

neClips

CA Colorado Solo News
July 1998

Kathy Wolfskill
3643 Ridge Road
Nederland, CO 80466

1998 Schedule

Rocky Mountain Solo Series

All events at Stapleton, unless otherwise noted

Sun	7/12	Solo II #6	E Concourse
Sat	7/25	Solo Trials #5	Option B
Sun	7/26	Solo II #7	Lot 4
Sat/Sun	8/8 & 8/9	National Tour	E Concourse
Tues/Weds	8/11 & 8/12	Solo Trials National	Option B
Sat/Sun	8/15 & 8/16	Pro Solo 2	E Concourse
Sun	8/30	Solo II #8	Lot 4
Sat/Sun	9/12 & 9/13	Pro Solo 2 Finale	Topeka, KS
Mon-Fri	9/14-9/18	Solo II Nationals	Topeka, KS
Sat	10/3	Solo Trials #6	Track
Sun	10/4	Solo II #9	Lot 4
Sun	11/1	Winter Trials #1	Track

Heard this one??

(Don't get upset—it may be a blonde joke, but it has CARS in it too...)

A blonde, wanting to earn some money, decided to hire herself out as a handyman-type and started canvassing a wealthy neighborhood. She went to the front door of the first house and asked the owner if he had any jobs for her to do. "Well, you can paint my porch. How much will you charge?"

The blonde said "How about 50 dollars?" The man agreed and told her that the paint and ladders that she might need were in the garage. The man's wife, inside the house, heard the conversation and said to her husband, "Does she realize that the porch goes all the way around the house?"

The man replied, "She should. She was standing on the porch." A short time later, the blonde came to the door to collect her money. "You're finished already?" he asked.

"Yes," the blonde answered, "and I had paint left over, so I gave it two coats."

Impressed, the man reached in his pocket for the \$50. "And by the way," the blonde added, "that's not not a Porch, it's a Ferrari."

Lose Your Diaper Bag?

Well, maybe not YOUR diaper bag, but have you a little child-type who has? A car seat and diaper bag were left by Roger Zimmerman's pit area at the Solo Trials June 28th. I'm sure he'll fork them over without demanding a HUGE ransom, so call him at home at 693-1236.



Message from Mr. Mannix

SCCA Colorado Region, Solo Chair

The heat of summer is upon us, while competition is heating up in our local points series! Thanks to Larry Paille for posting the current points standings at the last event! I saw a lot of close battles points-wise, making the series even MORE interesting to watch unfold!

The Kart program is not without its hitches, but it is moving along smartly. Lindsay Wilson and Linda Duncan have done a great job promoting the junior karts, and they're doing a stellar job at that. Lots of new drivers are getting to experience the thrill of Solo while gaining valuable experience in vehicle control. Judging by the smiling faces, I am sure they're having a great time doing it, just like Mom and Dad! At the last event, Lindsay worked REALLY hard to make it work for the junior drivers—the man never quits! Thanks a LOT, Lindsay! We all owe you our thanks!

Solo Trials is REALLY taking off! 46 drivers came out on the 28th of June, and I think most had a great time! The new Trials course is a lot of fun in both directions, and if you have not tried Trials, July 25th is your next chance—higher speeds in a controlled environment and a LOT of fun. I'd deem the Trials program a success, with Gary Phillis and Gary Morrell doing a fabulous job promoting and running the series.

I'd like to invite all of you to a meeting after the event on June 12th at Bennett's Barbeque. It is just south of I-25 on Peoria Street—the Conference Room has been reserved for us, and I'd like to discuss various aspects of our program. I apologize for the lack of general meetings, which I have let slide due to other constraints and trying to figure out everything else that goes into the series. I'd like to discuss, among other things, the general Rocky Mountain Solo Series, special classes, Karts, Solo Week and promotion of our series. Why is it that 100 entrants is the magic number for our events? Over 100 entrants, and we slow down a bit. Thoughts? Gripes? Comments? Be at Bennett's on July 12th after the event—we will NOT have fun runs in anticipation of this meeting, and I expect to get the meeting underway around 4:30. Please try to attend, any topic can be discussed beyond what I am bringing to the table—we have a lot of catching up to do!

To get to Bennett's from E Concourse, take I-70 east to Peoria, south on Peoria to 37th, Bennett's is on the left. It is roughly 3 miles from the event site. July 12th at 4:30, please come and have a good time!

That's all from me, I hope to see you the 12th at both the event and the meeting—hope everyone is having a good summer!

**You're Invited! Solo General Meeting 6/12 after the event—
It's your big chance to voice your opinion or just hang out!**



✧ School Daze ✧ School Daze ✧ School Daze ✧

Solo Trials School Scuttlebutt

Saturday, May 30, 1998

Oh boy, oh boy, did we have some FUN at the Solo Trials School—some of us more than others, of course. I, personally, had the MOST fun giving rides and getting more track time than ANYONE!! It pays to instruct, let me tell you. Carolyn Counnas had the most EXCITEMENT instructing, I suppose, as she took not one, but TWO sidetrips into the dirt—sheesh, Carolyn, what were you saying, “hey, look at THAT shortcut?!” We’ve heard of trying to find the short way around the track, but really!

The format for the day was general instruction followed by practice laps, with more instruction, two fast laps, and lunch. Then MORE instruction, followed by two faster laps, timed results, then MORE instruction, two REALLY fast laps, new results, and so on. The Solo Trials School is the only occasion where students have the opportunity to ride with instructors and vice versa.

We had a **great** turnout and **great** weather on the **great** new Track at Stapleton! And as luck (or planning) would have it, everyone had the chance to try their newfound skills at the Solo Trials event the very next day...



Headmaster Gary Phillis offers words of wisdom and his Trials expertise to students

Powers Foss shows off the artistic results of his offroad excursion—this picture doesn’t do justice to the beautiful weedprint finish!



