | Glen Outcalt | 941 |
| fsp | 1t | 171 | Kenny Gallup | 876 |
| | 2t | 28 | Robert Boyles | 861 |
| sts | 1t | 199 | Gary Phillis | 946 |
| | 2t | 28 | Michael O'Neal | 942 |
| | 3t | 96 | Rick Donalson | 942 |
| | 4t | 99 | Hsun Chen | 937 |
| | 5t | 75 | Jeff Baysinger | 918 |
| | 6t | 77 | Dan Hackett | 912 |
| stx | 1t | 7 | Len Joeris | 908 |
| sm | 1t | 5 | Jake Latham | 912 |
| | 2t | 444 | Michael Feldpusch | 907 |
| | 3t | 6 | Jeff Brauch | 905 |
| | 4t | 86 | Ken Lewis | 882 |
| | 5t | 72 | Pat McGrath | 879 |
| sml | 1t | 118 | Amanda Blevins | 912 |
| sm2 | 1t | 92 | David Kern | 868 |
| bp | 1t | 25 | Tom Exley | 891 |
| cp | 1t | 25 | Marc Short | 912 |
| cpl | 1t | 125 | Shannon Short | 862 |
| ep | 1t | 118 | Dan Goodman | 886 |
| fj | 1t | 4 | Brandon Michael | 830 |
| esp | 1t | 557 | Doug Crook | 842 |



Kind of off the subject of RMSS #8, but Remy Mauro, in her official DIA vehicle, is our heroine for procuring DIA's overflow parking expanse (*much* more than a mere lot) at least for our Nationals test and tune days this year

Fauth Flogs Friends to Finish First!

RMSS #9 — Coors Field
June 30, 2002

The one and only, awe-inspiring, supreme, spectacular David Fauth (can you tell I'm buttering him up to bum rides from him the rest of the year??) found *another* 1000 points this season! Bob Klingler is coming on strong revving up for Nationals with 991 points, along with other top finishers Todd Harmon (DS 983), 979ers Paul Woolley (HSX) and Jason Miller (GS), Bill Lamkin (ASPX 974), Van Michael (SS 973), and 971-pointer Dale Kirstein in ES with Andy Hecox hot on his tail, sharing 970 points with Matt Leicester (FSPX).

Lots of high points showed up in other classes as well. Jeff Lundgren was second in SS with 956, Tom Pora took another AS win with 957 over Lee Hodgson and Bob Laws, Mark Ferguson (947) with a narrow win over Jeff Sherrard (945) in BS, and D Stock's Mason Thomas taking second after Todd with 968 points. Paladin Rowley took a strong third in the 16-car ES class after Dale and Andy with 963. The G-Stock Finishers-du-Jour were Brent DeWitt (966) and Aaron Miller (965) following Jason.

Our fearless leader, Grrrrraeme Weston-Lewis smoked ASP with a 28-point lead at 963 points. Rei Makino hit the magic 950 mark in DSP with a 34-point lead. A standard close race in ESP found Richard Stark again taking the win by one point over Hap Schadler. Dan Goodman and Jamey Taylor had a close one in FSP, separated by 6 points. In STS, the top 3 places were separated by 3 points-- Michael O'Neal followed by Gary Phillis and Mike's co-driver Josh Hadler. Another 3 points separated 4th - 6th Rick Donalson, David Jarnagin, and Hsun Chen (now sharing Gary's Nissan in prep for Nationals!).

Len Joeris was again on top of STX, and Jeff Brauch was the winner in SM. Seth Frader-Thompson took the 5-kart F125 class, with FJ winner Stephen McIntyre taking the FJ win.

Trophy Winners U RMSS #9



| Cls | Po # | Driver | Pts |
|-----|------|---------------------|------|
| x | 1t | 19 Dave Fauth | 1000 |
| | 2t | 99 Bob Klingler | 991 |
| | 3t | 162 Paul Woolley | 979 |
| | 4t | 174 Bill Lamkin | 974 |
| ss | 1t | 192 Van Michael | 973 |
| | 2t | 31 Jeff Lundgren | 956 |
| ssl | 1t | 92 Kim Michael | 930 |
| as | 1t | 11 Tom Pora | 957 |
| | 2t | 91 Lee Hodgson | 945 |
| | 3t | 29 Bob Laws | 943 |
| | 4t | 96 Forrest Thompson | 938 |
| | 5t | 111 Melanie Pora | 923 |
| asl | 1t | 15 Debbie Lasson | 873 |
| bs | 1t | 33 Mark Ferguson | 947 |
| | 2t | 95 Jeff Sherrard | 945 |
| bsl | 1t | 46 Ann Edwards | 711 |
| cs | 1t | 21 Philip Volk | 912 |
| | 2t | 11 Jim Jones | 875 |
| ds | 1t | 99 Todd Harmon | 983 |
| | 2t | 20 Mason Thomas | 968 |
| | 3t | 36 Robert Shanks | 921 |
| | 4t | 15 Eric Mees | 920 |
| es | 1t | 99 Dale Kirstein | 971 |
| | 2t | 16 Andy Hecox | 970 |
| | 3t | 90 Paladin Rowley | 963 |
| | 4t | 61 Frobi Frobisher | 928 |
| | 5t | 91 Edson Rowley | 928 |
| | 6t | 88 Jack Nichols | 921 |
| esl | 1t | 15 Carol Rickli | 812 |
| fs | 1t | 19 Lee Lydston | 921 |
| gs | 1t | 134 Jason Miller | 979 |
| | 2t | 93 Brent DeWitt | 966 |
| | 3t | 34 Aaron Miller | 965 |
| | 4t | 16 Douglas Spalding | 940 |
| | 5t | 66 Mary Medicus | 938 |

| | | | |
|------|----|-------------------------|-----|
| hs | 1t | 19 Bruce Greene | 920 |
| hsl | 1t | 62 Anzhelika Bouchard | 881 |
| asp | 1t | 557 Graeme Weston-Lewis | 963 |
| | 2t | 10 Jamie Yost | 935 |
| bsp | 1t | 88 Jon Martin | 910 |
| bspl | 1t | 88 Lanette Martin | 826 |
| csp | 1t | 69 Jack Davis | 745 |
| dsp | 1t | 43 Rei Makino | 950 |
| | 2t | 25 Doug Young | 916 |
| | 3t | 32 Eric Thompson | 908 |
| esp | 1t | 75 Richard Stark | 943 |
| | 2t | 65 Hap Schadler | 942 |
| | 3t | 185 Glen Outcalt | 937 |
| fsp | 1t | 95 Dan Goodman | 935 |
| | 2t | 12 James Taylor | 929 |
| sts | 1t | 28 Michael O'Neal | 962 |
| | 2t | 199 Gary Phillis | 960 |
| | 3t | 128 Joshua Hadler | 959 |
| | 4t | 96 Rick Donaldson | 951 |
| | 5t | 89 David Jarnagin | 949 |
| | 6t | 99 Hsun Chen | 948 |
| | 7t | 12 Mark Gerrard | 944 |
| | 8t | 86 Roger Nallathamby | 938 |
| stx | 1t | 7 Len Joeris | 902 |
| sm | 1t | 6 Jeff Brauch | 938 |
| | 2t | 444 Michael Feldpusch | 924 |
| | 3t | 5 Jake Latham | 920 |
| sm2 | 1t | 92 David Kern | 871 |
| bp | 1t | 25 Tom Exley | 906 |
| ep | 1t | 92 Brian Dickman | 854 |
| dm | 1t | 7 Dave Sherwood | 843 |
| f125 | 1t | 13 Seth Frader-Thompson | 923 |
| | 2t | 3 Kristi Blunt | 894 |
| fj | 1t | 16 Stephen McIntyre | 917 |
| | 2t | 23 Tyler Davis | 898 |



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Tech Talk 4

by Matt Leicester

Alignments for Fun and Amusement

This time around we'll talk about alignments, since every car autocrossing can play with alignment to some extent. The whole point of alignment is to optimize the performance of the tires. A manufacturer specifying alignment settings for a street driven car is trying for stability and maximum tire life under sedate driving. Generally we enthusiasts are looking for a certain instability so the car changes direction quickly and for maximum grip from the tires around corners. On some stock class cars, the only adjustment may be front toe, but for other cars, front and rear toe, front and rear camber, and front caster may all be adjustable.

