



# Cone Clips

SCCA Colorado Solo News

July 1999

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## Rocky Mountain Summer Solo Series

Sun	July 11	RMSS #6	Cloverleaf Kennel Club, Loveland
Sun	July 25	RMSS #7	Police Training Facility, Golden
Sat	July 31	RMSS #8	Police Training Facility, Golden
Sat	Aug 14	Nat'l Tour Day 1	PPIR VIP Parking Lot, Fountain
Sun	Aug 15	Nat'l Tour Day 2	PPIR VIP Parking Lot, Fountain
Sat	Aug 21	RMSS #9	PPIR VIP Parking Lot, Fountain
Sun	Aug 22	RMSS #10	PPIR VIP Parking Lot, Fountain

**Event Schedule:** Remember your **Group??** We'll be alternating a.m. and p.m. Groups for the remainder of the season (National Tour exempted, of course—see more on the Tour later in this issue).

**Group A:** X Class and non-Stock Classes (a.m. July 11 & 31)

**Group B:** Stock Classes (a.m. July 25)

	AM	PM
Registration	7:00 - 8:00 am	11:15 - 11:45 am
Tech	7:00 - 8:00 am	11:15 - 12:00 noon
Course walking	7:45 - 8:30 am	11:15 - 12:30 pm
Drivers meeting	8:45 am	12:45 pm
First car off	9:00 am	1:00 pm



## Monthly Solo Meeting

Wednesday, July 21, 7:00 p.m.

Hear ye, Hear ye, Meetest thou at the Black Eyed Pea, I-25 & Arapahoe, about a block or so west of I-25 in the Marketplace Center, sayeth Kent Hamilton, our Master Meeting Planner, for fun, friends, and lively discussion about whatever's on the minds of our elite membership. See y'all there (it's the Southerners' turn). There is *ALSO* a CO Springs Solo meeting Tuesday, July 20—turn the page for details!!



# Message from Mr. Mannix

SCCA Colorado Region, Solo Chair

Special thanks to Tom Exley and Kent Hamilton for stepping forward to chair some upcoming events—between Remy, Tom and Kent, I'll be able to "forget" chairing events for a while and look into new sites. My apologies for those who had difficulties with the Cloverleaf site. We had no way of knowing that it would seemingly destroy some people's tires—back to the drawing board!

National Tour: CDR will be the hosting region for this year's Tour, instead of Colorado. We are glad to see it go to PPIR, as it is a better facility—at the time of scheduling the Tour initially, PPIR's schedule was shaky at best, but now that the dust has settled, we get a great asphalt site with indoor facilities; this is good.

Our events have been going well, I think. There was some confusion about what a Street Touring car is at one of the Cloverleaf events; we're working hard to find that mysterious middle ground of rules compliance without seeming too nitpicky to newcomers.

For those who are new, welcome! At first, it is hard to see just how "X" matters. For those who have been doing it for a while, those who think two-tenths of a second is a long time, it is hard to comprehend anyone who would argue "X" to be insignificant. We, as a region, must try to be fair in implementing the rules—we follow the SCCA Solo2 Rules fairly closely, but for local events, we are given the flexibility needed to make everyone happy. If anyone has a question about rules, modifications or the like, please feel free to contact me—I am not Official or Final, but I can hopefully illustrate both sides of the issue at hand. Autocrossing is supposed to be fun—that's why we do it, and I believe the problem lies in the various definitions of "fun" that are floating around out there.

Our next general meeting is Wednesday, July 21. If you have any issues, concerns or comments, please try to make it out! Hope to see you soon!



# What Happened at School Today

Saturday, May 29

No one played hookie the day of the Solo II Autocross School, held at Pikes Peak Int'l Raceway May 29—it was a full class! Lindsay Wilson headed up the school's registration and organization, while Co-Head Instructors John Ames and Rick Walford conducted a classroom chalktalk, followed by driving exercises. The weather started out great but unfortunately turned into a typhoon in the late afternoon, so the mini-course segment of the day was cancelled.

But that was OK, because everyone got plenty of seat time on one of the two-sets-of-two driving exercises. One was a mini-course in itself, with a big slalom followed by a series of various turn types. The other was a double skid pad exercise in the shape of a figure-8 with one big and one small circle. A great time really was had by all. Thanks Lindsay, John, and Rick!!



Pat Clements nicely lets his brother Rich (shown here) co-drive his CSP CRX at the school and RMSS events. Both brothers are improving by leaps and bounds!

## CDR General & RMSS Solo Meeting

Tuesday, July 20, 7:00 p.m.

Come One, Come All, to Continental Divide Region's General Meeting/RMSS Solo Meeting at Charlie's Pit BBQ, 4325 N. Nevada Avenue, in CO Springs, from 7 - 9 p.m. Hot topics of discussion will be Solo Events in the Springs area, as well as hosting the National Tour event August 13, 14, & 15 at Pikes Peak Int'l Raceway. We need your help and input!

**Directions from Denver:** Exit off I-25 at North Nevada. Charlie's is on the left past Austin Bluffs/Garden of the Gods Rd. **From Pueblo:** Exit I-25 and east onto Garden of the Gods, Right on Nevada, Charlie's on the left.

✱ Results ✱ Results ✱ Results ✱ Results ✱

# Bob Klingler is the Big Kahuna at

## Summer Series #2

May 30, 1999

The day dawned dark and stormy. Just kidding—it was beautiful at our first Pike's Peak Int'l Raceway, VIP Parking Lot event. The lot and facilities are wondrous, complete with *real live bathrooms* and access to concessions at the Track. John Ames laid out a fun, fast course based on the 1998 South course at Nationals. Many students from Saturday's school turned out to make the 117-entrant event, chaired by Lindsay Wilson (muchas gracias!) a great success.

The event stars included Bob Klingler taking the big 1,000 points, followed by Paul Woolley in *his* Miata at 992. Chris Maddox earned 990 points in Wayne Sartori's ESP Camaro (Wayne's also been cleaning up this year and was 4th in X class with 982 points). David Fauth and John Ames (in his new M Coupe) rounded out the top 5 in X class.

Other standouts were Corky Newcombe (in his new AS 911) and Davie Sprigg (a rookie last year) who lead the 6-car B Stock class. Scott Layman, Jeff Rink's brother, took advantage of his very first autocross to take G Stock, while Aaron Miller continues to lead HS. Jack Allen earned high points and won FS in his beautiful Mustang Cobra, and Gary Boone won CSP with co-drivers Mark Vandegrift and Dave Wiese tying in points for 2nd and 3rd places. Kevin Wenzel smoked DSP with 980 points (more on him in future event reports with even more stellar results).

Leading the Rookie class was Andy Hecox who attended the school the day before. Congratulations Andy! Second place went to consistently-high-placer Adam Sajna in his BP 300ZXT, followed in rapid succession by Josh Higgins, Rich Stark and Patrick Kelley. Great job rookies!



Tom Exley wins ASP by scaring away any competition. Tom's volunteered to be Event Chair in the future, among other things. Thanks Tom!



This gorgeous CP Camaro is Rick Walford's new baby. Rick was co-head Instructor for Saturday's school.