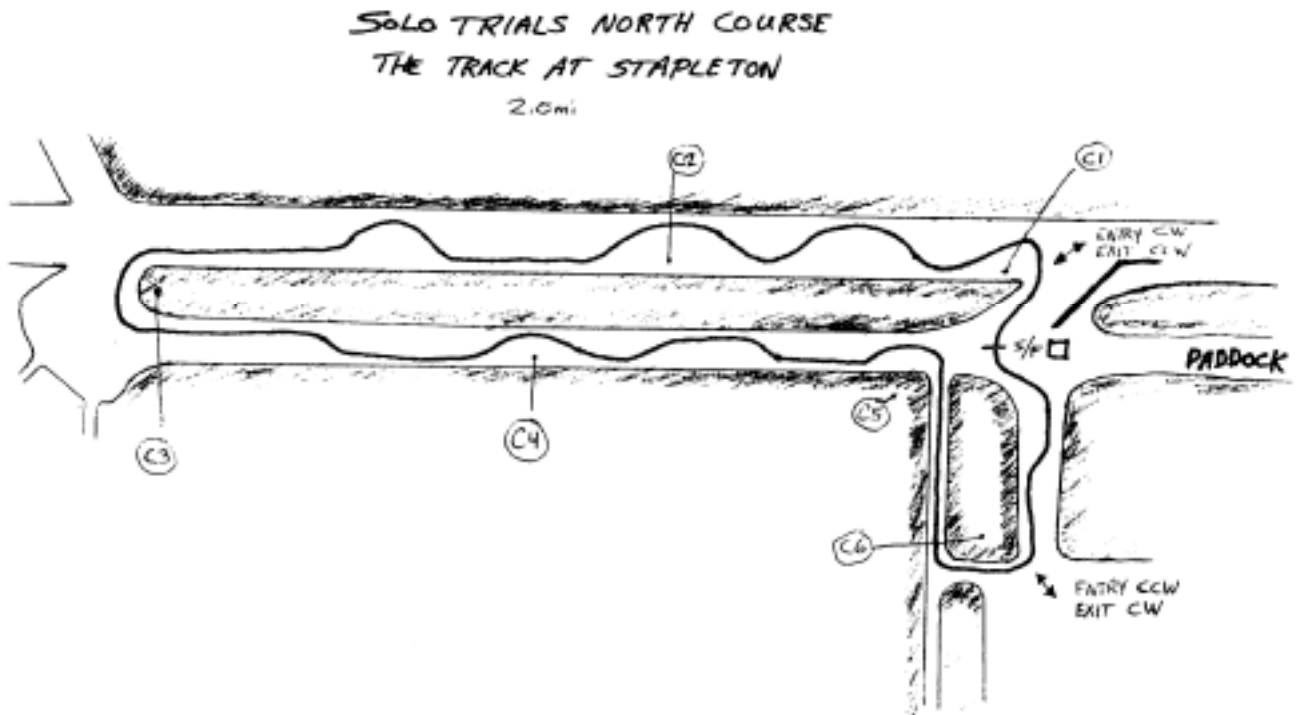
Solo Trials #3

On the ☆ $\frac{3}{4}$ New ☆ Track at Stapleton!

Sunday, May 31, 1998

Forty pedal-to-the-metal types showed their race faces at the new Track at Stapleton for a perfect weather day. Talk about a blast-o-matic! Many thanks to Gary Phillis for designing yet another fun, fast, and flowing course.

And congrats are in order to Geoff Leicester for ~~taking prisoner~~ (dang thesaurus) capturing 1000 points—I guess he really *IS* the Auto-X-pert. You'd better *follow instructions* next time he suggests that you to duct tape your hands to the steering wheel!!!



The New Track at Stapleton—run counter-clockwise at
the 5/30 school and 5/31 event

**How Fast WERE they, you ask?
Lookee here...**

Plc	Cls	#	Name	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Pax	Pts
1	SS	9	Wayne Sartori	100.613	101.043	100.634	98.796	97.77	82.518	992
2	SS	97	Forrest Thompson	103.881	100.7	101.301			84.991	963
3	SS	6	Chris Maddox	104.043	103.121	oc	103.061	129.835	86.983	941
4	SS	8	David Neff	116.894	109.749	oc	106.314	oc	89.729	913
5	SS	15	Don Ashbaugh	114.278	117.357	113.468	114.905	116.261	95.767	855
1	SSL	97	Jaimie Lou Thompson	129.19	129.599	127.944	126.748	124.605	104.22	786
1	AS	37	John Rule	103.272	101.965	106.997	113.242	102.511	84.631	967
2	AS	10	Corky Newcombe	107.759	106.952	108.893	108.409	107.862	88.77	922
3	AS	100	John Prior	oc	oc	109.138	115.826	108.236	89.836	911
4	AS	72	Chris Findlater	109.209	oc	oc	oc	oc	90.643	903
5	AS	70	Mike Moerk	110.529	112.595	109.679	109.562	109.597	90.936	900
1	BS	25	David Sprigg	114.512	111.095	109.627	oc	111.495	89.675	913
1	CS	84	Lee Sutton	oc	110.491	110.626	109.327	oc	88.664	923
1	DS	28	Gary Phillis	103.954	105.134	104.046	115.344	104.091	83.787	977
1	FS	3	Jack Allen	oc	103.942	103.288	102.888	102.17	83.677	979
2	FS	69	Craig Burton	104.914	104.067	103.337	102.655	102.878	84.074	974
3	FS	89	Brian Hartwell	105.773	105.262	103.457	102.986	103.248	84.346	971
4	FS	13	Stephen Long	112.552	oc	109.832	108.689	113.761	89.016	920
1	FSL	69	Tracey Chandler	104.66	105.131	105.4	104.805	104.701	84.945	964
1	GS	124	Geoffrey D. Leicester	oc	103.945	103.358	102.607	oc	81.88	1000
2	GS	24	Kathy Wolfskill	102.71	102.761	102.693	104.28	102.747	81.949	999
3	GS	51	Jeff Rink	107.695	106.406	105.225	105.37	105.149	83.909	976
4	GS	79	Jason Miller	106.339	105.775	105.625	106.911	106.518	84.289	971
5	GS	27	Powers Foss	106.653	107.879	oc	oc	106.457	84.953	964
6	GS	86	Roger Nallathamby	111.896	111.234	oc	108.805	oc	86.826	943
1	HS	53	Curtis Lewis	120.43	oc	119.217	116.038	118.212	91.902	891
1	ASP	78	Roger Zimmeman	oc	109.655	108.382	109.865	108.791	93.642	874
2	ASP	25	Tom Exley	112.664	114.367	113.532	111.407	112.177	96.256	851
1	CSP	9	Josh Hadler	105.155	104.516	oc	104.867	104.016	88.83	922
2	CSP	88	Brad Doctor	105.938	105.881	105.544	105.912	105.788	90.135	908
3	CSP	13	Greg Hartley	111.041	109.585	113.585	112.841	112.281	93.586	875
1	DSP	78	Carolyn Counnas	106.497	105	106.908	104.976	104.148	87.484	936
2	DSP	63	Darrell Adams	111.929	108.234	105.435	109.481	106.409	88.565	925
3	DSP	55	George Counnas	107.231	oc	oc	106.856	107.115	89.759	912
4	DSP	54	Brian York	118.051	129.58	115.091	oc	112.613	94.595	866
5	DSP	13	Michael Ingoglia	133.402	133.28	133.508	134.81	132.655	111.43	735
1	ESP	46	Kent Hamilton	107.951	107.768	106.273	109.401	108.54	88.951	921
2	ESP	7	Gary Grillo	oc	107.099	oc	106.481	oc	89.125	919
1	SM	311	Jeff Hutchinson	111.619	oc	112.295	112.576	112.746	100.46	815
2	SM	13	Eric Wyman	112.397	oc	113.651	130.609	339.304		

Solo II #6, Sunday, July 12, E Concourse

Solo II #5, Sunday, July 26, Lot 4

(or E Concourse, whichever has more cars when you show up)

The Set-in-Stone	7:00 a.m.	Gates open
TimeTable:	8-9:00	Registration & Tech
	9:00	Rookie Course Walk
	9:30	Drivers' Meeting
	10:00	First Car Out

Bring Big Bucks: \$20 SCCA members; \$25 non-members

All Those in the Know will have: Food, water, sunscreen, rain gear, the usual



Solo Trials #5, Saturday, July 25, Option B

Alias, the Stapleton South Solo Trials Course

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

- Requirements** **Driver (you, if you want to know what FUN really is!)**
- ◆ Long-sleeved cotton shirt & long cotton pants (fire suit for prepared/Modified drivers)
 - ◆ Valid driver's license & Snell M85 or better helmet
 - ◆ SCCA membership (\$60); Solo Trials license (\$15)
 - ◆ \$35 to enter

Your mode of transportation

- ◆ Convertibles must have GCR-legal rollbar
- ◆ Stock/SP: factory seat belts unless GCR-legal rollbar
- ◆ Prepared/Modified: fire extinguisher, roll cage

What a Surprise—Kevin Bailey gets, merits, and obtains (now we're cooking, thesaurus!) 1000! ...at Summer Series Solo II, #4

June 14, 1998

Well, let's just see what I can make up, being as how I wasn't even there...