Here are a few descriptions: Toe, either in or out, is the direction the wheels point relative to each other. Toe in means the wheels point towards each other, toe out means they point away from each other. Toe is usually measured in inches or millimeters, but sometimes in degrees. Camber is the tilt of the wheel when looked at from the front. If the top of the wheel is farther in than the bottom, that is called negative camber. If the bottom of the wheel is farther in, that's positive camber. Camber is measured in degrees. Caster is the hardest thing to see, but caster is basically the inclination of the spindle (the part of the front suspension that the wheel bolts to). Positive caster is when the bottom of the spindle is forward of the top of the spindle. Really clear there, huh? The good part about caster is that while it has some pretty impressive effects, you really don't actually need to be able to visualize it physically if you know what effect you are trying for.

Front toe settings effect the way the car changes direction in transition. Toe out makes the car essentially unstable in a straight line, since each tire is trying to turn a different direction at the same time. More toe out, front or rear, increases turn in response and makes slalom transitions a bit quicker. Toe out is also one of the

quicker ways to destroy the inner edges of your tires, so lots of toe out on a daily driver may not be the best idea. Generally, autocross cars will use between zero and ¼ inch of toe out at the front, usually 1/8 inch or less. Front toe will only effect what the car does when both front tires are loaded evenly, so usually just when you start a turn after going straight, or midpoint between cones on a slalom. This is because the front wheels are turned by the steering, and once the car turns and transfers weight from the inside wheel to the outside wheel, you can essentially disregard the direction the inner wheel is pointing - the steering wheel is more or less turned the amount the outer wheel needs to turn the car.

Rear toe settings will effect transitions somewhat less than the front toe settings will, but rear toe is still noticeable on turn in. The fun thing about rear toe settings is that since the rear wheels cannot effectively center the loading between the rear tires during a turn, rear toe has a definite effect on steady state cornering. If the rear wheels are toed out, the outside rear tire during a corner is trying to turn more than the centerline of the car, hence the toed out rear tire will make the car rotate more than a tire pointing straight. If you have a car that turns in great and then understeers like a pig (Ed Note: Do you really think he's seen a pig understeer??), rear toe out can help the car turn. Likewise, if you have a car that tries to turn in full circles at the slightest opportunity, you can toe in the rear wheels and settle down the spin-o-matic tendencies. There are definitely no absolute values for rear toe for a given car, because the driver and severity of inputs have a HUGE effect on how much rear toe a car will want. I know for my style of driving, on the cars I have autocrossed that had adjustable rear toe, I ended up with almost one half inch of toe out before I liked the balance. BUT, almost everyone else who drove those cars after I liked them could not keep from spinning. To paraphrase the cookbooks, adjust to taste!

Camber is adjusted (when possible, of course) to keep the most tire tread in contact with the surface. Since tire sidewalls deflect when the tire is loaded in a turn, we usually have to tilt the top of the wheel in (negative camber) to keep the tread flat when loaded. Taller sidewalls will require more negative camber than short sidewalls, and cars with more body roll will need more negative camber than cars that corner flat. Isn't that just a bummer, when you autocross a stock small sedan on 70 series tires, you would need about four degrees of

negative camber to make the tire work all the way across the tread, but you usually can't get that much adjustment on a stock class car. But hey! Go to Street Prepared or Prepared and all the sudden you can do almost whatever you need to get camber. And with stiff springs, big sway bars, wide wheels and 40 series tires you only need a degree or two. The Auto-Xpert would tell you that is reason enough to run Prepared! To complicate matters further, camber will almost always change as suspension moves through its travel. When people talk about "camber curves", they are talking about how much camber changes as the wheel moves up and down. In Stock and Street Prepared, there's really nothing you can do about changing camber curves, the Prepared and Mod folks luck out here again.

I find the best way to determine if you need more or less negative camber (and trust me, NOBODY needs positive camber...) is to use a tire pyrometer to measure temperatures across the tread of the tire.

Where the tire is working the hardest the temperature will be the highest. If the tire is the same temperature on the inside and the outside, camber is just right. If the tire is hotter on the inside than the outside, you have too much negative camber. If the tire is hotter on the outside edge than the inside, you need more negative camber.

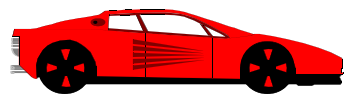
There is much discussion that the only way to take accurate tire temperatures is immediately after driving in circles on a skidpad, but I personally think that the tire temps after a run are an accurate picture of what the car wants - if the course is a skidpad, then skidpad temperatures would be accurate. If the course has transitions and offset gates and such, I'm willing to believe the car setup may need to be different than if you were just going in circles. One thing that needs to be mentioned when talking about adjusting camber according to tire temperatures is that braking in a straight line will heat the inside edge of a tire running with a lot of negative camber.

Personally, I think that point reinforces the thought of adjusting camber by performance on a full course, not just a skidpad. If my tires are slightly hotter on the inside edge after a course with hard braking, I wouldn't lessen the negative camber, but I wouldn't increase negative camber enough to have the inner edge of the tires hot on a course with minimal braking.

If you don't have smoke pouring out your ears yet, welcome to the nether world of caster adjustments! To start with, caster is measured by turning the wheels twenty degrees one direction, measuring

camber, then turning the wheels the other way twenty degrees and measuring camber again. Caster is the amount of camber change through that forty degree arc multiplied by 1.5. Why do you care how caster is measured, you ask? Because caster can increase your negative camber on the outside wheel when the wheel is turned, and also decrease the negative camber on the inside wheel. This effect nicely compensates somewhat for body roll. Cool, huh? Not so fast, oh eager tuner! On a car with substantial understeer, especially if that car has tall sidewall tires, more positive caster can give you more negative camber when you need it without having too much negative camber when you are braking in a straight line. However, on an oversteering car, too much positive caster will give you less negative camber as you have to countersteer, and less negative camber on the outside tire is not really a good thing when the car is heavily loaded in a turn. Too much positive caster also changes the effective weight distribution on the car as the wheels are turned. The weight change is a pretty minute point on a Stock class car, but it should be taken into account when aligning a Prepared car. One last disadvantage of too much positive caster is that the camber gain can actually give too much negative camber in a turn, essentially putting the tire on edge instead of flat to the ground in a hard turn.