Class	#	Driver	Run 1	Run 2	Run 3	Run 4	Pax	Pts
BSX	99	Bob Klingler	60.540+1	60.47	59.995	59.068dnf	48.656	1000
BSX	91	Paul Woolley	61.933	61.104	60.505	60.728dnf	49.07	992
DSX	16	David Fauth	62.588+1	62.393	61.485	61.451dnf	49.188	989
ESPX	94	Wayne Sartori	61.503+1	61.388	60.304	59.221dnf	49.57	982
SSX	99	Johnam es	61.287	60.515	59.765	59.971dnf	49.605	981
DSX	93	Brent DeWitt	64.081	62.13	62.036	61.503dnf	49.629	980
BSX	93	Bany Ott	72.639+1	61.505	61.701	60.459dnf	49.881	975
FSX	76	Kevin Youngers	62.08	62.692	63.022	62.859dnf	50.099	971
GSX	42	Kathy Wolfskill	65.037	63.746	62.817+1	63.536dnf	50.232	969
CPX	31	Mark Petty	61.67	59.433	58.941	59.294dnf	50.512	963
DSPX	33	Matt Leicester	62.986	62.131	62.028	62.371dnf	50.863	957
CPX	96	Rick Walford	60.663	59.108dnf	59.422	60.097dnf	50.925	955
CPX	21	Bob Ely	62.065	61.297	60.28	61.429dnf	51.66	942
BSX	66	Dan Heydhauff	65.037	63.729	63.86	64.299dnf	51.684	941
BSX	61	Baac Bouchard	64.167	63.225dnf	62.449+1	62.533dnf	52.039	935
CSX	61	Dale Kisten	65.061	70.346+2	64.626+1	63.180dnf	52.179	932
CSLX	61	Robbie Robisher	67.798	67.101	66.923	66.039dnf	53.189	915
BPX	58	Geoff Leicester	62.001+2	64.841dnf	63.538+2		57.685	843
SS	97	Forest Thompson	64.968+3	63.928	64.13	64.218	53.06	917
SS	11	Tom Poma	66.225	65.468	65.676	65.233	54.143	899
SS	4	Bob Himan	75.994	75.472	74.017	DNS	61.434	792
SSL	97	Janie Lou Thompson	69.615	66.766	67.196+1	66.11	54.377	895
SSL	11	Mehdi Poma	67.899	66.444+1	69.078	66.407	54.622	891
SSL	15	Debbie Lasson	72.324	83.294	72.089	71.325	58.667	829
AS	10	Corky Newcombe	62.449	61.949	62.549	62.381	50.488	964
AS	14	Bills Stockton	64.237+2	63.001dnf	62.917	63.275	51.277	949
AS	81	David Hanson	77.291	75.781	74.857	74.383	60.622	803
BS	25	David Spragg	73.055	66.505	65.169dnf	64.159	52.033	935
BS	10	Brian Richardson	67.907	68.766	66.593	67.085	54.007	901
BS	66	John Downs	66.909dnf	66.735dnf	66.367dnf	67.066+1	56.013	869
BS	56	Don Phend	71.971	71.715+1	71.727	71.793+1	58.171	836
BS	28	Sean Camoll	76.227	74.421	72.828	72.198	58.553	831
BS	13	Stephen Mills	76.142	84.849+1	76.161	75.035	60.853	800
CS	84	Joe Mauro	66.537	66.917	66.183	65.815+1	53.079	917
DS	28	Wes Dorsey	69.574+1	68.364	71.817dnf	79.617dnf	54.691	890
DS	1	Kent Hamiton	67.781+2	68.114+2	68.933	68.774	55.019	884
ES	72	John Hanson	70.954+2	71.579+1	71.1	71.649+4	55.885	871
ES	8	Greg Eison	73.364	72.247	73.269	71.383	56.107	867
ES	13	Brooks Smith	76.152	74.307	74.292	76.476	58.394	833
FS	3	Jack Allen	65.154	64.545+1	64.98	63.615	51.337	948
FS	12	Daniel Cordonnier	69.56	67.947+1	67.754	68.306	54.677	890
FSL	18	Sara Sague	67.970dnf	67.692	65.762	65.910+2	52.592	925
GS	511	Scott Layman	76.276	69.514	66.765	65.832	51.876	938
GS	60	Rem y Mauro	66.181	67.766dnf	67.028	67.231+1	52.151	933
GS	51	Jeff Rink	67.859+1	65.652+2	65.056+3	64.793+2	54.209	898
HS	67	Aaron Miller	66.147+1	66.007	66.385+1	65.838	51.683	941
HS	29	Eric Hamiton	70.163	70.346+1	68.382	67.899	53.301	913
HS	81	Eric Sanchez	69.43	68.573+1	68.337+1	68.836	54.036	900
HS	663	Kevin Childers	72.273+1	70.610+1	70.914+2	70.444	55.299	880



Mark Vandegrift in his tying-points run with car owner Dave Wiese

Ace course designer, Co-Lead Instructor, and all-around fast guy, John Ames & his M Coupe



ASP	25	Tom Exley	65.805	64.004	63.844+1	62.685	53.408	911
CSP	8	Gary Boone	64.994	61.916	61.865	61.38	51.805	939
CSP	17	Mark Vandegrift	64.331	62.841	62.408	62.112	52.423	928
CSP	71	Dave Wiese	62.494	62.747	62.935+2	62.122	52.431	928
CSP	21	Rob Camochan	64.45	62.866+1	62.659+3	62.824	53.023	918
CSP	53	Cliff Lawson	64.809	66.202	64.937	66.168+4	54.699	890
CSP	68	Dave Rehecke	66.066+1	66.248	66.125+1	64.982	54.845	887
CSP	43	Reim akho	69.363	67.779	67.226	67.072	56.609	860
DSP	8	Kevin Wenzel	62.51	60.469+1	60.475+1	60.528	49.633	980
DSP	1	Chris Donsey	62.733+3	61.405	61.138+3	61.302+1	50.352	966
DSP	99	Ann Mannik	64.505+1	62.796	62.408	61.847	50.715	959
DSP	12	James Taylor	64.95	64.099	63.365	63.366	51.959	936
DSP	17	Bhike Fraser	67.064	67.839+1	66.184	65.182	53.449	910
DSP	22	David Tjarks	65.986	67.28	65.69	66.376	53.866	903
DSP	86	Kirk Lambert	69.245	67.106	66.698	67.600dnf	54.692	890
ESP	94	Chris Maddox	62.343	61.282	60.388+1	59.78	49.139	990
ESP	65	Hap Schadler	65.386	65.074	64.637	64.721	53.132	916
ESP	95	Pat Chambers	66.631	64.133+1	64.079+1	64.975+2	54.317	896
ESP	20	Louie Baum	69.406	67.579	67.179	66.701	54.828	887
ESPL	195	Kris Chambers	69.711	69.870+1	67.811	67.326	54.512	893
CP	25	Mark Short	65.191	63.713+2	64.812	64.234	55.049	884
CPL	152	Cat Short	76.209	73.902	73.564	70.947+1	60.64	802
CPL	52	Shannon Short	85.331+1	80.519+4	78.309+4	104.059	71.748	678
BM	15	Norman Black	dnf	68.226+1	66.94	dnf	63.928	761
EM	58	Glenn Outcall	65.677	64.513	64.097	64.733	58.264	835
SM	7	Scott Campbell	64.627+1	63.369+3	62.764	62.749	56.474	862
SM	3	Ron Fox	64.487dnf	65.218+1	64.984+1	DNS	60.286	807
ST	86	Roger Nalatham by	67.385+1	68.533	68.103+1	67.976	53.021	918
ST	35	Jonathan Newcombe	69.812+1	69.357	68.251	67.702+4	53.236	914
ST	21	Tom Fatout	74.982	72.019	71.065	70.823	55.242	881
ST	42	Matt Grimm	71.783	71.991	71.866	71.003	55.382	879
ST	16	Justin Seko	72.808	72.249	72.456	71.234	55.563	876
ST	20	Nate Bussey	76.55	74.859	71.77	71.616	55.86	871
ST	69	Jesse Hanes	82.115	76.762dnf	75.698	75.259	58.702	829