The day dawned as usual, and later the sun went down, and in the middle, there was an autocross! That is to say, there was a Solo II which was very exciting, fun, thrilling, etc. (hey, this is easy!) ANYWAY, Kevin Bailey pulled off a totally unexpected win after a dismal season start (999, 999, and 993 to date).

Now this part I know is true, because Dale Kirstein, Co-chief of Timing put it at the bottom of the results: Because of severe weather, some drivers were not able to drive 4 runs. Because only F Stock was offered 4 runs, only the first 3 runs of F Stock were counted. Earlier results may differ from these results, but these are the corrected results.

Cls	#	Driver	Run 1	Run 2	Run 3	Run 4	Pax	Pts
ESX	91	Kevin Bailey	58.312	58.01	58.078	57.953dnf	46.12	1000
ESX	19	Kay Bailey	58.573	58.672	59.142+1	57.807dnf	46.57	990
EPLX	12	Tonya Duplice	57.529	56.075	54.921	54.534dnf	46.67	988
CPX	31	Mark Petty	54.51	53.914	53.87	53.562dnf	46.76	986
FSX	78	James Darden	57.447	57.929	57.756	57.446dnf	47.05	980
BSX	99	Bob Klingler	58.53	57.625	57.565	57.099dnf	47.09	979
FSX	176	Kevin Youngers	58.297	57.657	58.013	56.803dnf	47.22	977
BSX	93	Barry Ott	58.481	57.915	57.769	58.507dnf	47.26	976
DSX	11	David Fauth	58.814	58.984+1	59.406	58.819dnf	47.4	973
BSX	91	Paul Woolley	58.463	58.102	58.546+1	57.341dnf	47.53	970
DSX	93	Brent DeWitt	60.033	60.342	59.188	60.396dnf	47.71	967
DPX	7	Dave Dutton	55.663	55.743	54.973	dnf	47.72	966
DSLX	65	Linda Duncan	62.332	61.085	59.927	60.801dnf	47.87	963
BSX	96	Dan Heydlauff	60.189	58.561	59.043	59.574dnf	47.9	963
F125X	3	Larry Paille	50.683	51.263+1	50.585	50.062dnf	48.06	960
CSLX	9	Marchell Fletcher	59.974	59.96	60.034+1	59.470dnf	48.19	957
FSX	7	Rick Walford	59.417	59.020+1	59.029	58.874dnf	48.35	954
EPX	12	Todd Peck	56.095	55.596	56.175	54.498dnf	48.7	947
DSPX	81	Kevin Wenzel	59.107	58.779	58.593	57.724dnf	49.22	937
CSLX	61	Frobi Frobisher	66.066	63.83	61.357	60.826dnf	49.31	935

SS	94	Wayne Sartori	59.728	60.28	60.565	59.707	50.39	915
SS	49	Chris Maddox	61.537	61.331	60.257	59.888	50.55	912
SS	97	Forrest Thompson	62.623	61.754	61.231	60.937	51.43	897
SS	22	Roy Reed	61.976	61.364	61.425	61.279	51.72	892
SS	2	Michael Osborn	66.759	66.141	62.18	61.584+1	52.48	879
SS	16	Carl Kaminski	65.314	63.967	63.677	64.17	53.74	858
SSL	97	Jaimie Lou Thompson	82.990dnf	68.409	66.083	66.948	55.27	834
AS	24	John Gurney	61.802	61.763	60.703	60.261	50.02	922
AS	37	John Rule	61.212	61.295	60.482	61.335	50.2	919
AS	98	Bill Stockton	62.059	60.647	60.587	60.5	50.22	918
AS	10	Corky Newcombe	62.924	61.82	63.047	61.5	51.05	903
AS	53	Cliff Lawson	62.209	62.229	64.818dnf	61.537	51.08	903
BS	12	David Eslick	61.311+3	61.218+1	60.775	60.298	49.32	935
CS	61	Dale Kirstein	60.420+1	60.493+1	60.863	59.676	48.4	953
CS	84	Joe Mauro	62.001+1	62.176	60.746	60.879	49.27	936
CS	42	Walter Strickler	72.064	68.884	69.159	69.66	55.87	826
DS	22	Dan Wagner	61.203dnf	60.131	59.716	59.496	47.95	962
ES	25	Tom Exley	64.124	62.746	62.332	62.087	49.36	934
FS	3	Jack Allen	60.232dnf	61.627	61.294	50.2		919
FS	95	Patrick Chambers	62.035	62.457	61.79	50.606		911
FS	89	Brian Hartwell	64.236	62.657	62.98	51.316		899
FS	85	Troy Hobbs	64.388	64.832	64.061	79.684dnf	52.47	879
FS	6	Ron DeTorre	67.805+2	65.386+1	70.324dnf	62.682dnf	55.19	836

Remy Sanchez takes the G Stock Win!



John Van Vuren, SMR, says Trucks Rule!
(Matt agrees.)

FSL	78	Pam Ranslem	67.721	62.482	62.53	61.923	50.26	918
FSL	18	Sara Sugrue	64.62	64.365	64.655	62.477	50.71	909
FSL	195	Kristen Chambers	66.567	65.282	63.654	64.053	51.66	893
GS	60	Remy Sanchez	62.985	63.226	63.293+1	61.962	49.45	933
GS	98	Roger Nallathamby	63.711	62.646	62.972	62.289	49.71	928
GS	93	Andy Lester	62.685	63.407	62.867	62.648+3	50.02	922
GS	79	Jason Miller	63.317	63.926	65.145+1	62.703+1	50.53	913
GS	42	Kevin Wolfskill	63.823	64.339	64.294	63.724	50.85	907
GS	11	Kathie Patterson	64.429	64.268	67.538dnf	64.683+1	51.29	899