An alignment shop would look at you mighty funny if you started reciting all of this when asking for an alignment. The general, public thought on caster is that more positive caster makes the car more stable while increasing steering effort. My thought is that while both of those effects are very important on the street, they are of little consequence during an autocross. While we're on the subject of alignment shops looking at you funny, you really want the driver's weight in the car when it is aligned. On a first generation stock sprung Miata, 150 pounds in the driver's seat changes camber between 0.3 and 0.4 degrees. When you are talking setting camber between -0.6 to -1.0 degrees, a 0.4 degree shift is significant! While very few shops would allow you to sit in the car while they are working underneath it, I would strongly encourage you to bring barbell weights within 25 pounds of the driver's weight and have the shop set the weights in the driver's seat when they align the car. So they look at you funny-- the trophy will make you forget all about those looks! Happy aligning!



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Winding up Wendover

(The Wendover, UT, Pro Report)

July 20-21, 2002

A truckload (well, several actually) of Coloradoans/Wyomingians?? made the trek to lovely Wendover NV/UT for the Pro Solo--in fact it was *so* nice I think I ain Mannix and Kevin Wenzel were considering relocating.

We also had much excitement as we had many winners and trophiests amongst us. To recap, here were the trophiers:

John Ames was 1st in SS, Vic Michael took 3rd in DS, Paul Woolley and Isaac Bouchard trophied 1st and 2nd respectively in HS, Bob Tunnell was 1st in BSP, CP Fauth 1st in DSP (and 2nd qualifier cuz he sandbagged a little too much--must be nice), Kevin Wenzel took 2nd in EP, Patty Tunnell won L1 and was 3rd in the Ladies Challenge, and Mike O'Neal was 5th in STS (He was 2nd after Saturday afternoon!)

Best of all we had Challenge winners!! Feast your eyes on the local autocross gods:



Our own Bob Tunnell defeated our other own John Ames in the final round to win the Peavey Super Challenge (front and center). And none other than Chris Dorsey won the Bonus Challenge! Much excitement among the RM Solo fans!!

Of Interest

Keeping up with how our local heroes are doing nationally:

National Tours: in Peru, IN over July 6-7, John Ames took first in Super Stock; Vic Michael placed 1st in DS, and Linda Duncan took 2nd in STSL!

Pro Solos: In Oscoda, MI, June 29-30, John was 1st in SS and 1st in the Peavey Super Challenge!! Patty Tunnell won L1 and was 3rd in the Ladies Challenge. Vic Michael took 2nd in DS, Barry Ott won ES, and Bob Tunnell took 1st in BSP. Wendover results elsewhere...

Free Ads! Don't forget--as space is available, you can have your 2" tall by 4.5" wide ad placed in ConeClips. Just like John Broderick's below (well not *just* like--you can substitute your own name and everything).

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It's Solo Trials Time!!

Second Creek Raceway
Sunday, September 29

If you made it to the Spring Solo Trials, you *know* what a thrill it is! Our second and final Solo Trials event is the last scheduled event of the 2002 season. Registration is limited to 60, so watch www.rmsolo.org for registration starting now!

For registration and all the details, go to
www.rmsolo.org/trials.html

But here are the highlights:

- * Solo Trials is a higher speed Solo event held at a road course
- * Trials requires an SCCA membership and Solo Trials license (applications available on our website, bring the completed app and medical forms or your licenses to registration)
- * 4 Solo II events are required, as this is not a beginner event
- * The day goes like this: an hour of practice laps (after the 8:00 drivers meeting on parade laps) after registration and tech (until 8 a.m.). After the mandatory 9:30 drivers meeting, there are two heats with two timed qualifying laps. Then everyone gets 5 flying timed laps.
- * Stock and Street Prepared drivers need to wear a 100% cotton, long-sleeved shirt along with long pants (also 100% cotton). Shoes and socks must completely cover the foot. When running, you need to a) roll the driver's window all the way up, or b) equip yourself with arm restraints, or c) equip your car with a window net. If your car does not have a GCR-legal roll bar, you need to wear the stock seatbelts, or your harness lapbelt only. Convertibles need a GCR-legal roll bar.
- * Prepared and Modified car drivers have additional requirements, check out the web site.

You'll receive confirmation and complete information after you have registered. Contact Gary Phillis, Solo I Steward, if you have questions at gphillis@secretignition.com. Be there or be disappointed!!



Solo Stars



Bob & Patty Tunnell



Aside from being all-around assets to our sport and great people, Patty and Bob Tunnell have won an astounding combined 18 Solo II and ProSolo National Championships during their careers. We invite you to read the interviews with Bob and Patty from four years ago in ConeClips (you know...for background checks. Go to www.rmsolo.org/news.html, scroll down to ConeClips from 1998, and check out Bob in the April issue and Patty in the May issue. Here's where they are today:

o Racing Achievements:

Patty's Solo II National Championships: 1990 ESL, 1992 ESL, 1993 ESL, 1996 ASL, 1998 CSPL, 2000 ESPL, 2001 BSPL

Patty's ProSolo Championships: 2000 Ladies, 2000 Ladies Overall

Bob's Solo II National Championships: 1992 ES, 1995 DS, 1996 AS, 2000 ESP

Bob's ProSolo Championships: 1992 ES, 1995 DS, 1997 CSP, 1998 CSP, 2000 ESP

I attended my very first autocross in 1980 (I think) in Olympia, Washington driving a stock 1970 NSU TT. I managed to catch another one the following year, but didn't start autocrossing regularly until 1983 when I hooked up with the Boeing Sports Car Club and Northwest Region SCCA in Seattle. Patty used to attend with me and sleep through most of the event (autocrossing is not a good spectator sport! <g>). But in 1984 I convinced her to try it and she's been hooked ever since. We attended our first Nationals in 1985 driving a 1978 Scirocco. Although we were pretty much undefeated in Northwest Region events, we got clobbered at our first Nationals.

We continued to autocross locally, but skipped Nationals until 1987 when we drove our first semi-serious autocross car - a 1978 Rabbit. In 1988 we were offered rides in an Acura Integra sponsored by Grassroots Motorsports Magazine and Patty earned her first Nationals trophy - 6th place. I finished 8th, one out of the trophies. In 1989 we campaigned Patty's 16V Jetta and she finished 4th while I claimed my first trophy in 7th. In 1990 we purchased our first serious autocross car - the famous 1987 Wolfsburg Jetta - and I became a member of Ron Babb's exclusive Husbands of National Champions Club when Patty snagged her first Solo II National Championship. 1990 was also memorable as the first time we earned a sponsorship contingency award - a \$100 check from VW for finishing 2nd at the Las Vegas ProSolo. Getting paid for autocrossing - it literally changed our lives.

I joined Patty on the National Championship podium in 1992 when we both won again. That was also the year I won my first ProSolo Series Championship. And more contingency awards. Now it was getting addictive!!

1993 was really special year for us - the year we drove our first BMW. We were both feeling pretty good about the upcoming season having just won Championships in our Jetta when TC Kline brought out a 318is and kicked our butts at a ProSolo in Southern California. To see what this BMW thing was all about I begged a co-drive with Jeff Reitmeir at the Nashville ProSolo the following month and discovered how BMW earned the nickname The Ultimate Driving Machine.

At Nationals that year Patty won ESL and I finished second (by .072, but who's counting!) to TC. The 318 was reclassified to DS in 1994. I managed to win the ProSolo and Solo II Championships in 1995 against the hordes of Neons - one of my proudest moments in autocrossing.