STL	98	WhineyRubin	79.989	75.803	76.883	75.01	57.981	839
STU	77	Nate Zejler	69.650+1	70.212	67.291	66.231	59.939	812
FJ	1	Brandon Short	72.434	80.868+1	71.136	69.555	53.905	903
FJ	4	Rachel Fox	72.548	75.893	72.229	72.419	55.977	869
F5	34	Scott Layman	93.387	80.771	85.068	77.377	59.967	811
F5	9	Zac Wilson	99.009	91.178	95.388	83.982	65.086	748
VM	3	Matt Croce	74.968	72.741	72.118	72.459+1	72.118	675
VM	25	Don Secord	82.81	80.926	78.99	77.834	77.834	625
ESR	16	Andy Hecox	69.651+1	68.633	68.718	68.539	53.872	903
BPR	33	Adam Saha	64.082dnf	63.307+1	62.713	61.878+1	54.811	888
DSR	22	Josh Higgins	70.776+1	68.613+3	68.565	68.161+1	54.852	887
FSR	75	Rich Stark	69.004	68.144	68.820+2	69.698+1	54.992	885
HSR	129	Patrick Kelley	74.989+4	71.430+1	69.956+1	70.126	55.049	884
GSR	69	Dave Lant	70.753+2	70.611	70.851	70.557	55.599	875
FSLR	76	Debbie Downs	75.937	72.333	69.766	70.667dnf	55.794	872
SSR	1	John Martin	70.441	69.822	69.363+1	67.299	55.858	871
DSR	220	Melissa Smith	75.295	71.555+1	71.199+1	71.337	57.07	853
ESR	6	Jay Bonvoubik	78.544	75.42	73.593	72.725	57.162	851
BSLR	91	Robin Gauthier	76.724+1	87.283dnf	72.773	71.141	57.176	851
BSR	9	Chris Heydauff	87.403+1	70.739	84.648+2	71.976	57.369	848
FSR	91	Tim Zera	71.422	71.622+3	71.034+1	70.614+1	57.638	844
ESR	31	Craig Muthard	79.597dnf	75.068+2	73.372	72.046+1	57.67	844
BSR	17	Paul Orlando	72.052+2	71.704	69.744+1	69.201+1	57.744	843
FSR	85	Noel Roessler	73.56	72.998+1	71.979	75.994+1	58.087	838
FSR	30	Brad Perdue	dnf	74.464	72.089	70.998+1	58.176	836
GSR	20	Mike Ritchley	76.014	74.339	74.688	75.05	58.579	831
HSR	40	Justin Garbisio	78.264	76.622	76.731	74.651	58.601	830
ASR	67	Rich Pierce	73.037	72.455	72.908	72.001	58.681	829
ASR	23	Amie Coleman	74.218dnf	70.176+1	79.772	70.632+1	58.823	827
FSR	12	Jeremy Bateman	76.262	74.893	74.16	74.806	59.847	813
GSR	99	Daniel Garn	77.462	74.857dnf	76	76.029	59.888	812
FSR	112	Eric Larson	81.792	81.97	77.703	78.005	62.706	776
BSLR	7	Anzhelka Sibyan	87.155+1	84.37	82.869	79.051	63.533	766
GSR	25	Rob Ritchley	88.875+1	83.069+1	82.824	82.617	65.102	747

**Register Now!**

## National Tour is Almost Here!

Don't forget—you need to register for the National Tour before the Monday before it happens (August 13-15) to avoid late charges. (You must be an SCCA member.) Get your Entry Form in Sports Car or off the web: [http://www.scca.org/amateur/nat\\_tour/99entry.pdf](http://www.scca.org/amateur/nat_tour/99entry.pdf). For new-type folks, the Tour is a 2-day event, run like our regional autocrosses but a lot of national talent attends. Don't miss the fun. Call any of our local contacts (listed in the back of ConeClips) or SCCA if you have any questions (303/779-6622).

\* Results \* Results \* Results \* Results \*

# Kevin Wenzel Smokes (and wins too) at Summer Series #3

June 13, 1999

Our first event at the Cloverleaf Dog Track in Loveland attracted 121 attendees—whew! It was also our first split-group event (this format seems to be going over very well, or maybe it was overshadowed by the slippery, tire-munching surface). Otherwise, it's a big lot conveniently situated, especially for the Northerners. So what can we say about Kevin Wenzel? Well, we could say he was fast, in fact, yes, lots of people were saying that. So we will too. He was fast. Do I hear objections? No. I didn't think so.

Anyway, not counting *him*, there were many strong performances with lots of shakeups—a veritable treasure trove of interesting results. Congrats to Jerry Bennington leading the pack of 5 out of the top 6 X-classers in Miatas (James Darden had to wedge his way in there in fifth, right between Peter Raymond, Bob Klingler, Barry Ott, and Paul Woolley).

This time Bill Stockton came back to win AS with 965 points over Corky Newcombe with 964 points! Tom Pora turned in a fine time for 945 points in SS, while Andy Aust led the 5-car BS class with 949. Now here's a rising star—do you think Kent Hamilton's new blue Neon-with-tires is agreeing with him?! He dominated DS with 969 points—wow! It's a good thing the rest of G Stock stayed home so they weren't humiliated by Remy Mauro's 968-point day. Remy also doubled as Ace Event Chair—excellent job all the way around Remy!

Carolyn Counnas' new ES Celica served her well with the win in this 5-car class. F Stock was fast and close with last-year's rookie Russel Rock earning the 973-point win over 970-point Jeff Lewis. Aaron Miller's still on an HS roll as well as Gary Boone in CSP. The Chambers team of Pat and Kristen did a great job in ESP/L, while Brian Bowden earned 946 points in Street Touring for the win. Corbin Cowan ran away from the giant 28-car Rookie class in his Contour with some familiar fellow-900+ pointers following him: Dave Lanty, Josh Higgins, Patrick Kelly, Rich Stark and Adam Sajna. Great job, all!



Pat Chambers takes the ESP win in his Sara Sugrue-lookalike black Mustang.

Sara Sugrue takes the FSL win in her Pat Chambers-lookalike black Mustang.



Class	#	Driver	Car	Run 1	Run 2	Run 3	Run 4	Pax	nts
B SX	40	Jeremy Bennington	99 Gm M äta	57.194	55.958	54.822	54.895dnf	44.461	979
B SX	140	Peter Raymond	99 Gm M äta	55.157	54.833	54.911	54.130dnf	44.47	978
B SX	99	Bob Klingler	99 S l r M äta	57.544	55.039	59.853	55.496dnf	44.637	975
B SX	93	Bany Ott	95 B k M äta	58.698	56.121+3	55.062	55.966dnf	44.655	974
F SX	78	Jam es D arden	96 R ed C am ar o	56.82	56.172	55.409	55.323dnf	44.715	973
B SX	91	Paul W oolley	95 B k M äta	55.414	57.766+2	55.774+1	57.462dnf	44.941	968
C SX	61	D a b K i s t e h	91 Y l w M R -2	58.247	56.697	56.152	56.375dnf	45.034	966
G SX	42	Kathy W o f s k i l l	98 R ed T ab n	65.911dnf	57.779	57.335	56.339dnf	45.18	963
D SX	93	B rent D e w i t t	96 B k N e o n	57.486	57.475+1	56.802	57.483dnf	45.442	957
D SX	16	D a v i d F a u t h	98 W h t N e o n	56.898+1	56.819	57.159	57.651dnf	45.455	957
B SX	61	Isaac B ouchard	95 B k M äta	56.164	57.823+2	56.439+1	56.369dnf	45.549	955
B PX	58	Geoff B o b L e b e s t e	79 B k C o r v e t t e	54.261	52.941	52.12	51.735dnf	45.553	955
F M X	2	B r i a n B a l l	98 R ed D e v i l	51.712	51.383	50.457	50.063dnf	45.613	954
F SX	67	Kyle W atkins	89 W h t F e b b i r d	57.454	56.67	58.128+1	58.504dnf	45.733	951
C P X	21	B o b E l y	69 B l i M u s t a n g	57.399	54.339	53.754	52.606dnf	46.067	944
F125X	3	Lamy P a i l l e	96 T o n y K a r t	50.141	52.381	48.505	47.950dnf	46.08	944
C P X	96	R i c k W a l f o r d	82 R ed C am ar o	57.123	53.868	53.844+3	53.137dnf	46.165	942
F SX	76	Kevn Y oungers	89 W h t T r a n s A m	57.584	57.623	58.542	59.815dnf	46.47	936
C S L X	61	F r o b i F r o b i s h e r	91 Y l w M R -2	61.512	58.546	59.068	57.225dnf	46.531	935
F SX	3	Jack A l e n	96 R ed M u s t a n g	58.735	57.777	57.076+1	57.918dnf	46.626	933
C P X	131	M a k P e t t y	64 S Y l w M u s t a n g	54.687	55.091	55.506	53.624dnf	46.867	928
E S P X	94	W a y n e S a n t o r i	97 R ed C am ar o	57.312	69.997+1	57.712	58.177dnf	47.11	924
C S P X	40	J o s h H a d l e r	90 R ed C R X	58.467+5	55.843	55.538+1	56.335dnf	47.131	923
B SX	19	A n z h e l i k a S i b y a n	95 B k M äta	65.746	64.165	72.696	64.535dnf	52.038	836
SS	11	Tom P o r a	91 B l i C o r v e t t e	56.374	56.071	56.284	55.491	46.058	945
SS	97	F o r e s t T h o m p s o n	96 S l r C o r v e t t e	59.192	57.481	58.134	57.873	47.709	912
SSL	11	M e h n i e P o r a	91 B l i C o r v e t t e	58.884	57.755	57.386	57.778	47.202	922
SSL	97	J a i m i e L o u T h o m p s	96 S l r C o r v e t t e	63.223	63.660+1	58.848	58.942+2	48.404	899
A S	114	B i l l S t o c k t o n	91 W h t M R -2	57.116	54.624+1	55.313	55.535	45.08	965
A S	10	C o k y N e w c o m b e	93 R ed 911	55.959	55.383	55.678	55.314+1	45.137	964
A S	303	P a u l H a c h	88 W h t 944T	62.319	63.317	63.758	63.082	50.79	857
B S	65	A n d y A u s t	87 B l i 325	58.778	57.499	56.555	57.067	45.866	949
B S	10	B r i a n R i c h a r d s o n	94 R ed M äta	57.901	58.865	58.304+1	65.41	46.958	927
B S	13	S t e p h e n M i l l s	99 S l r M äta	65.365	62.348	61.307	62.72	49.72	875
B S	28	S e a n C a m o l l	99 S l r 328 S	63.623	62.628	61.91	61.571	49.934	871
B S	56	D o n P h e n d	92 W h t M äta	63.646	63.871	62.651	62.382	50.592	860
C S	3	R o n P e t e r s o n	89 B k 944	62.207	63.469	61.755	61.858	49.528	878