GS	13	Chris Marsh	68.509	66.079	65.044	64.42	51.41	897
GS	14	Jeremy Luginbill	70.598	68.464	68.395	67.384	53.77	858
GS	68	David Reinecke	75.601	71.081	70.293	68.87	54.96	839
HS	67	Aaron Miller	66.635	64.978	65.361	51.463		896
HS	22	Brian Link	75.868	77.579	78.396	60.087		768
ASP	6	John Brocko	62.481	61.419	62.457	53.066		869
BSP	23	Charlie Mutka	64.304	62.579	66.666dnf	53.63		860
BSPL	23	Jackie Mutka	63.253	63.859	63.952	53.395		864
CSP	8	Gary Boone	60.338	59.586	60.819	58.943	50.34	916
CSP	9	Josh Hadler	64.773+1	59.412	59.164	58.972	50.36	916
CSP	92	Lee Sutton	60.797	60.681	61.146	59.887	51.14	902
CSP	78	Roger Zimmeman	62.429	61.669	61.534	61.803	52.55	878
CSP	88	Brad Doctor	64.881	64.472	63.27	62.225	53.14	868
DSP	1	Chris Dorsey	57.64	57.972	59.922+1	58.37	48.42	952
DSP	96	Iain Mannix	58.905	58.602	57.695	57.951	48.46	952
DSP	55	George Counnas	62.113	59.365	61.158	60.476	49.87	925
DSP	12	James Taylor	61.065	60.513	62.424	61.49	50.83	907
DSP	3	Arthur Kathe	61.967	63.595	61.796	61.171	51.38	898
DSP	22	David Tjarks	63.451	63.556	61.911	52.005		887
DSP	86	Kirk Lambert	67.459	67.257	65.714	66.595+1	55.2	835
DSP	76	Eric Soltwedel	69.610dnf	68.424	68.558	66.093	55.52	831
DSP	74	James Schrecengost	70.235	69.233	67.885	68.011	57.02	809
ESP	65	Hap Shadler	60.928	60.229	59.83	50.078		921
CP	25	Marc Short	70.238	60.065+1	58.369	63.025	50.66	910
CP	85	Glen Outcalt	62.768	62.617	61.047	68.617	52.99	870
CP	125	Cat Short	61.543+2	63.899	62.637+1	62.168	53.96	855
CP	3	Ron Fox	63.727	64.036	64.219+1	65.899	55.32	834
EM	33	Roger Smith	58.782dnf	56.942	55.943+1	56.897	52.18	884
EM	914	Greg Curtiss	62.737	59.304	57.561	57.316	52.56	877
FM	9	Greg GT Drake	57.676	56.558	56.697	56.501	51.36	898
FM	99	Brian Ball	58.506	57.582	57.774	57.723	52.34	881
SM	58	Geoff Leicester	60.382	59.084	53.176			867
SM	2	Todd Nakata	66.526	59.582	62.151	64.66	53.62	860
SM	13	Erik Wyman	66.206	63.56	64.017	64.380dnf	57.2	806
FJ	1	Brandon Short	71.882+1	62.131	61.206	61.151	47.39	973
FJ	3	Shannon Short	75.315	63.303	61.107dnf	62.541	48.47	951
FJ	34	RJ Fox	75.525	73.906	71.321dnf	74.423	57.28	805
FJ	2	Sarah Wagner	86.667	85.071	86.223	81.521	63.18	730
FJ	14	Dane Murray	79.786dnf	86.371+1	62.873dnf	77.270dnf	68.49	673
FJ	4	Mike Garcia	94.371dnf	61.606dnf	94.302dnf	89.127	69.07	668
FJ	20	Jason Maples	113.334	102.487	90.136	95.143	69.86	660
F5	78	Carolyn Counnas	64.778	61.776	60.525	59.618	47.22	977
GSR	51	Jeff Rink	62.088	63.988dnf	62.469	62.022dnf	49.55	931
GSR	27	Powers Foss	65.25	63.307+1	63.742	63.384	50.58	912
BSR	21	Philip Volk	63.093	63.023	63.489	62.372	51.02	904
GSR	72	Andrew Hunt	65.044+1	64.215	64.722	63.997	51.07	903

GSR	50	Patrick Maddy	66.861	65.034	64.358	64.545	51.36	898
BSR	33	Nancy Schehr	67.488	65.808	64.272	63.053	51.58	894
ESR	6	Russell Rock	67.346+1	67.248	65.842	65.358	51.96	888
CSPR	23	Ryan Straughan	61.786	61.865+1	61.487	61.466	52.49	879
ESR	42	Mike Pieczarka	68.78	67.875	67.404	65.956+1	53.59	861
GSR	25	Paul Chang	71.29	69.062	67.654	67.805+1	53.99	854
CSPR	18	Greg Nelson	65.396+1	63.254	66.091+2	63.433+1	54.02	854
DSR	28	Wes Dorsey	76.136dnf	67.193	67.492dnf	54.158		852
GSR	39	David Eisenberg	72.01	70.082	70.231	67.933	54.21	851
CSPR	74	Larry Loesch	64.082	64.392	63.769	63.676	54.38	848
DSR	75	Brett Kaller	68.714	67.543	65.326dnf	54.44		847
BSR	30	Kevin Karlin	66.929	66.977	71.729dnf	67.628	54.75	842
BSR	56	Don Phend	69.438	68.407	70.476	68.486	55.96	824
ASPR	951	Andy Alland	65.775	64.832	65.347	56.015		823
BSR	71	Scott McIvor	76.018	73.254	71.927	69.28	56.67	814
CSR	27	Curt Goodknight	71.837	70.006	70.492	72.047	56.78	812
CSPR	90	Chris Barnett	68.036	67.77	67.794	68.29	57.88	797
ESR	53	Robert Tarrall	76.236dnf	73.535	74.353	58.46		789
BSR	29	Doublas Black	71.821	74.147	72.689	73.25	58.75	785
ASR	81	David Harrison	78.258	74.252	73.349	71.47	59.32	777
CSPR	32	Jesse James	75.135	80.486	71.913	70.88	60.53	762
HSR	42	Jamie Wallace	84.062dnf	76.52	77.998	60.604		761
SMR	53	John Van Vuren	72.6	69.479	67.75	68.153	60.98	756
ESR	35	Robert Tarrall						



Shannon and Brandon Short duke it out for the FJ points leader. Here, Shannon lets her brother take the win only to beat him at the 6/27 Solo II.

Charlie Mutka and his BSP Corvette



The Bizarre Cars of Europe

What sorry excuse do I have for MISSING this event? I was WORKING, but at least it was in Europe. While I was there, I thought I might as see well the sights—the Louvre, the Tower of London, the Rhine castles, you ask? HECK NO! I had to keep my eye out for all those weird little cars just waiting to capsize in a strong breeze—those vehicles that make Miatas look like delivery vans. So here are my picks for...

Really Small Cars Least Likely to Succeed at Completing an Autocross in an Upright Position



P.S. I DID get to drive on some of the German autobahns (a nice round 200 km/hr, or 120 mph or so), but I didn't think they had speed limits and most did. Speed limits could change several times within $\frac{1}{2}$ mile or so—120 km/hr to 80 km/hr and back again—seemed kinda dangerous to me. PLUS you never knew when a semi might pull out. Solo Trials is a WHOLE lot more exciting...



P.P.S. And how about these German road signs?!?!
(Left—do I stop or go?
Right—remember the limits for your TANK!)



☆ Solo



Stars ☆



Kay Bailey

Well, let's see, who would we love to hear and learn from next? A star of stars, that's who. Want to know all the itty bitty nitty gritty details of **Kay's Winning Ways?!** Then you came to the right place, because Kay has been nice enough to be badgered into spilling her Solo Secrets. Tune in now for the autoxing life of one of the country's very best...

Kay's Racing Achievements:

- Solo II National Championships:
 - 1997 CSL Toyota MR2
 - 1994 GSL Mazda MX6
 - 1993 BSL Toyota MR2 Turbo
 - 1992 BSL Toyota MR2 Turbo
 - 1991 BSL Toyota MR2 Turbo
 - 1989 ESL Volkswagen Golf GTI

- 1997 Pro Solo Ladies Class Champion
- 1997 Pro Solo Honda Ladies Challenge Champion

What other achievements you are proud of? As far as other racing achievements I would have to rank any time I can beat the 'boys' i.e. Kevin, B.K. (Bob Klingler), Peter Raymond (I especially like that one!), etc. On a personal note, I am particularly proud of not hiring a hit man and getting rid of my daughter during her teen years. She's a pretty neat person now!





Where are you from originally? That's a tough question...I was an army brat so home moved around a lot when I was younger but we settled in Colorado when I was 7 or 8 so I've always called it my home. I do claim Michigan, too, as most of my relatives still live there.

What do you do for a living? I still haven't decided what to do when I grow up, but right now I work as a medical transcriptionist for a group of doctors specializing in asthma and allergy. The whole office is really supportive of my racing addiction (including time off) and even threw a little party for me after Nationals last year.

