



# **Cone Clips**

*SCCA Colorado Solo News*

*August 2000*

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# Rocky Mountain Summer Solo Series Schedule

Sat, Aug 12	RMSS #7 (ProSolo format)	Coors Field, Denver
Sun, Aug 13	RMSS #8	Coors Field, Denver
Fri-Sun, Aug 18-20	National Tour, Divisional	PPIR, Fountain
	RMSS #9 & #10	
Sun, Aug 27	RMSS #11	Coors Field, Denver
Sun, Sept 24	RMSS #12	Cloverleaf, Loveland

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

Sat/Sun Aug 19/20	Continental Divide Region	PPIR, Colorado Springs
Sat/Sun Sept 2/3	Utah Region	Wendover, UT

## Solo II National Championship!

Sept 9 - 15	Be there!	Topeka, KS
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🌀 National Tour Time 🌀 National Tour Time 🌀

**SCCA<sup>2</sup>**  
**Solo<sup>2</sup>**  
SPORTS CAR CLUB OF AMERICA  
**National Tour**

Friday Aug 18 - Sunday Aug 20, 2000  
Pikes Peak Int'l Raceway, Fountain,  
CO

If you're on this ConeClips mailing list, you no doubt received the mailing from SCCA National HQ for our very own National Tour! (unless you're very new on the list).

To enter the Tour (doubling as a Divisional and tripling as RMSS #9 & #10, so you don't want to miss it!), **you need to:**

- Be an SCCA member: Call 303-779-6622 to join (& get Tour info)
- Preregister for bargain prices (\$55 until 8/15)
- Be there Friday from 6-8 to register, tech, course walk & party!



# Cliff Notes

by Cliff Lawson  
Colorado Region Solo Chairman

The July 16 event at the Cloverleaf Kennel Club in Loveland was, for many of you, your first experience on a less-than-desirable surface. While the lot is not nearly as tough on tires as some have indicated, the rougher surface combined with some loose gravel made for some interesting and challenging driving. My first run felt like driving on ice and while it was certainly fun, my time suffered: from 62 seconds of correcting what I had just done one second earlier. Other than a bonehead mistake on run 3, my times—and the times of most of you—improved as discipline improved. Smoooooth application of throttle and steering inputs made all the difference. I ended up only 5 \*\*@@# hundredths behind Glen Outcalt's first place finish in ESP. I learned as much on those four runs as in several "normal" events. I hope you did too.

Not all cars react the same to changes in surface conditions. The lower horsepower cars and 4WD cars found a surface that, while perhaps not giving them parity with the more powerful cars, certainly narrowed the gap. This was definitely not a surface that rewarded unlimited use of power. Patience was most assuredly a virtue. Most of us figured that out and, umm...some did not.

Congratulations to my friend and advisor Dale Kirstein for his terrific driving and his 1000 point day! Way to go.

The July 30th World Arena event was organized by my counterpart in the Continental Divide Region, Mark Dempsey, and chaired by Lindsay Wilson. Thanks to them both for making yet another site available for the combined regions to use. Bob Tunnell managed to place his "under-prepared" M3 (inside joke) in the 1000 point column with some spectacular driving.

August promises to be a busy month for most of us. We have Coors Field events on August 12, 13, the National Tour at PPIR on August 18-19-20 with another Coors event on the 27th. After that last Coors event, many of us will be taking a one-weekend break while we get our gear ready for the National Championships in Topeka.

The August 12th event will be a treat. We have the National Staff (a few of them, anyway) coming to organize an event in the ProSolo format. A ProSolo course has two mirror-image courses named the Right and Left courses. (How's that for originality?) A driver on the left side is paired with another driver on



the right. The start is by means of a drag strip-style light tree and after the run the drivers change sides and run the opposite side course. It looks like we will have at least two, and most likely three, sets of runs giving each participant six runs. The best time on each side is combined to make a total. As you would expect, the lowest combined time in each class wins. The day will end with a modified version of the ProSolo Challenge. This could give someone in H Stock a chance to be paired with, say, Bob Tunnell or David Fauth and BEAT THEM! How? Show up and find out.

This issue is my last chance to encourage the newer folks to attend that National Tour I mentioned earlier. There will be participants there from much of the western portion of the country and at least one national-caliber driver from the right coast. As one might expect, most of them are excellent drivers and the competition is significantly tougher than our local events.

Don't let it discourage you from attending. As I mentioned at our drivers meeting at Loveland, my very first SCCA event was the National tour in 1996. I came in last by the largest margin in motorsports history...and had the time of my life. Besides, competition breeds improvement. It's a circus you should not miss. All you need is an SCCA membership and the \$55 dollar entry fee for the two-day event. Well, two-and-a-half day event if you count the Friday afternoon mini-course and Friday afternoon/evening registration. When everyone else tells you what a great time they had, don't say I didn't tell you.

As this is also a local points event, Dale Kirstein will separate us local folks from the rest and assign points as though it were a local event. The hot shoe from four states away will not affect your points.