We purchased our current autocross car - a 1995 BMW M3 - from TC Kline following the 1995 Nationals and prepped it for AS competition. Both Patty and I pulled off Solo II wins in 1996. Wanting a new challenge in 1997 we prepped the car for CSP and I managed to win the ProSolo Championship. Patty won the Solo II Championship in that car in 1998 while I won another Pro Championship. In 2000 the M3 was reclassified to ESP and we had our most successful year ever - a total of five ProSolo and Solo II National Championships. (Ed Note: You remember, the year Bob was #1 indexed for the entire National Championship!!)

The car was reclassified again in 2001, this time to BSP. It mattered little to Patty as she won her 7th Solo II National Championship in 12 years. My goal for last year was to beat all the Corvettes in BSP. I accomplished that goal, but forgot about that darn Japanese car. (BSP was won by Vic Sias in a 240Z.)

o Why did you become interested in BMWs?

When TC Kline kicked my butt at the Pt. Magu ProSolo I decided to go see what I was missing. I test drove a 1991 BMW 318is at a local dealer and thought it was a very nice car, but was unimpressed with its speed potential. So I asked Jeff Reitmeir (who had a car similar to TC's) if I could co-drive at the Nashville ProSolo. Before the race I drove Jeff's car around on the street and once again wondered how this seemingly underpowered car could be faster than my Wolfsburg Jetta. But once I drove the car competitively at speed all my suspicions quickly faded - it was simply awesome. I've since come to appreciate that every BMW is designed to be comfortable and reliable, but will really come alive when driven aggressively. BMW designers and engineers are drivers and enthusiasts above all else.

o Tell us about Bimmer Haus Performance

Bimmer Haus Performance is a company I started in July 2001 with my partner Jim Leithauser, a longtime autocrosser and the former Technical Director of Club Racing at the SCCA. We perform service, maintenance, repairs, and high performance prep of BMW automobiles exclusively.

o Why/when did you start Bimmer Haus

I first started exploring the idea with Jim Leithauser in November 2000 after learning that the best BMW shop in the Denver area, Bimmer Werks, was being sold and would no longer work exclusively



Bob with his winning style on display. Here he *wins the Wendover Pro Solo Super Challenge!!*

on BMW's. Some simple market research confirmed what I'd suspected - there was a significant market for BMW service and repair and brand exclusivity was something BMW owners really wanted in a shop.

Jim and I formed a partnership and then spent the next several months getting our financing together, preparing a first-rate facility, and assembling the best staff in the region. We officially opened our doors July 23, 2001. Our very first customer was Cliff Lawson. Cliff autographed the first dollar we ever made and we framed it and it's hanging on the wall in our front office.

o What are your goals for the business?

We've already met several of our preliminary goals in terms of the facility, the staff, and developing a reputation for quality. Our next goal is to expand our high-performance and racecar business - possibly opening a dedicated race shop in the future. We also have plans to open another shop in the Denver area and hope to meet that goal by this time next year. We've even been approached about taking our show on the road - opening shops in other cities in the West. We'd consider it as long as we can find the right people to make it all work. Who knows... stranger things have happened. <g>

o You're driving a selection of cars this year. What have you decided to go with and why?

Patty and I started out developing a new 2001 M3 in Super Stock. We've always enjoyed a challenge and I knew it would be tough to make a 3400-pound sedan as fast as a Z06. We made excellent progress, but decided at midyear that we probably wouldn't have it nationally competitive by the end of the year so we decided to postpone further development until next year.

I have some unfinished business in BSP so I jumped back into my trusty ol' 1995 M3 to try to wrap up the Championship that eluded me last year. Vic Michael had just bought a 300Ci which we set up for DS, and Vic offered Patty the chance to capture the DSL Championship she narrowly missed in 1995. She's really taken to that car, so far winning the Ladies Class at all three ProSolos she's entered and the Ladies Challenge at Atwater. But it's a DSL Solo II Championship that she wants most.

o Which BMW models would you recommend for new and experienced autocrossers, and what classes do you recommend for them? With what performance enhancements?

Two good BMW's for novice autocrossers would be an 87-91 325is in DS or 92-99 318is in HS. They're both fairly low-powered, but are well balanced and have excellent handling characteristics.

For intermediate drivers you can't do better than a 92-99 325is in DS, a 92-99 M3 in BS, or even a 87-91 M3 in BS. The older M3 isn't quite as competitive in BS as the newer one, but it the best handling and most fun autocross car I've ever driven. If you don't care about winning at Topeka and just want to have a riot every time you race, get an 87-91 M3.

For experienced autocrossers I wholeheartedly recommend a 92-99 M3 in BSP or a 92-99 325is in DSP (or whatever class they're in when you read this <g>). Both are fairly easy to drive and could be handled by a good intermediate driver, but Street Prepared can be worrisome territory for a novice driver.

A 2001+ 330Ci is also a good car for DS, but learning to manage wheelspin from the open diff can be tricky for a novice. Other than that, the car is well balanced and a hoot to drive. I think a 330Ci could also be a great car for Street Touring and hope to develop one soon.

Patty cleans up by taking 1st in the Ladies 1 class at the Wendover Pro. Oh, and she had a practically-severed finger. Anyone notice how these Tunnells seem to drive better when hurt/just operated on/traumatized??



With what performance enhancements? That varies with every car. But in general most BMWs in Stock category need little more than a good set of tires and shocks. A slightly larger front sway bar usually helps, too, as does a lighter cat-back exhaust. Do that and you're 95% of the way to a Championship contender. Things get a little more complex in Street Prepared, but the basics don't change -- tires, shocks, get some weight out of the car, and don't screw up the spring rates and make it slower. (BTDT)

o What products/services do you offer to autocrossers wanting to go with a BMW?

We will help someone find a car, set it up according to their budget, work with them at test days and events, and even provide driving tips and instruction whenever possible. We've got clients in bone stock cars on street tires who want nothing more than some driving tips at events and we've got some who want to win a National Championship -- and a couple of them will!

o What technical goodies have you used to improve/evaluate your driving, and do you recommend them and why? (Video, audio communication, g analyst etc.)

I've used every technical tool I could find -- g-analyst, pyrometers, in-car video, lap timers -- and they all have their place. Video is particularly useful as a marketing and PR tool. The one thing I would caution the novice autocrosser about is getting hung up and relying on testing data too much. There's really only one testing tool I ultimately depend on -- a stopwatch. If something I do or use makes my car faster, I use it. Period.

o What classes, schools, techniques, books have you used and recommend?

I have taken just about every autocross and road race school I could get into and read everything about racing I could find -- I'm a real student of the sport. Patty, on the other hand, has never received any formal driving training other than when I taught her to drive when she was 15. She's got far more inborn seat-of-the-pants driving talent than I do. I hate her.

I would advise anyone to pursue as much learning as holds your interest, but there is no substitute for seat time in our sport -- get as much as you can and seek frequent advice from expert drivers to correct any bad habits you may be developing along the way.

o Do you employ heel & toe downshifting and left foot braking? How do you learn these techniques, and what are the benefits?