What are your hobbies and interests outside of Solo activities? As I stated above, autocross is my addiction and most of my free time is usually centered around how, when, where and what for upcoming solo events. I am the planning committee, travel agent and hired long distance driver (sometimes) for a lot of our over-the-road sojourns. I do love to read, but I have relegated that to a mostly 'after September before February' hobby.

Any kids or pets you want to tell us about? Oh, this is where the blurb on teenagers should have gone...Laura, our one and only, is 19 now and has grown up with autocrossing talk all her life. She tolerates us and has been fond of us going out of town on weekends. One particular weekend in March of 1995 comes to mind (can you say party?)...it is a story to retell for decades...I also have two cats (Baby & Bebooj). I love animals, especially cats because they are pretty self-sufficient on weekends also! (I told you I was addicted!)

How long have you been involved in Solo and how did you get started? We started in 1986. We had seen a notice in our local newspaper about an SCCA event down here in the Springs so decided to take our new-to-us '84 RX7 GSL-SE and show everybody how easy it was! Rob Falkner licked his lips when he saw us coming...yes, we were C Stock fodder for his newer '86 RX7 and we were greener than algae on the pond... Anyway, humble pie is not even close to what it was. I was absolutely, positively sure they were making my run times slower than what I was doing because, shoot, I was really fast out there...I had the tires screeching and squealing for all they were worth... Lucky for me, they were having a Solo School a few weeks later and Kevin wanted us (read sour grapes me) to try one more time, and since he is so cute when he begs, I agreed. That was the best thing in the world! There were a couple of teachers there that were 'somewhat' famous (John Ames, Peter & Dorothy Raymond) in the autocross world and, more than that, they could explain about those slalom thingys, slowing down to go quicker and just about anything else. Besides that, everyone was just pretty darn friendly if you were friendly, too.

What other kinds of racing have you done/are you doing? zilch, zippo, unless you count that Intellevision race car game...

What are you driving this year? What do you like best about the car? What do you have to work on with the car? Well, I started out in the '91 MR2 naturally aspirated car but have recently decided to drive more in my '94 Celica. I like the front wheel drive...to me it is more predictable. The MR2 is fun, but it tends to lash back for going over its limits. Kevin is



my mechanic, but we have gotten a lot of advice from other Celica owners on setup, so we are in the process of getting shocks and a front sway bar. The tires were the first purchase followed by the camber adjusting front bolts. Other than that I guess it's setting toe and camber to where I feel I like it and feel the car handles best. I'm still working on that! We're just starting this relationship and are still getting to know each other well enough to get that intimate...

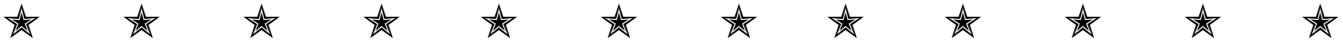
Who were the people who influenced you most, and how did they help you become the driver you are today? #1 would be the teachers at the very first Solo School: John Ames, Dorothy & Peter Raymond. Probably it was Dorothy the most since I could put more stock in another female who was driving a car and really understood so much and was, well, damn fast... Next would be Kevin. He has always been supportive and tries to look at ways to make us both better drivers. And probably most importantly, all the competitors and friends we met along the way. To me, this sport is not just about racing your car but about having a real camaraderie with others who share your interest and are there for the competition and good company, too.

What were the main practices and activities that help you most in learning to drive as well as you do? Gee, that first school keeps looming pretty big. Next would be practice and riding with other experienced drivers. Once you have the mechanics, then the mindset needs tweaking, and that is sometimes the hardest last step, but well worth the effort.



Kay making all those wins look effortless in her E Stock Celica

What personal attributes do you think have helped you develop into a good driver? Boy, I wish I could come up with a good answer to that, but I guess it would have to boil down to sheer determination. I wanted to be a good driver, and I persevered by going to LOTS of events and LOTS of schools, watching in-car videos, riding with people and getting involved with different aspects of the sport...registration (you get to meet everybody!), timing and scoring (my personal favorite) and talent show entrant (Thursday night at Nationals). The more you know, the better you get.



What would you like to improve regarding your driving? Any particular goals or objectives that you're working toward now? I want to be more consistent. Some days I just feel lackadaisical and it shows. I'm still trying to define what 'trips my aggressive meter' and how to turn it on when I want to. Intense competition, like I have at a Pro Solo, is definitely one trigger. My goal I am working toward now is to run at Nationals in the Open E Stock class and, hopefully, win.

How do you go about learning a course? I walk it a couple of times noting what the features are, how they connect and what I think the driving line would be. Then I go off by myself and close my eyes and visualize the course, start to finish. If I can't remember a particular spot or I have to think about it a long time, then I need to go back and walk some more until I am totally familiar with what it looks like. No, I can't tell you where my exact brake area will be or what speed I will be going when I come off that increasing radius but I will know the course well enough that I can look far ahead and let my eye/hand/foot coordination handle the rest.

What pre-race rituals/activities do you have? Well, I really wouldn't call them rituals or activities but just my daily routines ... smoke a cigarette and drink a Pepsi! And, if it's cold out, I'll take my coat off before I run. After that I get buckled in and visualize the course in my head real quick before getting to the start line, then it's rev up the engine and off I go!

What do you think about or do immediately after a run? Well, I first want to know my time so I can measure what my driving was realistically as to how it felt. The first run is usually okay but I tend to build up the aggression on successive runs. I usually know if I had any bad mistakes and will try to think about what caused those mistakes and not do it the next run. Then I usually light up another cigarette...

What do you think about after an event where you didn't do nearly as well as you would have liked? Ah, I've had lots of practice for this one... Yes, I do feel bad but I have come to terms with why that happened and the answer 99 out of 100 times is "I didn't drive very good". So, I say to myself, if it's important to you then next time you better apply all you know and get the job done. Sometimes, I forget...

What are the top few pieces of advice you have for others striving to excel at autocross? Go to schools, go to lots of events, go to any practice sessions, listen to other experienced drivers, ride with other drivers, practice, practice, practice, then explain things to someone else because sometimes it's a lot clearer when you have to come up with the words to describe what needs to be done. Don't be afraid to ask opinions on lines...we still get some great debates when walking courses!

Any parting words? Have fun...learn all you can...have fun...



Dual Competition 1000 Pointers—it's the Barry and Larry Show! at Summer Series Solo II, #5

Saturday, June 27, 1998

Well, most of us X-classers knew we were in trouble when the last place trophy was given for 992 points!! I think this is the FIRST time 1000 points went to 2, count them, TWO winners! Larry Paille's PAX time in his Kart almost tied that of Barry Ott in his Miata. Excellent job, men!