DS	92	Kent Ham ilton	99 Bl iNeon	56 117	56 358+1	56 402	57 245	44 894	969
DS	16	Demek Waker	91 Red 318s	60 508	59 544+1	60 138	59 605	47 684	912
DS	28	Wes Dorsey	96 Bl iNeon	60 753+2	61 396+2	67 387	59 614+2	50 891	855
ES	1	Camlyn Cunnas	94 Red Ceika	58 686	59 851	58 866	58 713	46 127	943
ES	11	George Cunnas	94 Red Ceika	61 734	60 185	59 603	59 813	46 848	929
ES	16	Andy Hecox	87 Red GTI	61 762	60 395	60 28	69 082+1	47 38	918
ES	8	Greg Nelson	70 Orange Datsun	67 625+2	62 998+1	60 694+1	62 402	49 048	887
ES	7	Ben Yong	94 Gm C 3vc	66 181	65 399+1	53 821dnf	64 334	50 567	860
FS	6	Russel Rock	83 Svr280ZX	56 491	56 146	61 022	55 417	44 722	973
FS	23	Jeff Lewis	84 Bl iCamaro	57 254	56 633+1	56 05	55 562	44 839	970
FS	12	Daniel Cordonnier	96 Gm M ustang	60 424	60 45	58 747	59 901	47 409	918
FS	24	Charles Chandler	94 Gm C am ar o	58 938	52 113dnf	58 811	60 021+2	47 46	917
FSL	18	Sara Sugue	96 B k M ustang	60 728	61 825+1			48 566	896
GS	60	Rem yM aumo	95 B k M X-6	57 047	57 721	58 318+1	59 259	44 953	968
HS	67	Aaron Miller	96 Bl iC ontour	57 991+1	58 168+1	58 132+1	57 96	45 499	956
HS	81	Eric Sanchez	97 SvrSubaru	59 294	59 095	59 349	58 889+1	46 39	938
HS	29	Erk Ham ilton	84 Bl iSunbird	62 532+1	60 619	59 579	61 653dnf	46 77	930
HS	663	Kevn Chibbers	99 Bl iA ccomd	59 833+1	60 128+1	60 036	59 657+1	47 128	923
HS	2	Austin Hach	95 Red C ontour	69 394	62 468	63 37	61 789	48 504	897
ASP	25	Tom Exby	87 SvrRX-7	58 563	57 929	55 766	dnf	47 513	916
CSP	8	Gary Boone	70 Bl iDatsun	57 845	56 054	56 106	54 589	46 073	944
CSP	21	Rob Camochan	87 SvrGTI	57 535	56 601	56 597	56 08	47 332	919
CSP	53	C iffLawson	95 B k M 3	65 395+1	58 562	56 72	56 34	47 551	915
CSP	26	Hsun Chen	89 Red CRX	57 731	56 976	56 971	56 897	48 021	906
CSP	40	Pat Clements	90 Red CRX	59 61	58 319	57 25	57 419+1	48 319	900
CSP	45	Brah Moran	90 Red CRX	62 513	61 49	60 308	59 479	50 2	867
CSP	43	Reim akho	89 M amonGTI	59 839	59 812	59 881	60 006	50 481	862
DSP	8	Kevn Wenzel	81 Gm Sciocco	54 96	55 253	53 433	53 061	43 51	1000
DSP	1	Chris Dorsey	81 Yw/B k X1/9	55 420+1	54 239dnf	56 355+1	55 459	45 476	957
DSP	3	ArtKathe	84 Red GTI	55 735	56 396	56	55 552	45 553	955
DSP	12	Jam eyTaybr	86 SvrSciocco	57 918	57 372	56 612	56 424	46 268	940
DSP	86	Kik Lam bert	87 Red Sciocco	58 549	57 911	65 164	57 352	47 029	925
DSP	22	David Tjaks	92 Red GTI	59 262	58 694+1	72 179	59 087	48 451	898
ESP	95	Pat Chambers	95 B k M ustang	55 431	55 082	54 898	55 734	45 126	964
ESP	65	Hap Schadler	65 B k M ustang	56 287	57 033	56 69	56 159	46 163	943
ESP	20	Louie Baum	78 Yw Faim ont	62 287+1	60 243	60 215+1	dnf	49 52	879
ESPL	195	Kristen Chambers	95 B k M ustang	57 97	57 027	56 747	56 376	45 646	953
DP	14	Eric Bass	76 Red X1/9	60 307+1	60 998+1	59 005	58 678	50 052	869
DM	27	David Ligon	72 R W OpelGT	59 734	63 194	56 662	57 398+1	50 996	853
EM	33	Roger Smith	72 Wht Spiffe	dnf	54 733+1	54 283	53 178	48 339	900
EM	85	Gen Outcal	85 Red M ustang	56 995	55 457	55 302	54 500+1	50 27	866
SM	74	Rob Winter	74 Svr260Z	60 497+1	59 352	58 598	58 38	52 542	828
SM	4	Justin Paulsen	89 Red M ustang	60 777	60 21	60 445	59 405	53 464	814
SM	101	David Chemioff	96 Orange TransA	62 052	61 777	60 857	60 499	54 449	799
SM	7	Cory Cottle	97 B W Ranger	65 463	62 794	61 805	dnf	55 624	782
ST	9	Brah Bowden	84 SvrGTI	59 755	59 69	59 24	58 938	45 972	946
ST	57	Don Seyfer	98 Red Ford ZX2	61 921	60 583	59 536	59 348	46 291	940
ST	86	Roger Nalatham by	92 Burg Conado	60 053+1	59 95	59 565	60 285+1	46 461	936