Patty and I both use heel & toe downshifting in road racing and autocross. It's more critical in road racing because of the number of shifts involved. I learned left foot braking when we were autocrossing FWD cars and used it as a technique (simultaneous gas and brake) to rotate the car. In RWD that same technique doesn't have the same dynamic effect, but I still use my left foot on the brake because it's a little smoother and saves time. Patty has tried LFB, but doesn't like it. It is easy to overbrake when using LFB and that may be why Patty's cornering speeds are often higher than mine. Did I mention that I hate her?

o Do you have any tips on walking/learning the course and planning lines beyond the obvious late apexing? What's the best way to "see" the line and put basic concepts into practice?

For a novice the most important thing is to see The Big Picture -- learn the general layout so you're not wondering where to go from corner to corner -- seeing The Line will come later. I've always suggested walking the course till your feet bleed. That may be a bit of an exaggeration, but even a novice driver should be able to "drive the course" in their mind before they head out for their first run. The next thing to focus on is how to drive the most important corner (the one leading to the longest straight).

For the intermediate and advanced driver the key is to simplify the course. Let your instincts and experience work for you most of the time and focus on the two or three non-standard maneuvers that will separate the novices from the veterans. Here's what I mean...

Once you've been doing this sport for a number of years you'll begin to recognize maneuvers and you know how to approach them. I try to not waste time "learning" common maneuvers all over again. When I walk a course and see a 60-foot slalom, I know how I'm going to drive it. When I spot a 90-degree corner, I know how to take it and once I've figured out which is more important, the entry or exit, I move on. I use "default" techniques -- my instincts -- for virtually every corner on a course. So now when I walk a course I look for two or three unusual features and figure out how I want to drive them. I let my instincts take over on the rest of the course.

What's the best way to "see" a course? I don't know how to tell someone to do that. I really don't. After I've walked a course a couple times I either "see" it or I don't. If I don't, I'll analyze it and try to drive it like I know I should.

Patty is the same way and this has actually been a real problem for her since her head injury last year. There have been a number of times (last year's Nationals for one) when the course just never came to her and she simply had to drive it technically to the best of her ability.

o How much tire slip is ideal (are you trying to get always sliding or never sliding?)

This is a very good question and the key to one's racing success can lie in the answer. (Now that I have your attention I'd like to say a few words about Amway. <g> Sorry... couldn't resist.)

All kidding aside, knowing how much to slide the tires is critical to being fast. Without getting too technical, all tires are meant to slide a little. But there's a point beyond which they'll slow you down if you slide too much. Once a student learns that edge -- where the relationship between input and response is most linear -- and can perform constantly at the level, that's when they start hanging the BIG trophies on the wall.

o On the driving scale from smoothness to aggression, where do you fit?

This is one area where we are at opposite ends of the spectrum: Bob is the smooth one and Patty is the aggressive one. Wait... driving? Yeah, OK.

o What's the first skill you'd advise new autocrossers to concentrate on?

Determining which restaurant near every local, ProSolo, and National Tour event site has the most aerodynamic tortillas. (And the most understanding staff.<g>)

The hardest thing for most novices to learn is how fast you can actually go in some places and how slow you actually *need* to go in some places.

Most beginning autocrossers come in two flavors: vanilla pudding and cayenne pepper. Instructors are always trying to challenge vanilla drivers to explore the vast territory beyond .5g while the cayenne drivers are rough and wild and constantly overcooking everything in site.

Personally, I'd rather try to calm down and smooth out a cayenne driver than try to build a fire under a vanilla driver. Fortunately both types of driver can become a Champion in time.

o What's the most important skill to learn, if different?

The most valuable skill is to be able to develop both aggression and smoothness into finely honed tools that are available to a driver at any time.

Seriously... in racing of all kinds we see drivers who are called "silky smooth" while others are hailed as brilliant because they can "ring a car's neck" and get the most out of it. Both techniques can be fast, but a combination of *both* is what will win races.

It's developing both in autocross that's really tough. In road racing aggression is easily measured by a constant visual reference -- did you beat the other guy into that corner? In autocross the only way to know *before* you hit the timer is to sense what the car is doing and react accordingly.

o Excluding driver improvements (which are most important, of course), what changes would you advise making to the car and in what order, if you could afford only one change at a time?

First, read the rules and understand the effect of any changes you're considering.

Then, start with good tires followed *very* soon by good shocks. Any other suspension enhancements allowed by the rules should be pursued next.

After the suspension is installed and you're in recovery from the spending, I would work on weight reduction. See what items you can legally remove from the car. It's not uncommon in today's mid-size cars to legally be able to remove more than 100 pounds by removing the spare tire, jack and tire tools, trunk mat (if it's not fastened down), and that big subwoofer you've got mounted in the back seat. BMW builds very efficient exhaust systems, but they're heavy. A light-weight cat back system can save you another 25 pounds! Aftermarket wheels are another potential weight saver.

After that I'd look for ways to improve the driver's function behind the wheel -- a lighter seat, more comfortable restraints, a lighter helmet, better sunglasses, better driving shoes.

o What would you like to improve regarding your driving? Any particular goals or objectives that you're working toward now?

Patty's main goal right now is to better develop her reactions in a Stock car -- they have to be "led" so much more than a SP car because they are so non-linear. You have to give an input long before it's called for, so the car's mechanicals have time to react.

For me right now the challenge is to give good, solid support to all the customers of Bimmer Haus Performance when I'm at events. Truly listening to what they're saying about how their cars are handling and determining what changes to make. Also determining the performance differences between Broomfield/Denver and LA, or Wendover, or Peru, or Topeka -- all much lower than Denver.

o How did you make the leap from being intermediate-level drivers to top drivers?

Eliminate the excuses. Buy a car that you know can win and prep it to the limit of the rules. Then go run the big races - hit as many Pros, Divisionals, and Tours as you can. You progress to the level of your competition -- don't be afraid to run against the BIG GUNS of the sport and some day you'll be one of them.

o Any parting words?

We love this sport more than any other activity in our lives right now. But it's not just for the competition. We love it for the people. We have so many marvelous memories at cities from Seattle to Jacksonville and San Diego to Harrisburg and dozens of cities in between.

We've been extremely fortunate to have captured so many memories during our career and I give Patty 100% credit for that. If it were left to me I'd keep working on the car and sleep in the back seat. Patty is very mindful that to keep friendships takes effort. And it's always well worth it.

So from now on, make a commitment to forge a new memory at every event. You won't regret it.

Thank you for allowing us to share so much of our life and our sport with you.

Bob & Patty Tunnell
AARP Rocks!