Class	#	Driver Name	Run 1	Run 2	Run 3	Run 4	Pax	Pts
BSX	93	Barry Ott	54.938	53.771	53.118		43.451	1000
F125X	3	Larry Paille	46.993	46.6	45.757		43.469	1000
ESX	91	Kay Bailey	55.711	54.796	54.746		43.523	998
FSX	78	James Darden	53.990+1	60.021+1	53.172		43.548	998
CPX	31	Mark Petty	50.223	50.683	50.703		43.594	997
ESPX	99	John Ames	52.92	52.417	52.341		43.809	992
FSX	176	Kevin Youngers	54.146	53.207+1	53.596		43.895	990
DSX	11	David Fauth	54.608+1	54.7	54.691		44.081	986
BSX	91	Paul Woolley	55.223+1	55.028	54.229		44.359	980
BSX	99	Bob Klingler	54.315	54.267	54.711		44.39	979
DSX	93	Brent DeWitt	56.025+2	57.473dnf	55.097		44.408	978
CSPX	98	Bub Tunnel	52.312	52.271	51.993		44.639	973
GSX	24	Kathy Wolfskill	dnf	56.279dnf	56.266		44.9	968
CPX	131	Jim Valdez	52.35	52.128	51.867		45.021	965
DPX	7	Dave Dutton	54.719	53.558	52.622		45.676	951
CSLX	61	Frobi Frobisher	57.656	56.845	56.515		45.686	951
DSPX	81	Kevin Wenzel	56.001+1	55.116+1	54.756	53.933dnf	45.304	946
BPLX	65	Tonya Duplice	56.619dnf	54.127+1	53.797		46.339	938
BPX	65	Todd Peck	54.454	52.75	52.955		46.842	928
CSPLX	198	Patty Tunnel	54.782+2	54.886+1	54.462		47.852	908
SS	49	Wayne Sartori	55.42	54.974+1	55.835	54.971	46.396	937
SS	97	Forrest Thompson	57.015	56.393	56.212	55.657dnf	47.443	916
SS	11	Tom Pora	59.685	58.866	58.59	58.517	49.388	880
SS	96	Terry Shaffer	60.843	59.489	60.516	60.496	50.209	865
SS	23	Mike Wandell	69.995	68.967	67.361	66.2	55.873	778
SS	20	Roy Reed	60.977dnf	67.074	67.430dnf	59.889dnf	56.61	768

SSL	11	Melanie Pora	60.761	59.29	59.591	58.069	48.569	895
SSL	97	Jaimie Lou Thompson	63.632	62.738	61.345	60.289	50.426	862
SSL	15	Debbie Lasson	63.327	69.511	61.589	60.452	50.562	859
AS	98	Bill Stockton	55.438	58.458	56.608	56.376	46.014	944
AS	37	John Rule	57.082	57.431	55.57	55.91	46.123	942
AS	24	John Gurney	56.771	56.241	55.76	55.763	46.281	939
CS	61	Dale Kirstein	56.422	56.563	57.186	55.734	45.2	961
CS	48	Lee Sutton	57.902	57.913	56.998	57.257	46.225	940
DS	2	Gary Phillis	57.402 57	.630+1	57.036	56.335	45.406	957
DS	22	Dan Wagner	57.799	57.899	57.713	56.802	45.782	949
ES	65	Andy Aust	57.752	56.922	56.781	56.772	45.134	963
FS	13	Stephen Long	60.072	59.344	59.664	59.320+1	48.603	894
FSL	18	Sara Sugrue	61.228	60.273	59.664	58.918	47.82	909
FSL	78	Pam Ranslem	60.63	59.971	60.497	59.457	48.257	900
FSL	195	Kristen Chambers	61.468	60.8	60.288	59.703	48.457	897
GS	51	Jeff Rink	57.727+1 58	.993+2	60.109	57.185	45.634	952
GS	27	Powers Foss	58.897	57.623	58.138	58.459+2	45.983	945
GS	93	Andy Lester	59.329+1	58.059	57.817	57.224+1	46.138	942
GS	79	Jason Miller	59.801+1	59.308	58.442	58.153	46.406	936
GS	3	Roger Nallathamby	58.704	58.989	59.049	58.572	46.74	930
GS	60	Remy Sanchez	67.089	58.901	59.679	59.153	47.003	924
HS	67	Aaron Miller	60.759+3	60.856	61.632	60.324+2	8.198	902
ASP	25	Tom Exley	51.833dnf	676dnf	59.046	57.34	49.542	877
BSP	23	Charlie Mutka	54.684	59.208	57.614	58.023	46.864	927
BSPL	23	Jackie Mutka	60.907	59.328	58.84	58.074	49.023	886
CSP	8	Gary Boone	56.722	55.896	55.008	54.732	46.741	930
CSP	9	Josh Hadler	56.266 56	.685+2	56.452	55.677	47.548	914
CSP	53	Cliff Lawson	59.173	58.859	57.795	57.927	49.357	880
CSP	78	Roger Zimmeman	60.043	58.036	57.869		49.42	879
CSP	88	Brad Doctor	59.446	59.263	58.022	58.447	49.551	877
DSP	1	Chris Dorsey	59.997dnf 54	.890+1 53	.481+1	53.4	44.856	969
DSP	96	Iain Mannix	59.778dnf	55.267	54.059	53.992	45.353	958
DSP	81	Brian Stiff	56.962 58.	177dnf	56.882	56.182	47.193	921
DSP	12	Jamey Taylor	58.066	57.452	56.975	56.752	47.672	911
DSP	22	David Tjarks	57.497+2	58.030 57	.604+1	56.948	47.836	908
DSP	86	Kirk Lambert	64.835+1	65.377	63.197	62.328	52.356	830
ESP	65	Hap Schadler	57.957	55.895	55.795	56.643	46.7	930
AP	10	William McClatchey	55.25	53.995	54.349	57.119	48.002	905
CP	25	Marc Short	56.875dnf	54.486	53.8	53.731	46.639	932
CP	85	Glen Outcalt	57.953	56.888	56.154	55.823	48.454	897
CP	3	Ron Fox	59.229	58.202	57.899	57.251	49.694	874
EM	33	Roger Smith	52.971	51.855	51.908	51.634	47.348	918
SM	58	Geoff Leicester	55.191dnf	54.512	54.457	56.289	49.011	887
VM	172	Kevin Popp	72.202	65.634	65.19	64.464dnf	53.391	814
VM	17	Angie Wolf	75.793dnf	74.057 71.	131dnf	72.682	59.527	730

VM	171	Greg Wolf	78.001 67.	107dnf 65.	870dnf	67.837dnf	63.883	680
FJ	1	Sarah Arp						0
FJ	4	RJ Fox						0
FJ	5	Justin Childs						0
FJ	6	Keith Childs						0
FJ	8	Sarah Wagner						0
F5	3	Shannon Short	85.34	60.756	64.537	60.513	47.926	907
F5	11	Brandon Short	69.853	63.127	70.168	62.654	49.622	876
DSPR	3	Arthur Kathe	57.222	59.339	59.866	58.078+1	48.066	904
GSR	13	Chris Marsh	62.276	61.279	60.972	60.337	48.149	902
CSPR	23	Ryan Straughan	58.225	57.505 57	.159+1	56.858	48.557	895
GSR	74	Larry Loesch	63.343dnf	62.65	61.264	61.929	48.889	889
GSR	72	Andrew Hunt	62.530+2	61.457 62.	407dnf	61.381+1	49.043	886
DSR	11	Dick Fauth	67.554	61.332	62.924	61.315	49.42	879
FSR	6	Russel Rock	67.493dnf	63.062	61.127	61.298	50.063	868
CSPR	18	Jim Miller	62.394	61.535	60.667	59.683	50.969	852
GSR	63	Christopher Merde	71.989dnf	66.969	64.765	64.323	51.33	847
DSR	28	Wes Dorsey	61.005dnf	63.764	dnf	64.52	51.394	845
GSR	69	David Lanty	68.477	67.879	66.866	65.079	51.933	837
ESR	53	Robert Tarrall	65.875dnf	67.507	65.721	66.257	52.248	832
FSR	1	Ronald Arp	65.802dnf	66.954	64.704	65.351	52.993	820
BSR	56	Don Phend	69.059	67.851	65.281	65.216	53.347	814
ESR	73	Shannon Fenton	73.489 70.	941dnf 69.	486dnf	67.986	54.049	804
BSR	29	Doug Black	67.119	68.339	68.09	66.476	54.377	799
CSR	33	Robert Loesch	69.930dnf	68.513 70.	095dnf	68.525	55.564	782
DSR	33	Mark Wilson	74.384	72.046	70.096	69.563	56.068	775
SMR	53	John Van Vuren	63.885	63.231	63.557	62.771	56.494	769
BSPR	35	Laurence Bonham	70.547dnf	71.583	67.635	69.445	57.963	750
CSPR	40	Pat Clements	73.799	70.634	70.284	68.363	58.382	744
SSR	944	John W. Parker	77.317dnf	71.574	70.247	67.881dnf	59.288	733
FJR	69	Tim Simmons						



Bill McClatchey scared away all the other AP competition!