ST	88	Troy Hobbs	89 Blue Mustang	62.445	64.081+1	63.727+2	62.106	48.443	898
ST	1	Cal Neske	87 Red M R-2	60.633dnf	60.300dnf	59.611dnf	58.902dnf	OC	00 ***
ST	6	Ken Lewis	84 Red Co L	63.944dnf	63.091dnf	63.358dnf	62.310dnf	OC	00 ***
STL	98	Whiney Rubin	92 Bug Conado	65.777	64.853	65.035	63.261	48.899	890
STU	77	Nate Neijer	89 Red Civic	60.961+2	60.246+1	59.231	59.361	53.604	812
FJ	4	Rachel Fox	kart	72.628	67.1	61.736	60.517	46.901	928
FJ	303	Ethan Hach	kart	84.25	70.955	63.283	80.831	49.044	887
VM	79	Dena H Rie	79 Orange Mustang	61.223+1	61.319	60.855	61.310+1	60.855	715
GSR	97	Coibh Cowan	99 Gm Contour	59.618	58.451	58.840+1	59.477	46.059	945
GSR	69	Dave Lanty	95 Gm M X-6	60.707+1	61.745	59.972	60.042	47.258	921
DSR	22	Josh Higgins	92 Black Nissan NX	61.432	61.542+1	60.613	59.75	47.8	910
HSR	129	Patrick Kelly	84 Blue Sunbird	64.582	61.627	60.979	61.114	47.869	909
FSR	75	Rich Stak	86 Black Mustang	68.732	59.492	66.965+1	60.246	48.01	906
BPR	33	Adam Saja	84 Blue 300 ZXT	67.098	56.683	55.254		48.292	901
GSR	555	Curtis Fishaber	99 Blue Impreza	63.831	62.118	61.878+1	63.065	48.949	889
GSR	9	Ted Harris	99 Silver Maxima	64.001	63.797	62.199	62.376	49.013	888
CSPR	401	Richard Clements	90 Red CRX	59.735+1	59.344	58.992	58.171	49.096	886
GSLR	97	Deanna Copelb	99 Gm Contour	67.357	63.971	63.254	64.313	49.396	881
GSR	77	Jeff Bathke	94 Blue Grand Prix	64.917	63.555	64.033	63.483	50.025	870
HSR	13	Robert Kethcaut	89 Gm Probe	68.299dnf	72.119+1	64.851	63.735	50.032	870
FSR	12	Jeremy Bateman	95 Black TransAm	63.204	62.861	62.183	62.122	50.132	868
FSLR	76	Debbi Downs	91 White Camaro	64.747	63.718+1	63.085	63.812	50.451	862
GSR	112	Eric Larson	85 White Supra	64.076	67.021	64.228	72.105	50.492	862
CSR	28	Scott Snyder	91 Blue M R-2	65.712	64.846	64.237	63.191	50.679	859
CSR	24	Mike Bellamy	90 White R X-7	64.977dnf	64.325	63.342	63.218	50.701	858
DSPR	48	Chris McElvain	73 Gm Spitfire	64.484	62.644	62.319	62.272	51.063	852
SSR	9	Kevin Griffey	00 Blue BMW	64.542	61.867	60.704+1	62.676	51.35	847
DSR	220	Melissa Smith	99 Purple Neon	64.288dnf	66.525	64.329	64.597+1	51.463	845
DSR	27	Kurt Sendelweck	92 Gm 240SX	68.615	65.41	64.732	65.086	51.786	840
FSR	60	JD Schmitt	78 Blue Camaro		66.129	65.779	72.756	53.084	820
SSR	84	Perry Harris	84 White Corvette	68.075	65.102	64.73	64.961	53.726	810
EM R	133	Colin Smith	72 White Spitfire	76.069	65.729	63.394+1	59.702	54.269	802
BSR	12	Theresa Soutiere	93 Red Miata	77.293dnf	72.358	70.593	68.102	55.231	788
HSR	11	Gordon O'Brien	93 Red Metro	85.205	76.664+1	71.109	72.313	55.821	779
ASLR	76	Karen Sulzbach	76 White Corvette	89.149	81.374	82.38	76.008	61.389	709
SSLR	184	Elizabeth Crawford	84 White Corvette	88.189				72.538	600

## Of Interest

**Tour/Pro Results:** Colorado's at it again, and this time, it was our own Chief High Mucky-muck **Iain Mannix**—1st in a field of 11 in D Street Prepared at the June 12/13 Ayer, MA National Tour!!! And of course, at the Petersburg, VA ProSolo, Kevin Bailey swiped 2nd in Pro 5, while partner-in-crime, Kay took 1st in Pro Ladies.

## Of (more) Interest

**SCCA Colorado Region Board of Directors Opening:** At least one position on the Board is opening up this year, and it would be *fantastic* if the position was filled by an autocrosser. It's possible solo could have a more representative voice in the region, we could promote better relations with road racers and perhaps get more contacts for more sites. Interested? Bill Pichardo (owner of Slipstream in Boulder and current Board member) is willing to help out and mentor a new autocrosser board member. Contact Bill at work at 303/449-9843.

### **Colorado Soloists Carry the 11th Mustang Roundup**

**Autocross:** In Steamboat Springs in June, some SCCA members hosted the autocross portion of the Mustang Round-up, chaired by Rick Walford: Gary Morrell, Hap Schadler, Mark and Loretta G., John Ames, Glen Outcalt, Pat & Kris Chambers, Mark Petty, Kurt "Calvin" Klein, and Troy Hobbs. 106 entrants ran after Mark Petty showed them the quickest way around in his exhibition run. John Ames won by 3 seconds in Street Prepared Class, and Kris Chambers won the Ladies Class. Glen Outcalt was the fastest in competition.

**And Many More THANKS than Usual!** go to Mark Petty and crew, as well as Aaron Miller for taking this issues' pictures (all taken at the PPIR event and conveniently placed as needed for all events). And of course, we are in bottomless debt to ConeHead regular contributors: Rick Walford, Iain Mannix, and Geoff Leicester, as well as those expert mutilators: Matt, Kevin, Kent, and drafted-especially-for-your-reading-pleasure this month Tom Exley and Spring Henson.

Where is Lee Bob you ask? Already bailed out to California since GFC's closing ☹. Many thanks for many years' (OK, one) service, Lee! Although Geoff will also be bailing eventually (after taking the summer off—must be tough), he promises to continue to enlighten us as the Auto-X-Pert, so no mass hysteria, please! Matt will still be in CO—yay! I, for one, will sure miss GFC, though!!!

✱ Results ✱ Results ✱ Results ✱ Results ✱

# Bob Klingler—Big Kahuna, Part II

## Summer Series #4

June 26, 1999

Another fine day at the Cloverleaf Dog Track in Loveland was made even finer when Course Designer Extraordinaire, Kevin Youngers, doubled as Course Streetsweeper Organizer Extraordinaire to clean up the lot. Much better! I guess Bob Klingler thought so too, as he *also* cleaned up on this course. Larry Paille and Aaron Miller appeared to be half-day Event Chairs (I hope I got that right!)

Larry and Brian Ball were behind Bob in X class (Brian complete with his knee brace after surgery—*that* must be comfortable in the Red Devil!), followed by Bob Ely (more on him next event) and Mark Petty—the CP dudes. In other high-scoring classes, Bill Stockton shone in AS with 973 points, while Philip Volk took BS in a close victory over Andy Aust. Here's that Kent Hamilton again in DS with 980 points (!) and Eric Sanchez in ES driving his Legacy—not your ordinary autocross automobile standout. Jeff Lewis took FS this time (competition is great in that class), and Remy Mauro again broke 950 in GS, as did Aaron Miller in HS and Roger Nallathamby in Street Touring. Art Kathe was the big winner this event in the 5-car DSP class.

In Rookie action, Adam Sajna again took 1st in his 300 ZX turbo, followed by now-regulars David Lanty and Josh Higgins—all over 900 points!

Class	#	DriverName	Car	Run 1	Run 2	Run 3	Run 4	Pax	nts
BSX	99	BobKlingler	99 SlvrM ãta	54.949+2	46.703	46.452	46.072dnf	37.673	1000
F125X	3	LaryPaille	96 TonyKart	41.16	40.541	40.187	40.009dnf	38.178	987
FM X	2	BrianBall	98 Red Devil	43.605	46.971	42.368	42.810dnf	38.301	984
CPX	21	BobEly	69 Blue Mustang	45.823	45.334	44.957	44.214dnf	38.528	978
CPX	131	MarkPetty	64.5 Ylw Mustang	46.520+1	46.6	44.994	45.844dnf	38.56	977
CSX	116	DaleKisteln	92 Ylw MR-2	49.668	48.191	48.208	47.946dnf	38.649	975
EPX	12	ToddPeck	71 BlrX-2	44.991	44.483	45.133+1	44.963dnf	38.789	971
DSX	16	DaviFauth	98 WhtNeon	48.782	48.971	48.551	48.343dnf	38.841	970
FSX	76	KevnYoungers	91 WhtCamaro	49.028	48.135	48.882	47.958dnf	38.845	970
GSX	42	KathyWolfskill	98 RedTabn	49.432+1	49.509+1	49.364	49.364dnf	38.899	968
BSX	93	BamyOtt	95 BlkM ãta	48.006	53.885	48.006	dnf	38.933	968
EPLX	12	TonyaDuplbe	71 BlrX-2	47.043+1	46.16	DNS	46.143dnf	39.044	965
DPX	7	DaveDutton	77 GmX1/9	47.018	45.871			39.128	963
CSLX	16	FrobiFrobisher	91 Ylw MR-2	51.056	50.69	49.276	49.707dnf	39.164	962
DSX	93	BrentDewitt	96 BlkNeon	49.16	49.698	49.525	49.455dnf	39.328	958
ASPX	8	BobTunnell	99 WhtM coupe	49.562+2	46.601	46.305	46.707dnf	39.452	955