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D Top 30 To Date D

OK, with only two events to go in the RM Summer Solo Series, here are the standings for the top 30 so far... The Top 20 at year end earn special recognition, so fight, fight, fight! (And thanks to Peter, Bob & Patty, and John for sleeping in, er, attending national events, etc...)

| | | | | |
|----|-----|-----|-----------------|------|
| 1 | 19 | DSP | Dave Fauth | 6991 |
| 2 | 93 | ES | Barry Ott | 6921 |
| 3 | 99 | CS | Bob Klingler | 6894 |
| 4 | 174 | ASP | Bill Lamkin | 6847 |
| 5 | 162 | HS | Paul Woolley | 6844 |
| 6 | 62 | HS | Isaac Bouchard | 6832 |
| 7 | 99 | DS | Todd Harmon | 6824 |
| 8 | 197 | DS | Vic Michael | 6809 |
| 9 | 33 | FSP | Matt Leicester | 6792 |
| 10 | 128 | GS | Chris Dorsey | 6773 |
| 11 | 119 | DSP | Kathy Wolfskill | 6772 |
| 11 | 93 | GS | Brent DeWitt | 6772 |
| 13 | 192 | SS | Van Michael | 6758 |
| 14 | 34 | GS | Aaron Miller | 6751 |
| 15 | 90 | ES | Paladin Rowley | 6739 |
| 16 | 76 | FS | Kevin Youngers | 6736 |
| 17 | 99 | ES | Dale Kirstein | 6734 |
| 18 | 117 | EP | Kevin Wenzel | 6726 |
| 19 | 20 | DS | Mason Thomas | 6722 |
| 20 | 97 | CP | Rick Walford | 6717 |
| 21 | 134 | GS | Jason Miller | 6707 |
| 22 | 31 | SS | Jeff Lundgren | 6706 |
| 23 | 199 | STS | Gary Phillis | 6701 |
| 24 | 28 | STS | Michael O'Neal | 6683 |
| 25 | 12 | STS | Mark Gerrard | 6679 |
| 25 | 16 | ES | Andy Hecox | 6679 |
| 25 | 197 | BS | Kris Michael | 6679 |
| 28 | 11 | AS | Tom Pora | 6659 |
| 29 | 17 | EP | Iain Mannix | 6643 |
| 30 | 128 | STS | Josh Hadler | 6643 |

Bob Klingler & John Ames

Wow World Awena!

RMSS #10 — World Arena
July 14, 2002

Bob and FTD John led the way with 1000 each, though Bob led by a healthy .019 adjusted seconds :) And it was Todd Harmon once again, right on them with 995 points in DS. Next came Dave Fauth and Bill Lamkin with 994 each, followed by Barry Ott with 990. At 987 were both Paul Woolley and Mason Thomas (also in DS), with Russell Wiles in his screaming BSP BMW with 986. Brent DeWitt also would up in the 980's with the lead in GS and 984. Lots of impressive scores today!

Jeff Lundgren had a strong lead in SS with 967, while AS leaders Tom Pora and Clay Turner duked it out at 975 and 969 points respectively. Kris Michael put in his usual strong showing by leading BS with 972. DS had a couple *more* powerhouses --Vic Michael and co-driver Mitch Beranek got 978 and 977 points. Dale Kirstein was the winner today in ES with 976 points to 2nd place Pal Rowley's 973. Meanwhile, back at the ranch in GS, Chris Dorsey took second with 979, Martin Rauer earned 962, and novice Mary Medicus took the 4th place trophy in this 13-car class with 950 points! Son and mother combo Geoff and Linda Duncan battled with Geoff coming out on top with 959 points to mom's 946. (Dad Howard beat them both in X, same car, with 963!)

Jay Yost was the big ASP winner with a 23 point lead for 943 points. Rei Makino once again broke 950 in DSP with 954. In the traditional ESP match, David Walker was today's champion with 955 points over 2nd place Richard Stark's 945. Dan Goodman, in FSP, continues to do great and earned 944.

In another high-scoring and close class, Gary Phillis took STS once again with 979, followed closely by Mike O'Neal at 978, Josh Hadler in 3rd with 972, and Mike Becker with 968. Len Joeris is our perennial STX winner and got a good 948 point score today. Street Modified was a big class with 11 cars. Jake Latham won with 936 points, while Ken Lewis and Dean Clark came in 2nd and 3rd with 930 each. Formula Junior driver Stephen McIntyre burned up the track with 977!

Trophy Winners U RMSS #10



| Cls | Pos | # | Driver | Pts |
|-----|-----|-----|------------------|------|
| x | 1t | 99 | Bob Klingler | 1000 |
| | 2t | 189 | John Ames | 1000 |
| | 3t | 19 | David Fauth | 994 |
| | 4t | 174 | Bill Lamkin | 994 |
| ss | 1t | 31 | Jeff Lundgren | 967 |
| | 2t | 1 | Teit Poulson | 948 |
| as | 1t | 11 | Tom Pora | 975 |
| | 2t | 110 | Clay Turner | 969 |
| | 3t | 10 | Tim Roghair | 947 |
| bs | 1t | 197 | Kris Michael | 972 |
| | 2t | 33 | Mark Ferguson | 956 |
| cs | 1t | 21 | Philip Volk | 927 |
| ds | 1t | 99 | Todd Harmon | 995 |
| | 2t | 20 | Mason Thomas | 987 |
| | 3t | 197 | Vic Michael | 978 |
| | 4t | 97 | Mitch Beranek | 977 |
| dsl | 1t | 97 | Brittany Darner | 877 |
| es | 1t | 99 | Dale Kirstein | 976 |
| | 2t | 90 | Paladin Row ney | 973 |
| | 3t | 61 | Frobi Frobisher | 943 |
| | 4t | 8 | Mark Vandegrift | 943 |
| esl | 1t | 15 | Carol Rickli | 858 |
| fs | 1t | 11 | Dave Kimbley | 843 |
| gs | 1t | 93 | Brent DeWitt | 984 |
| | 2t | 128 | Chris Dorsey | 979 |
| | 3t | 71 | Martin Rauer | 962 |
| | 4t | 66 | Mary Medicus | 950 |
| | 5t | 16 | Doublas Spalding | 929 |
| hs | 1t | 12 | Geoff Duncan | 959 |
| | 2t | 1 | Linda Duncan | 946 |
| | 3t | 28 | Tim Voaelzana | 926 |

| | | | | |
|-----|----|-----|------------------|-----|
| hsl | 1t | 27 | Anne Osantow sk | 830 |
| asp | 1t | 101 | Jay Yost | 943 |
| | 2t | 23 | Arnie Coleman | 920 |
| bsp | 1t | 99 | Rossell Wiles | 986 |
| csp | 1t | 71 | David Wiese | 918 |
| | 2t | 33 | Michael Bartley | 913 |
| | 3t | 51 | Troy Kluppell | 902 |
| dsp | 1t | 43 | Rei Makino | 954 |
| | 2t | 9 | Bryan Fyler | 922 |
| | 3t | 25 | Doug Young | 913 |
| esp | 1t | 77 | David Walker | 955 |
| | 2t | 75 | Richard Stark | 945 |
| | 3t | 185 | Glen Outcalt | 906 |
| fsp | 1t | 95 | Dan Goodman | 944 |
| | 2t | 71 | Joe Hoff | 910 |
| sts | 1t | 199 | Gary Phillis | 979 |
| | 2t | 28 | Michael O'Neal | 978 |
| | 3t | 128 | Joshua Hadler | 972 |
| | 4t | 72 | Mike Becker | 968 |
| | 5t | 96 | Rick Donalson | 962 |
| stx | 1t | 7 | Len Joeris | 948 |
| sm | 1t | 5 | Jake Latham | 936 |
| | 2t | 86 | Ken Lew is | 930 |
| | 3t | 32 | Dean Clark | 930 |
| | 4t | 6 | Jeff Brauch | 928 |
| sm1 | 1t | 16 | Joyce Roghair | 853 |
| sm2 | 1t | 92 | David Kern | 886 |
| bp | 1t | 17 | Ken Ennis | 936 |
| cp | 1t | 25 | Marc Short | 899 |
| cpl | 1t | 125 | Shannon Short | 867 |
| fp | 1t | 48 | Michael Aubrey | 797 |
| fi | 1t | 16 | Stephen McIntyre | 977 |



Jenny Hightower has been a top contender in DSP in her VW Jetta this season



Rei Makino has been dominating DSP all year. Today was no exception as he led by 2 seconds.