Cliff Lawson shows off his lovely CSP BMW

Solo Trials #4

Wayne Sartori Takes it Again

Sunday, June 28, 1998

A good turnout of 47 or so decided to take on the Trials of Life on the South course, run for the first time in the clockwise direction. Wayne snagged 1000 points with our Host with the Most, Gary Phillis, next in line. A hot time was had by all (except for those who ran their A/C the whole time—I know I did—so THAT accounts for my slower lap times than qualifying times, hmmm).

Plc	Cls	#	Driver Name	Pass 1	Pass 2	Pass 3	Pass 4	Pass 5	Pax	Pts
1	SS	9	Wayne Sartori	90.242	86.5	87.125	89.532	87.346	73.439	1000
2	SS	97	Forrest Thompson	89.269	87.918	89.275	89.499	87.61	74.381	987
3	SS	6	Chris Maddox	oc	94.526	90.77	88.727	88.403	75.054	978
4	SS	8	David Neff	101.154	92.967	91.514	91.747	95.174	77.695	945
5	SS	15	Don Ashbaugh	99.225	97.587	100.06	117.647	133.28	82.851	886
6	SS	1	Andy Bullock	101.649	100.65	239.56	100.499	98.997	84.048	874
7	SS	10	Victor Zimmerman	dns	dns	dns	dns	dns		0
8	SS	111	Wade Tennant	oc	oc	oc	oc	oc		0
1	SSL	97	Jaimie Lou Thompson	oc	103.85	oc	105.106	105.72	87.373	841
2	SSL	11	Kristin Lee	115.659	113.14	110.14	oc	108.11	90.963	807
1	AS	37	John Rule	92.368	91.533	96.512	100.444	91.759	76.43	961
2	AS	24	John Gurney	95.913	94.959	94.839	93.788	93.675	78.219	939
3	AS	70	Mike Moerk	96.376	96.478	oc	108.024	96.261	80.378	914
1	CS	5	Brian Keyes	100.006	96.971	96.246	94.764	94.758	77.038	953
2	CS	48	Lee Sutton	96.344	95.065	95.702	99.006	95.813	77.288	950
1	DS	28	Gary Phillis	96.684	92.486	92.434	91.909	92.334	74.171	990
2	DS	33	Mark S. Wilson	117.421	114.66	113.06	122.951	102.52	82.737	888
1	FS	13	Stephan Long	91.178	90.559	94.433	92.419	92.398	74.53	985
2	FS	3	Jack Allen	92.995	91.074	91.036	95.991	91.742	74.923	980
3	FS	699	Louie Baum	111.094	oc	114.12	110.607	110.85	91.03	807
1	GS	24	Kathy Wolfskill	93.417	oc	96.918	94.682	94.457	74.827	981

1	ASP	4	Bruce McPherson	89.523	88.691	88.144	88.407	87.65	76.08	965
2	ASP	78	Roger Zimmerman	94.863	93.92	104.34	92.473	93.251	80.267	915
3	ASP	951	Andy Alland	95.55	94.581	109.31	231.387	dns	82.096	895
4	ASP	25	Tom Exley	96.66	95.357	96.31	94.697	105.93	82.197	893
5	ASP	1	Todd Nakata							0
1	CSP	8	Kevin Wenzel	93.382	93.371	93.128	92.943	94.194	79.652	922
2	CSP	13	Greg G Force Hartley	97.716	98.028	97.484	95.408	94.028	80.582	911
3	CSP	9	Josh Hadler	96.392	94.31	95.923	96.411	80.824	80.824	909
4	CSP	88	Brad Doctor	95.049	94.596	96.158	96.094	95.199	81.069	906
5	CSP	81	Richard McCoy	oc	oc	98.015			83.999	874
6	CSP	0	Collin Cogdill	101.039	100.71	101.45	100.623	oc	86.234	852
1	DSP	78	Carolyn Counnas	96.31	92.661	oc	92.1	93.756	78.009	941
2	DSP	3	Arthur Kathe	96.704	95.45	93.84	93.309	93.84	79.033	929
3	DSP	12	Jamey Taylor	94.413	95.496	95.333	94.934	94.899	79.968	918
4	DSP	55	George Counnas	oc	96.124	95.291	95.467	98.352	80.711	910
1	ESP	7	Gary Grillo	93.497	92.267	oc	oc	oc	76.805	956
2	ESP	46	Kent Hamilton	oc	93.809	95.276	94.001	oc	79.081	929
3	ESP	6	Gary Morrel	oc	99.524	99.514	100.252	100.54	83.89	875
1	AP	98	Bob Tunnel	87.197	88.989	86.961	85.671	85.794	76.59	959
2	AP	10	William McClatchey	89.905	92.039	89.843	90.508	89.703	80.194	916
1	EM	17	Harlan Colburn	86.991	oc	311.98	84.1	oc	77.036	953
1	SM	63	Darrel Adams	95.73	94.251	Impeded	160.803	95.781	84.826	866
2	SM	13	Erik Wyman	100.556	oc	96.832	98.169	96.23	86.607	848
3	SM	311	Jeff Hutchinson	102.405	101.95	101.29	98.929	99.455	89.036	825
4	SM	91	Russ Franke	103.058	100.54	106.07	101.133	115.09	90.482	812
5	SM	3	Andrea Nyman	oc	104.72	oc	336.485	103.44	93.098	789



Andrea Nyman takes the plunge and tries out Solo Trials!

Jamey Taylor shows HIS face and his DSP Scirocco at his first Trials this year—it's about time!! (Well of course it is, how else could we know who the winner is??)



Ask the Auto-X-pert

By Geoff Danger Leicester

...wherein we answer your competition queries with all the consideration they deserve! So with a bunch of further ado, on to this month's question:

Dear Auto-X-Pert,

Although I personally think my driving style is perfect, my friends seem to think I'm a disaster waiting to happen. When I finish my run, and they come out from underneath their cars, they tell me I'm overdriving the course, and I need to slow down to go fast. Huh?