SS	11	Tom Poma	91 Blü Corvette	49 276	48 354	48 498	48 302	40 091	940
SSL	11	Meane Poma	91 Blü Corvette	50 811	50 416	49 109	49 267	40 394	933
SSL	15	Debbie Lasson	93 Red Corvette	51 721	51 2	51 291+2	50 818+1	42 114	895
AS	114	Bill Stockton	91 Wht M R-2	48 6	47 707	48 128+1	47 506	38 717	973
AS	10	Cokey Newcombe	93 Red 911	49 721dnf	49 973	47 959	48 27	39 087	964
AS	22	Dan Wagner	99 VLM 3	49 796	50 229	49 501	49 283	40 166	938
BS	21	Philp Volk	94 Wht M äta	50 905	49 51	48 651	48 372	39 23	960
BS	65	Andy Aust	87 Blü 325	49 454	48 925	48 56	48 963	39 382	957
BS	28	Sean Carroll	99 Slr 328s	54 721	53 505	52 311	52 492+1	42 424	888
BS	56	Don Phend	92 Wht M äta	55 063	53 465	54 104	53 742	43 36	869
DS	92	Kent Hamblon	99 Blü Neon	48 101	48 471	48 293	48 062	38 45	980
DS	1	Chris Dorsey	96 Blü Neon	50 425dnf	49 280+2	48 584	48 937+3	38 867	969
DS	3	Rick Donaldson	96 Blü Neon	50 162	50 414	50 167+1	54 363dnf	40 13	939
DS	16	Denek Walker	91 Red 318s	50 896	50 735	51 082	50 983+1	40 588	928
DS	116	David Fauth	98 Wht Neon	48 608dnf	48 914dnf	49 208dnf	49 784dnf	OC	0
ES	81	Eric Sanchez	97 Slr Legacy	50 731	50 808	50 361	49 648	39 023	965
FS	23	Jeff Lewis	84 Blü Camaro	49 06	48 54	48 063	47 718	38 508	978
FS	12	Daniel Cordonner	96 Gm Mustang	49 492	49 105	48 826	48 735	39 329	958
FS	6	Russell Rock	83 Slr 280 ZX	49 108	57 175+1	48 912	58 434+1	39 472	954
FS	24	Charles Chandler	94 Gm Camaro	51 622	50 523	50 116	50 64	40 444	931
GS	60	Rem y M auro	95 B km X-6	50 709	50 322+1	50 273	50 267	39 661	951
HS	67	Aaron Miller	96 Blü Contour	50 803	51 127	50 852+1	50 343	39 519	953
ASP	25	Tom Exby	87 Slr RX-7	52 263	51 966	52 236	52 835	44 275	851
CSP	21	Rob Camochan	87 Slr GTI	48 939+1	48 268	48 912+1	49 565+3	40 738	925
CSP	40	Pat Clements	90 Red CRX	50 002	49 445	53 015	50 525	41 732	903
CSP	43	Reim akho	89 M amon GTI	52 403	50 948	51 423	50 119	42 3	891
CSP	53	Cliff Lawson	95 B km 3	51 022	51 236	50 794	50 178	42 35	890
DSP	3	Art Kathe	84 Red GTI	49 507	48 707	48 477+1	49 045	39 94	943
DSP	22	David Tjarks	92 Red GTI	53 404	50 163	49 757	49 751	40 796	923
DSP	174	Jam es Schreengo	74 Ylw M anta	56 113dnf	53 814+1	54 015	54 256	44 292	851
DSP	17	Stan Pedzirk	74 Ylw M anta	60 021dnf	56 995	56 541+1	57 498	46 736	806
DSP	510	Chris Nelson	72 Blü 510	65 55	60 099	60 197	59 164	48 514	777
ESP	65	Hap Schadler	65 B km Mustang	49 914	50 758	49 502	49 355	40 57	929
ESP	20	Louis Baum	78 Ylw Falmont	54 818+1	52 71	53 103	51 716	42 511	886
AP	5	Aaron P. Johnson	72 Blü TR-6	49 207	dnf	48 639	48 426	42 179	893
DP	17	Roger Cuzny	77 Gm X1/9	dnf	59 534	53 838	53 412+1	45 924	820
DM	27	David Ligon	72 R/W Opel GT	49 893	48 435	47 95	dnf	43 155	873
EM	58	Glenn Outcault	85 Red M Mustang	48 769	49 184	47 606	48 808	43 274	871
EM	74	Rob Winter	74 Slr 260Z	54 214dnf	62 458+1	50 791+1	54 357+1	47 987	785
ST	86	Roger Nallathamby	92 B ung Conado	50 603	50 839	50 573	50 787	39 447	955
ST	3	Brian Bowden	84 Slr GTI	51 711	51 26	52 028	50 959	39 748	948
ST	51	Jeff Rink	93 B ung Conado	52 525	51 039	51 184	51 631+1	39 81	946
ST	25	Chris Rzepiennik	93 Wht Integra	52 745	51 33	52 813	52 034	40 037	941
STP	7	Don Seyfer	98 Red Escort	50 024	52 011	50 917+1	49 454	41 789	902



Hap Schadler is the ESP winner in his gorgeous, owned-since-it-was-new, 65 Mustang.

Mark Petty (now how'd he take his own picture??) took 977 points in his 64 1/2 Mustang.



BPR	33	Adam Saja	84 Bl 300 ZXT	47 571	46 509	47 292dnf	46 902	40 649	927
GSR	69	David Lanty	95 Gm M X-6	52 051	51 805	52 365	52 525+1	40 822	923
DSR	22	Josh Higgins	92 B k N issan	54 273	52 184	51 622	57 146+1	41 298	912
FSLR	76	Debbi Downs	91 W htC am aro	54 895	54 798	52 486	53 061+1	41 975	898
DSL R	220	M elissa Smith	99 P up B Neon	56 213	53 439+4	54 042	53 25	42 217	892
CSP R	401	R ich C em ents	90 R ed C R X	51 973	50 572	50 719	51 603	42 683	883
FSR	85	A dam M ichael	98 R ed M ustang	54 036	53 385	52 901	80 005	42 691	882
FSR	88	V ictor M ichael	85 B k M ustang	56 046	53 327	53 476	52 925	42 71	882
BSR	17	Paul O rland	92 R ed M iata	54 312	52 756	51 541+1	52 685+1	42 785	881
SSR	99	B r et t Tam an	99 B k C orvette	58 698dnf	54 473	51 868	52 959	43 05	875
CSR	28	Scott Snyder	91 B lu M R -2	54 929+1	57 355+1	55 939	54 061	43 357	869
HSR	75	A axon Lezaert	99 W ht P ro t o g o	60 471	56 697	56 092	57 544	44 032	856
CSR	97	Chad W ight	86 R ed R X -7	59 885	56 64	55 462	55 916	44 481	847
SSR	199	Robert Howell	99 B k C orvette	65 232	57 37	54 741	53 797	44 652	844
FSR	60	JD Schmitt	78 B lu C am aro	55 520+1	56 974+1	56 276dnf	55 957	45 157	834
SSR	84	P emy Harris	84 W ht C orvette	61 103	57 667	55 402	54 939	45 599	826
HSR	11	Gordon O'Brien	93 R ed M etro	60 040+3	63 165	63 773	61 172+1	49 585	760
SSLR	76	Karen Sulzbach	76 W ht C orvette	64 451	60 795	61 037	61 477	50 006	753

✱ Results ✱ Results ✱ Results ✱ Results ✱

## Kevin Wenzel Smokes, Part II

### Summer Series #5

June 27, 1999

We may have run Kevin Youngers' course backwards, but apparently Kevin Wenzel was not confused as he took the coveted 1000 points one more time in the name of DSP. Sheesh guys—how about a little variety (like letting me win)?! A close second, though, were Bob Ely in X class in his newly-running CP Blue Mustang with 997. Just behind Bob was Peter Raymond (Miata) with 996, then Kevin Youngers and Bob Klinger with 993 and 992 points respectively. This is competition!!