Mike Becker snagged the 4th trophy spot in STS in the ex-Fauthmobile Honda



David Kern takes 1st place in his Street Modified 2 Miata

Fauth Finds a Fabulous First

RMSS #11 — Coors Field
July 27, 2002

OK, I'm running out of words that start with F, so no more wins for the Pants of the Cheater! (Except at Nationals.) This was a very fast course courtesy of Gary Phillis and Dan Goodman. Sheesh! Nobody told us we'd have to *shift* in this sport!

Way up there in the 990s were Barry Ott with a screaming 998 MR2 run, Vic Michael with 994 in his DS BMW (yikes, that class is nasty!) cuz Todd Harmon got 988 points, and 3rd place Mason Thomas wound up with 987! Chris Dorsey was today's big GS winner with 986 over Brent DeWitt's 975. Geoff Duncan smacked mom this time with a 29 point lead over Linda in the HS Honda (and this time even beat Dad in X). In ES, it was Andy Hecox in the lead with 976 and Paladin Rowley in 2nd with 972. AS was excitement city when Melanie Pora took the win from hubby Tom! Van Michael's been flying these last few events and got a 992 in SS. And let's not forget Xers Isaac Bouchard with 984 in the Mini and Matt Leicester and Bob Klingler with 982 each (and OK, Bill Lamkin with 981!).

Graeme earned 952 for the ASP win, and in ESP, this time David Walker and Glen Outcalt each got 959! In FSP, Dan Goodman got a whopping 959 (it pays to design your own course, eh?). In one of the biggest STS wins all year, Mike O'Neal got 975 followed by Keith Wenzel's 961--great job Keith!. Gary Phillis and co-driver Hsun Chen each got 958 with Mark Gerrard just behind with 957. In SM, Jeff Brauch won by a point over Jake Latham. Now there's a close class too. Geoff Bob Leicester snagged the BP win with 958 points.

Eleven events down, two to go. Remember your best 7 count toward season-end trophies, and everyone who makes it to 7 events gets one! (Oh, and thanks again, Bob T., for not running for points today, or we would've all lost about 20!!)



Our 2001 Rookie of the Year, Todd Harmon is tearing it up in DS in his Lexus, taking 2nd today, but currently leading a very competitive class.

Trophy Winners U RMSS #11



| Cls | Pos# | Driver | Pts |
|-----|--------|-----------------|------|
| x | 1t 19 | David Fauth | 1000 |
| | 2t 93 | Barry Ott | 998 |
| | 3t 62 | Isaac Bouchard | 984 |
| | 4t 33 | Matt Leicester | 982 |
| ss | 1t 192 | Van Michael | 992 |
| | 2t 31 | Jeff Lundgren | 959 |
| ssl | 1t 31 | Tia Lundgren | 869 |
| as | 1t 111 | Melanie Pora | 953 |
| | 2t 11 | Tom Pora | 948 |
| bs | 1t 197 | Kris Michael | 948 |
| | 2t 97 | Brock Quinn | 910 |
| cs | 1t 35 | Chris Dewhurst | 826 |
| | 2t 31 | Andrew Lundgren | 822 |
| ds | 1t 197 | Vic Michael | 994 |
| | 2t 99 | Todd Harmon | 988 |
| | 3t 20 | Mason Thomas | 987 |
| | 4t 8 | Kinch Reindl | 960 |
| | 5t 19 | Mark Fauth | 917 |
| dsl | 1t 97 | Brittany Darner | 939 |
| es | 1t 16 | Andy Hecox | 976 |
| | 2t 90 | Paladin Rowley | 972 |
| | 3t 99 | Dale Kirstein | 962 |
| | 4t 61 | Frobi Frobisher | 936 |
| esl | 1t 15 | Carol Rickli | 846 |

| | | | |
|-----|--------|-------------------|-----|
| fs | 1t 18 | Sara Sugrue | 929 |
| | 2t 2 | Patrick Chambers | 882 |
| gs | 1t 128 | Chris Dorsey | 986 |
| | 2t 93 | Brent DeWitt | 975 |
| | 3t 34 | Aaron Miller | 966 |
| | 4t 193 | Chris Fisher | 961 |
| | 5t 46 | Mark Bradley | 915 |
| hs | 1t 12 | Geoff Duncan | 974 |
| | 2t 1 | Linda Duncan | 945 |
| | 3t 91 | Eric Tastad | 929 |
| | 4t 177 | Kyle Freeman | 897 |
| | 5t 117 | Brent Freeman | 884 |
| hsl | 1t 62 | Anzhelika Bouchat | 869 |
| | 2t 27 | Anne Osantowski | 836 |
| asp | 1t 95 | Graeme Weston-L | 952 |
| | 2t 101 | Jay Yost | 931 |
| bsp | 1t 88 | Jon Martin | 913 |
| bsp | 1t 88 | Lanette Martin | 847 |
| csp | 1t 51 | Troy Kluppel | 884 |
| | 2t 914 | Benjamin Grider | 848 |
| dsp | 1t 43 | Rei Makino | 922 |
| esp | 1t 77 | David Walker | 959 |
| | 2t 185 | Glen Outcalt | 959 |
| | 3t 75 | Richard Stark | 951 |
| fsp | 1t 95 | Dan Goodman | 959 |

| | | | | |
|------|----|-----|-----------------|-----|
| | 2t | 12 | James Taylor | 921 |
| | 3t | 171 | Kenny Gallup | 883 |
| fspl | 1t | 17 | Melissa Toering | 782 |
| sts | 1t | 28 | Michael O'Neal | 975 |
| | 2t | 17 | Keith Wenzel | 961 |
| | 3t | 199 | Gary Phillis | 958 |
| | 4t | 99 | Hsun Chen | 958 |
| | 5t | 12 | Mark Gerrard | 957 |
| | 6t | 96 | Rick Donalson | 939 |
| stx | 1t | 7 | Len Joeris | 923 |
| sm | 1t | 6 | Jeff Brauch | 956 |

| | | | | |
|------|----|-----|-------------------|-----|
| | 2t | 5 | Jake Latham | 955 |
| sm2 | 1t | 351 | John Carpenter | 945 |
| | 2t | 51 | Corky Newcombe | 917 |
| bp | 1t | 58 | Geoff Bob Leicest | 958 |
| cp | 1t | 7 | Gary Grillo | 830 |
| ep | 1t | 92 | Brian Dickman | 860 |
| fp | 1t | 48 | Michael Aubrey | 795 |
| f125 | 1t | 42 | Kevin Wolfkill | 903 |
| fj | 1t | 16 | Stephen McIntyre | 944 |



Novice Justin Lydstron nearly breaks 900 points and bests 5 other competitors in the process.

Brent DeWitt was flying as he earns 975 points and 2nd place in his G Stock Neon.



Kevin Youngers is sporting his beautiful new BMW autocrosser in FS. It just doesn't look like him yet!



Good Luck at Nationals!!