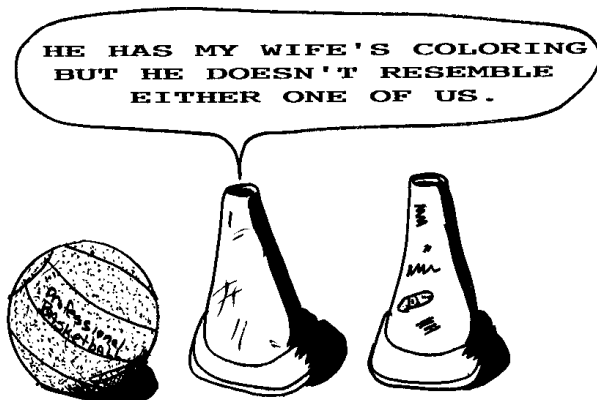
Earl E. Apecks

Dear Earl,

Your well-meaning friends are right about this one, except for one minor point: I've seen you drive, and I don't think hiding under a car is nearly adequate protection! But let's discuss your friends' comments in two parts, keeping in mind that "overdriving the course" and "slowing down to go fast" are interrelated.

First of all, have you ever noticed that you meant to hold a tight line in a turn, only to have the car drift wide and mow down cones? That it was nigh impossible (notice how erudite I sound when I say "nigh"?) to bring the car back on line? And how the problem kept getting worse and worse so that you actually finished your run on Lot 4 when you started on Concourse E? Well Earl my friend, take a look down by your right knee! That was a second gear tum, and you were in fifth gear! Aha! Overdrive!! This isn't drag racing, old buddy. Next time, leave the car in an appropriate gear. Overdrive just doesn't work in Solo 2.

And now, let's talk about "slowing down to go fast". First off, let's assume you have that pesky overdriving problem conquered. Now we can move on to course dynamics. The basic rule of thumb (or all thumbs, in your case, Earl) is to pick a line and stick with it. Then, you need to have the discipline, the moxy, or just the plain old right stuff to drive that line as fast as possible without straying from it. It's a fine line—too slow, and your lap times will be measured on a calendar; too fast, and people in Fort Collins will be thinking it's raining pylons! But with a bit of practice, pretty soon you'll have your car dancing on the edge of adhesion. Just don't let it dance on the edge of its roof. So do what experienced autocrossers do—visualize the line exactly the way you want to drive it, and then do something completely different once you're moving! As always, glad to help.



ConeConference

By Rick Walford



For a Good Time, call...

Who?	Where?	What for?
Iain Mannix, Colorado Region Solo II Chair	303.430.4632 or mannix@privatei.com	Everything!
Gary Phillis, Solo Trials Chair & Rocky Mtn Div Solo I Steward	303.499.0173 h 303.543.9019 w gphillis@secretignition.com	Solo Trials
Carolyn Counnas, Chief of Rookies	303.388.8800 or counnas@ntr.net	Schools, Info for New Folks
Kathy Wolfskill, Mailing List & ConeClips Newsletter	303.258.7371 h 303.499.9181 x 115 w kathyw@ff.com	To get the Solo newsletter and give mailing list changes

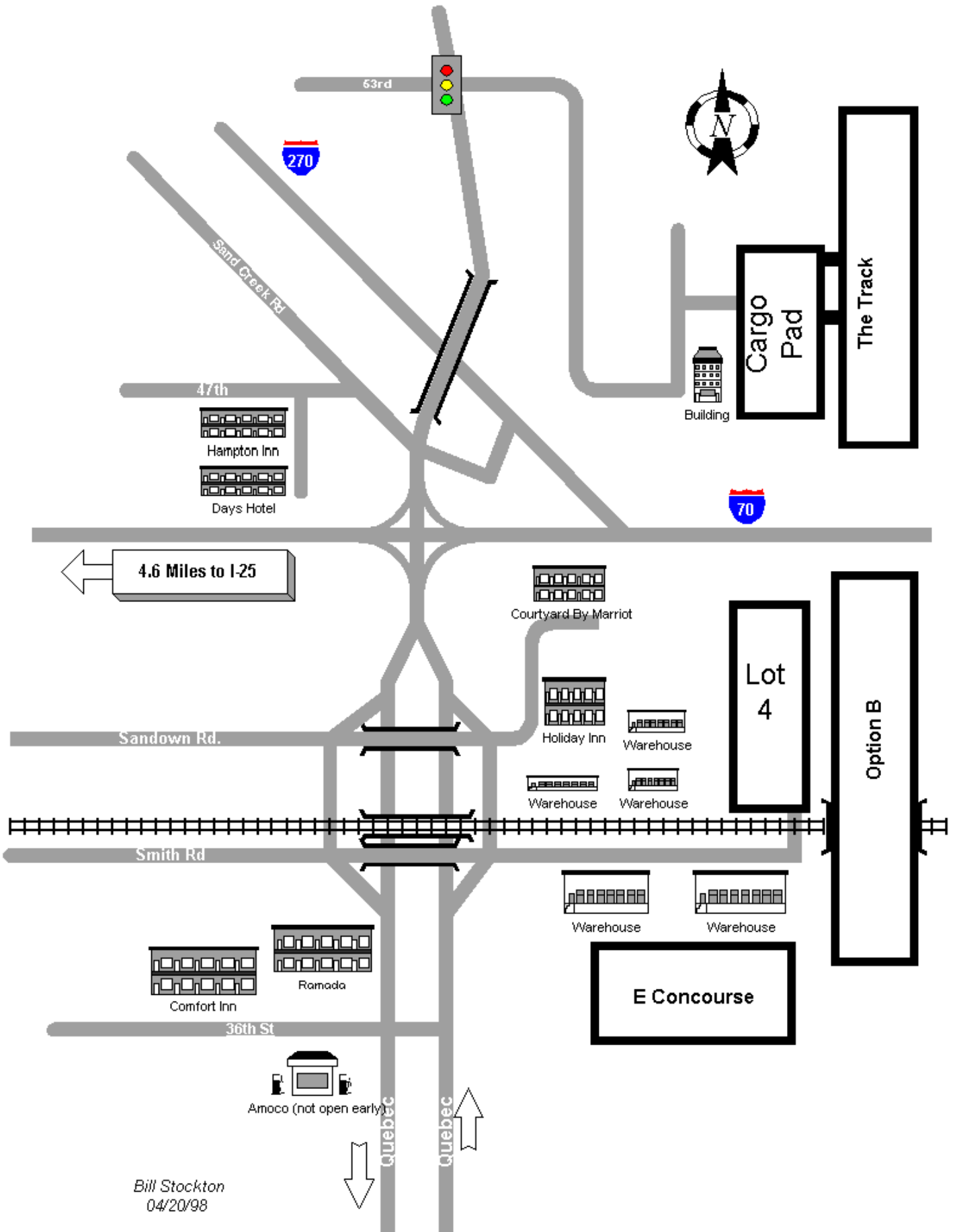
- ◆ CDR's Solo web site is at: <http://www.hpi.net/~cdrscca/index.html> for the latest pictures & results! Webmastered by Bill Stockton—and see the site for the Map!!
- ◆ Join the Solo email list, run by Kevin Wenzel: send email to RMSolo-Request@privatei.com with **subscribe** in the body.



It's that time again, when we tip our hats (however pointy they may be) to the ConeClips ConeHeads!

This month's contributors (to whom we are eternally grateful, but they won't see a DIME in reimbursement from US!) include the following lovely and talented personnas of Iain Mannix, Kay Bailey, Rick Walford, and Geoff Leicester.

And let us not neglect the few (the VERY few), the proud, the ConeHeads Local #109—known more for their dedication than their brains in volunteering to assemble and deliver this noble publication: June's entertainment was brought to you by Kevin Wolfskill and Lee Sutton—HEY! Where were those Leicester boys?? Called in sick or something. Hmmm, let's try for a little better attendance in July, eh #109??



Bill Stockton
04/20/98