In other notable action, Bill Stockton claimed 979 points in A Stock, while Kent Hamilton again took D Stock, though Chris Dorsey tied him in points! Eric Sanchez, in E Stock, did even better than last time in his Legacy with 969 points. F Stock is still fiercely being contested with Jeff Lewis the winner with 967 points. Jason Miller took HS with 964, and Gary Boone led the 9-car CSP class. Iain Mannix was a standout with 990 points in DSP. Roger Nallathamby won ST with 956 points. Newcomer James Bates took the Rookie class in his Street Touring Prelude with 925 points! Also above 900 were Richard Stark, Josh Higgins, and Dan Clark—great job men!

Class	#	Driver Name	Car	Run 1	Run 2	Run 3	Run 4	Pax	Pts
CPX	21	Bob Ely	69 Bl Mustang	46.103	44.712+1	44.212	43.725dnf	37.89	997
BSX	40	Peter Raymond	99 Gm M ata	47.412	47.147	46.791	46.557dnf	37.948	996
FSX	76	Kevin Youngers	91 Wht Camaro	48.272	47.151	47.807	47.018dnf	38.051	993
BSX	99	Bob Klingler	99 Slvr M ata	47.527	47.06	46.955	46.514dnf	38.081	992
CSP LX	98	Patty Tunnell	97 Wht M 3	47.929	47.234	46.215	46.168dnf	38.42	983
BSX	93	Bany Ott	95 B km ata	48.376	47.751	48.46	47.415dnf	38.726	976
GSX	42	Kathy Wolfskill	98 Red Tabn	49.452	48.754+1	49.281	49.933dnf	38.833	973
DPX	7	Dave Dutton	77 Gm X1/9	47.608	45.804	45.542	44.979dnf	38.847	973
BPX	58	Geoff Leicester	79 B k Corvette	45.69	44.51	44.632	44.605dnf	38.902	971
CSX	116	Dale Kisten	91 Ylw M R -2	48.904	48.732+1	48.573	48.785dnf	38.956	970
CSPX	198	Bob Tunnell	97 Wht M 3	46.217	46.650+1	46.452	45.538dnf	39.007	969
F125X	3	Lany Paile	96 Tony Kart	42.438	41.319	43.146dnf	40.766dnf	39.253	963
CSLX	16	Frobi Frobisher	91 Ylw M R -2	50.229	49.792	59.875	49.657dnf	39.574	955
DSX	93	Brent Dewitt	96 B k Neon	50.286	49.648	49.687	49.618dnf	39.718	951
EPX	12	Todd Peck	71 B l i R X -2	46.871	45.809+1	45.578	45.948dnf	39.744	951
EPLX	12	Tonya Duplice	71 B l i R X -2	47.630+2	47.125	57.862+1	47.799dnf	39.86	948
CPX	131	Mark Petty	64.5 Ylw Mustang	46.77	46.603	45.996+1	46.284dnf	39.939	946
GSX	24	Matt Leicester	98 Red Tabn	50.255+1	49.635+2	50.006+1	50.356dnf	40.981	922
SS	11	Tom Pora	91 B l i Corvette	48.733	48.679	49.278	49.069	40.404	935
SSL	11	Meahn Pora	91 B l i Corvette	51.015	50.465	50.61	50.186	41.279	915
SSL	15	Debbie Lasson	93 Red Corvette	53.248	51.808	50.599dnf	50.897	41.864	903
AS	114	Bill Stockton	91 Wht M R -2	47.359+9	48.21	48.157	47.347	38.588	979
AS	10	Cosky Newcombe	93 Red 911	56.789+2	49.249	48.693	48.826+1	39.685	952
AS	32	Brian Bowden	98 B l i M 3	52.295	51.085	51.466	50.861	41.452	912
BS	21	Philip Vok	94 Wht M ata	51.657+1	50.983	51.157	50.773	41.177	918
BS	28	Sean Camo II	99 Slvr 328s	55.65	53.487	53.73	52.972	42.96	880
BS	56	Don Phend	92 Wht M ata	55.713	54.239	55.264	54.43	43.988	859
DS	92	Kent Hamilton	99 B l i Neon	49.208	48.571	48.419	48.695	38.735	975
DS	1	Chris Dorsey	96 B l i Neon	48.966+1	48.456	48.331+2	48.693+1	38.765	975
DS	56	Howard Duncan	96 Red Neon	48.929+1	48.643+1	49.115	48.951	39.161	965
DS	3	Rick Donason	96 B l i Neon	51.486	51.036	50.182	50.589	40.146	941
DS	65	Linda Duncan	96 Red Neon	50.713	50.317	50.296	50.421	40.237	939
ES	81	Eric Sanchez	97 Slvr Legacy	52.845	51.054	49.899	49.589	38.977	969

FS	23	Jeff Lewis	84 Blü Camaro	49.934	49.031	48.793	48.409	39.066	967
FS	6	Russell Rock	83 Silver 280 ZX	49.063	48.81	48.896	48.685+1	39.39	959
FS	12	Daniel Cordoni	96 Gm Mustang	49.745	49.467	49.441	49.29	39.777	950
FS	24	Charles Chandler	95 Green Camaro	51.704	50.826	51.277	51.42	41.017	921
GS	79	Jason Miller	95 Red Tabn	50.75	50.44	49.78	49.737	39.193	964
GS	9	Noel Flynn	92 Blü Cutass	59.101dnf	54.73	55.046	54.1	42.631	886
HS	663	Kevin Childers	99 Blü Accord	51.237dnf	51.552	51.059	51.639	40.081	943
HS	67	Aaron Miller	96 Blü Contour	51.016+2	51.477	51.043+1	51.825+2	40.409	935
ASP	25	Tom Exley	87 Silver RX-7	50.714	48.018	48.144	48.574	40.911	924
ASP	2	Todd Nakata	91 White M R-2	49.795	49.324	48.462	63.243+4	41.29	915
CSP	8	Gary Boone	70 Blü Datsun	50	47.491	48.054	DNS	40.082	943
CSP	53	Cliff Lawson	95 Blü M 3	48.973	48.572	48.401	48.503	40.85	925
CSP	98	Brian Kennedy	98 Blü M 3	50.99	50.531	49.425	48.82	41.204	917
CSP	26	Hsun Chen	89 Red CRX	50.449	50.239	48.983	49.869	41.342	914
CSP	68	Davie Rehecke	93 Gm Shadow	50.249	49.554	49.124	49.301	41.461	911
CSP	40	Pat Clements	90 Red CRX	49.893	50.331	49.263+6	50.183	42.11	897
CSP	21	Rob Camochan	87 Silver GTI	50.726	49.778+1	49.441+2	49.778+1	42.813	883
CSP	43	Reimako	89 Maroon GTI	51.59	51.786	50.731	51.066	42.817	882
CSP	45	Brian Moran	90 Red CRX	53.562	52.901	52.917	52.157	44.021	858
DSP	8	Kevin Wenzel	81 Gm Scirocco	47.606	46.941	46.447	46.078	37.784	1000
DSP	99	Brian Mannik	84 Red GTI	47.932	46.538	46.55	46.542	38.161	990
DSP	3	Atka Khathe	84 Red GTI	51.066	49.379	48.353	47.903	39.28	962
DSP	22	Davie Tjarks	92 Red GTI	51.604	51.005	51.692	50.18	41.148	918
DSP	174	James Schuengel	74 YW Opel Manta	54.645	54.341	53.837	53.254	43.668	865
DSP	17	Stan Pedzick	74 YW Opel Manta	57.355	60.642	55.976	54.853	44.979	840
ESP	20	Louise Baum	78 YW Falcon	54.193	55.128	53.9	53.929	44.306	853
DP	17	Roger Curny	77 Gm X1/9	53.315+2	51.196	49.823	49.908+1	42.499	889
DM	27	Davie Lyon	72 R/W Opel GT	47.343	46.929	46.822+1	46.209	41.588	909
EM	1	Ben Swain	77 White 280Z	54.064+1	54.569+1	54.260+1	59.448	50.962	741
SM	74	Rob Winter	74 Silver 260Z	52.804+1	54.983	51.475	50.927	45.834	824
ST	86	Roger Nalatham	92 Bug Colorado	51.616	50.673	51.375	50.937	39.525	956
ST	2	Bill W. Ilboughby	92 Blü Colorado	52.779	52.376+2	52.255	51.83	40.427	935
ST	25	Chris Rzepienik	93 White Integra	52.565	52.113	52.536	52.165	40.648	930
ST	74	Chris Mende	93 Red Colorado	53.584+1	52.235+1	53.624	52.752	41.147	918
ST	69	Jessie Harris	97 White Integra	58.25	57.132	55.464dnf	56.311	43.923	860
STP	7	Don Seyfer	98 Red Escort	52.085+1	51.075	50.795	50.106+1	42.922	880
STR	66	James Bates	90 Blü Prelude	53.697dnf	56.13	53.341+1	52.347	40.831	925
FSR	75	Richard Stark	86 Blü Mustang	51.967	51.514	51.148	51.365	41.276	915
DSR	22	Josh Higgins	92 Blü Nissan	59.382	53.695	52.692	51.778	41.422	912
STR	12	Dan Clark	96 Red Integra	58.337	55.504	54.328	53.681	41.871	902
GSR	25	Matt Steinhach	98 Blü Contour	55.119	53.877+1	53.417	56.145	42.093	898
FSR	78	Victor Michael	85 Blü Mustang	54.419	53.931	52.222	52.221	42.142	897
FSLR	86	Debbie Downs	91 White Camaro	53.016	52.948	53.137	53.349	42.344	892
FSR	85	Adam Michael	98 Red Mustang	54.314	52.025dnf	53.024	52.801	42.61	887
DLSLR	220	Melissa Smith	99 Purple Neon	54.811	54.37	55.523	53.936	42.76	884