Best wishes to all our locals making their way to the SCCA 30th Annual Solo II National Championships in Topeka, KS, September 10 - 13, 2002. As of August 12, we had 50 people going. Best wishes to everyone!!!!!!

| | | |
|---|-------------------|-----|
| * | Tia Lundgren | SS |
| * | Jeff Lundgren | SS |
| | Rich Fletcher | SS |
| | Cliff Lawson | SS |
| | Rob Thomas | SS |
| | Van Michael | SS |
| * | Tom Pora | AS |
| * | Melanie Pora | ASL |
| | Brock Quinn | BS |
| | Kris Michael | BS |
| | Marchell Fletcher | BSL |
| | Mitch Beranek | DS |
| * | Todd Harmon | DS |
| | Vic Michael | DS |
| | Patty Tunnell | DSL |
| * | Brittany Darnier | DSL |
| * | Paladin Rowley | ES |
| | Barry Ott | ES |
| | Kevin Youngers | FS |
| | Chris Dorsey | GS |
| | Aaron Miller | GS |
| | Jason Miller | GS |
| * | Mary Medicus | GSL |
| * | Geoff Duncan | HS |

| | | |
|---|----------------------|------|
| | Howard Duncan | HS |
| | Isaac Bouchard | HS |
| | Paul Woolley | HS |
| | Linda Duncan | HSL |
| * | Hsun Chen | STS |
| | Gary Phillis | STS |
| * | Michael O'Neal | STS |
| | Graeme Weston-Lewis | ASP |
| | Bill Lamkin | ASP |
| | Bob Tunnell | BSP |
| | David Fauth | DSP |
| | Kathy Wolfskill | DSPL |
| | David Walker | ESP |
| | Matt Leicester | FSP |
| | Bob Ely | CP |
| * | Gary Grillo | CP |
| | Iain Mannix | EP |
| | Kevin Wenzel | EP |
| | Dan Goodman | EP |
| | Art Kathe | EP |
| | Peter Raymond | DM |
| | Kevin Wolfskill | F125 |
| | Seth Frader-Thompson | F125 |
| | Lindsay Wilson | F125 |
| | Kristi Blunt | F125 |

* Nationals Newbies!

Ask The Auto-X-Pert

The last word in Autocross expertise. Well, not the last word, but close to the end...

By Geoff Bob Danger Careful Leicester

The Second Annual ConeClips Guide to NOT Going to the SCCA Solo II Nationals

(Presented for the very first time)

Yes, it's that exciting time of year once again; the local season is nearing its conclusion, the nights are getting cool (geez, down to only about 85 last night!), and the Rockies have narrowly missed an appearance in the World Series. Oh well, at least we've done well with their parking lot! For those who have relentlessly pursued perfection in their quest for their very best Nationals appearance, and for those for whom the trip to Topeka is a formality to pick up another National Championship jacket, this is indeed an electric time of the year. Cars are dialed, drivers are mentally ready, VISA's are waiting; it's Showtime! ConeClips and the Auto-X-Pert (hey! That's me!) congratulate and send the very best wishes to all who are making the pilgrimage to Topeka.

However, let's not forget the other people that may not be shining so much in the spotlight, but are no less driven and also need to remain focused. You got it, the stalwart (and avid) competitors who will not be driving out to beautiful Kansas! All year, we've been expounding the virtues of attending the National Championships, but to be fair; there are compelling reasons to stay home as well. And so, in a completely original manner, we will forthwith present the top 10 reasons for NOT going to the Solo II Nationals. Incidentally, David Letterman foresaw this article appearing several years ago and plagiarized this idea. Trust me. Anyway, in descending order:



10) Your shoes will thank you. My god, you have never walked this far in your life. The courses are long, the pits are far away, and you need millions of course walks. Ouch.

9) Interesting Weather Phenomena. There is a sign on prominent display at the site, which boasts the number of days since the last tornado. It is not there purely out of whimsy.

8) Kansas Humidity. Kansas can be quite nice this time of year; pleasant, not too hot, fairly dry, with gentle refreshing breezes. It can also be hellaciously windy, bone-chillingly cold, oppressively hot, and/or so humid you need a snorkel to get out of bed. Often you will get all of these conditions within the space of a few hours, but it's the humidity that sticks with you most. And you to everything else as well.

7) The drive to Topeka. After a few mind-numbing hours, you will notice that there is nothing to look at between Denver and Topeka. "Honey, look! There's Nothing! Again!"

6) The Logistics Nightmare. If you thought getting all your stuff to Coors Field was a pain, try getting a week's worth of it to Kansas. You'll want to bring more tools, more tires, more stuff. Try to leave room for yourself in the car!

5) Equipment Failure. Breaking down at a local event isn't much fun, but having something die at Nationals is distinctly unpleasant. This is one of those "the good things are better, the bad things are worse" type of things. Or one of "them racin' deals" as our NASCAR brethren refer to them. At least the 4 car won't put you in the wall.

4) Class size. This is mainly a problem for the more claustrophobic; sometimes it's a bit of a shock going from a four-car class to one with ten times as many cars. Of course, it might be the other way around for the Street Touring people; we're huge!

3) Expense Let's face it (if we must, and we must); it is not a cheap trip. Entry fees, new tires, hotels, and don't forget you will



be driving/towing into a 90 mile per hour headwind both directions. I don't know how, it just works out that way. Add too that peripherals and souvenirs, and your VISA may never forgive you.

2) The CP bus at the event's conclusion. I can't tell you exactly what happens during the ceremonial last run of the event, but it involves the moon rising many times during the day and is not for the faint of heart. Between this and the humidity, it is frankly physically dangerous. Be very afraid.

1) And the number one reason; you never know when a 55 gallon barrel of water will come hurtling through your trailer roof for no apparent reason in the middle of the night, and severely damage your priceless, original 427 Cobra. Doesn't seem likely, but it's happened!

So there you have it again, folks. If you're going to Topeka, have fun and good luck! If not, stay home guilt-free and buy an estate with the money you saved. Until next month, keep those questions coming to the ultra- hi tech Auto-X-Pert hotline, conveniently reached at geoff@eagle-access.net. As always, glad to help!



Cone Conference

by Rick Walford

... So I became real tired of being like everyone else... you know.. orange! and I...



Where does this Polymerbrain think he's evolving to?



Who Ya Gonna Call?!



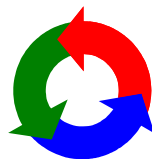
| Who/What? | Where? | What for? |
|--|---|--|
| Graeme Weston-Lewis CO Region Solo II Chairman | 970.622.9972 (h) or 970.206.5629 (w) gweston@lsil.com | Everything! |
| Iain Mannix, Chief of Rookies | mannix@privatei.com | General Info for newcomers |
| Kathy Wolfskill ConeClips Editor | 303.258.7371 or kathywolfskill@hotmail.com | General Info, to contribute to the Solo newsletter |
| Colorado Region Solo website by Dale Kirstein | www.rmsolo.org kirstein@sprintmail.com | Web site info |
| Join the Solo email list by Kevin Wenzel | send email to rmsolo- request@rmsolo.org with subscribe in the body or access http://www.rmsolo.org/mailman/listinfo/ | 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 |

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)
- Left at 27th
- Continue straight through the 27th Street gate



World Arena • Colorado Springs, CO

From I-25, West at Exit 138 (Circle Drive) at south end of CO Springs

- Left onto Venetucci (first light)
- Left first light again, drive on in!