Cliff Lawson takes 2nd in the 9-car CSP class with 925 points



Outstanding job by Bob Ely—1st place in X Class!

CSR	28	Scott Snyder	91 Blk M R-2	56.978	54.505	56.001+1	53.636	43.016	878
GSR	112	Eric Larson	85 Wht Supra	56.186	55.97	56.445	54.772	43.16	875
STR	2	James Norris	91 Wht Cavalier	59.22	56.599	55.373	54.715+2	43.191	875
FSR	12	Jeremy Bateman	95 Blk Trans Am	54.377+2	54.159	63.526	53.9	43.497	869
FSR	19	Jason Menck	89 Blk Mustang	57.554	55.297	53.976	64.757	43.559	867
ESR	20	Mike Crichley	84 Wht Sciocco	57.217	57.599	55.965	55.975	43.988	859
FSR	60	JD Schmidt	78 Blk Camaro	57.34	55.239	55.626	55.782	44.578	848
H SR	3	Edward Padilla	97 Slvr Nissan PU	59.842	58.064	57.085	56.893	44.661	846
SSR	84	Penny Harris	84 Wht Corvette	55.736	55.82	54.56	54.566	45.285	834
FSR	23	Shannon Flynn	80 Bug Duster	60.259	57.300+1	57.345	56.449	45.554	829
ESR	7	Ben Yong	95 Teal Civic	56.175+1	56.770+1	55.077+2	55.540dnf	45.726	826
ESR	25	Rob Crichley	84 Wht Sciocco	67.14	64.114	63.855	60.484	47.54	795
ASLR	76	Karen Sulzbach	76 Wht Corvette	61.282	59.997	60.707	59.208	47.82	790
SMR	14	Brent Lelvestad	87 Gm CRX	57.682	54.7	56.493	54.953	49.23	767



Our hero—Kevin Youngers—finishes a high 3rd in X Class on one-of-the-many courses he designed

# Ask the Auto-X-Pert

by Geoff Bob Leicester

**Exactly like a vending machine of pertinent knowledge,  
except you don't put any money in and nothing comes out**

Well, this month's question comes from one of those inquiring minds out amongst the vast readership of this publication; one who wishes to reach for life's fulfilling riches; one who seeks..... 1000 points. Well, okay—I just made it up again. The point is, any and all loyal readers are invited to submit their autocross questions to the Auto-X-Pert; so that The Lantern of Knowledge may be lit with the Guaranteed Zippo Lighter of Wisdom in order to provide the Tungsten Halogen Bulb of Solo Illumination to all, and to all a good night. But I digress.

Dear Mr. Pert,

I want to keep my new engine in tip-top, A-1, Okey Dokey condition! What gauges should I install, and how do I monitor them effectively?

Chick Kane

Well, Ms. Kane, it surely is wise to keep tabs on that trusty engine. Many people consider gauges in a Solo racing vehicle to be superfluous, unnecessary, unneeded, and undesirable. The truth is, just one of those adjectives would get the point across. But it might not be such a bad idea to be able to check on your motor's innards during a run. The trick is to just monitor the items that are most vital to your engine's health, and to be able to get the current status of these items at a very quick glance. Also, you'll want to know how fast the engine is running at any given time, in order to maximize your engine's powerband by shifting properly.

To get to the point, you'll need two tachometers (digital and analog), and gauges to read water temperature, oil pressure, oil temperature, manifold vacuum, and exhaust gas temperature and fuel/air mixtures for each cylinder. It's also not a bad idea to install gauges for differential temperature, transmission temperature, ambient temperature, and brake pressure while you're at it. If you have any space left, go ahead and put in one of those nifty trip computers which give instant and average fuel economy, miles to empty (easily converted to runs per gallon), and distance to McDonald's.

That may seem like a lot of things to keep track of, but once you start using a little system, it's actually pretty easy. Just remember "BRAINCRAMP", which is short for "Basically Read And Identify Nonsense Concerning Readings And Manage



Priorities". Essentially, this tells you to read all the gauges, compare those readings with previous readings, identify which items are no longer within suitable parameters, and decide what to do about it. Until you get the hang of it, it's usually best to take your readings during features common to most courses—slaloms, for instance. I.E., when entering the slalom, turn right and read all of the gauges, making a mental note of all readings. Reset the trip computer. Turn left and head for the next cone. Take new readings, and compare with previous readings. Decide if all readings which remained constant are within acceptable operating parameters, and note changes among remaining readings. Also, calculate if all readings are normal considering the elapsed time since you reset the trip computer. Reset the computer once again, and turn left and head for the next cone. Double-check previously constant readings, and note any changes.

For gauges which are giving differing readings, note the degree of change and mentally calculate at which point these readings may indicate a developing concern. You'll want to pay special attention to these. Now would be a good time to calculate averages of all readings since the beginning of the run, and determine if these averages represent acceptable conditions. As you exit the slalom, take one final look at all gauges and store these readings for future reference. At first, this may seem like a lot to remember, so it may be helpful to write everything down. And remember the Golden Rule of Averaging: Don't forget to carry the one!

If some of these readings indicate a serious problem, now is the time to abort the run and keep your engine alive. It only takes a few nanoseconds to perform the above operations, and you never know—someday the engine you save may be your own.

As far as optimizing engine output goes, we need (at least) two tachometers to give us accurate info. If you know that your car accelerates best by upshifting at 5652 rpm, you don't want to waste time by shifting elsewhere. Many times, these gauges are not perfectly accurate, so by averaging two (or preferably more) readings, we can minimize the risk of Non-optimal Shift-point Heartbreak. So, if you have one tach reading 5647 rpm, and another reading 5643 rpm, you know you can average these readings and accelerate for an additional 7 rpm to get the best run time.

In conclusion (finally), it should be fairly obvious that becoming one with one's gauges is necessary for winning in Solo 2; not only to obtain the fastest possible run, but to help your engine stay happy and healthy.

Of course, there is always the poor man's method of checking engine health: if you hear an explosion, your car stops, smoke bellows from under the hood, and a connecting rod lands in your lap, you might have a problem. Or at least your engine does. Glad to help!



# Site Directions

## **Police Training Facility**

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

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

From Denver or CO Springs

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

From Pueblo

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

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

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

# Who ya gonna call?!

**Cone  
Conference**  
by Rick Walford