**Upcoming Events**



**Upcoming Events**



## **RM Solo Series #7/Pro Solo Format**

Saturday, Aug 12 • Coors Field, Denver

## **RM Solo Series #8 & #11**

Sundays, Aug 13 & 27, 2000 • Coors Field, Denver

You know the routine by *now*, do you not? No? Then here ya go:

<b>Gates open</b>	6:30 a.m.	<b>Drivers Meeting</b>	9:10
<b>Registration</b>	until 8:30 a.m.	<b>First Car Out</b>	9:30
<b>Tech</b>	until 8:45 a.m.	<b>Cost</b>	\$30 SCCA members
<b>Rookie Walk</b>	8:45 a.m.		\$35 non-members

You *gotta* have the ProSolo experience—it's a blast! SCCA Head Honcho challenge w/pizza for workers following the event. And the national SCCA organization team is flying in to run it!

## Of Interest

**National Tour Trophy Winner** Mark Petty represented us at the Bremerton, WA Tour July 28-30. **Pro Solo Trophiests** recently (sort of) include: **Peru, IN May** Patty Tunnell #1 in the Pro Ladies Challenge! (and Ladies 2 1st place!!); Peter Raymond 4th in BS, David Fauth 3rd in GS, Bob Tunnell 1st in ESP, and Jonathan Goodale 2nd in AM. **Wendover, UT July** Aaron Miller 2nd and Chris Dorsey 3rd in DS; Bill Lamkin 1st in ES; Kevin Youngers 2nd in FS; David Fauth 2nd in GS, Bob Tunnell 1st in ESP; Jonathan Goodale 2nd in BM; and Patty Tunnell 1st in Ladies 2!

**Election Time** The Continental Divide Region Board of Directors is looking for people who would like to run for the vacant seats on the region's board. Experience is not a prerequisite. We are looking for people with fresh ideas on how to promote the region and the events that we put on. The board meetings are held on the second Tuesday of the month (everyone is welcome). There are two seats open for re-election/election this year. The board has asked that more solo representation be made. Step forward quickly! The election is scheduled for September. Please contact Mark Dempsey at [mdempsey1@uswest.net](mailto:mdempsey1@uswest.net), or at (303) 338-3373 (w) (719) 599 -7759. The solo and rally areas of the region have only one voice to the Board right now, and that is through the solo events chair. Please help out your club.

**Publicly Humiliating Retraction/Correction Column:** my humble, sincere, gut-wrenching, and heartfelt apologies to poor Kevin Youngers, who was *not* recognized as the course designer at the previous Coors field event. It was, without a doubt, the most creative, excellent, inspiring, amazingly conceived, brilliant design in all of autocross history (at least that's what he told me). Is that good enough, Kevin?

## Dale Kirstein is Da Man!

**RMSS #5 — Cloverleaf Dog Track  
July 16, 2000**

On a fine sweeper (and swept) Wenzix course (Wenzel/Mannix signature series) in Loveland, Dale flat flew in his 92 CS Miata to snag the 1000 point win! Way to go, Dale!!

Next up were Kevin Wenzel himself (FSP Scirocco) and Gary Phillis (ES 2005X) at 993 points apiece. On this slippery surface, the street tire-attired ST class saw great scores for 1-2-3 Chris Barnett (967), Josh Higgins (964) and Lindsay Wilson (957). And Victor, no, Kris, no both Michaels in the green Mustang got 976 points in FS. But wait—there's more! Van Michael *also* claimed 976 points in his FSR red Mustang and 2nd in the huge rookie class! We've heard of fierce family competition, but guys, this is ridiculous! Speaking of close, our fearless leader, Cliff Lawson, was edged out of the ESP win by Glen Outcalt's one measly little point.

Taking top spot in the 40+ rookie class was James Bates in his 90 Prelude at 986 points! After Van's 2nd place, and all scoring 950+ were Ashby Floyd (in a borrowed car), Michael O'Neal, Rob Thomas, Jim Schoen, and David Walker. Hoowee!



Lindsay Wilson and his zippy zowie screaming yellow ZX-2 SR <ok, it's an Escort, but he says that's too demeaning, so let's not hurt it's feelings!> clean up with 957 points

Regular SSL competitor in the Ruby Red Corvette, Debbie Lasson, rakes in 929 points



Class	#	Driver Name	Car	Run 1	Run 2	Run 3	Run 4	Pax	Pnts
BSX	93	Barry Ott	95 blk miata	58.240+1	58.148	57.900+1	62.541dnf	47.1	985
CPX	27	Bob Ely	69 blu mustang	64.291	55.437	55.452+2	54.587dnf	47.232	982
DPX	7	Dave Dutton	77 grn X1/9	59.151+1	57.913	56.541	56.650dnf	48.116	964
FSPX	33	Matthiueueu Leicester	77 red etc hotruck	58.704	64.972dnf	58.067+1	66.559dnf	48.137	963
EPX	12	Todd Peck	71 blu rx-2	56.762+1	55.993	56.359	57.709dnf	48.546	955
EPLX	12	Tonya Duplice	71 blu rx-2	59.417	58.12	58.719	59.362dnf	48.878	949
DSX	93	Brent DeWitt	96 blk neon	61.745	61.738	61.674	61.594dnf	49.216	942
CPX	31	Mark Petty	64.5 vlv mustang	57.705+1	58.235	58.607	58.200dnf	49.616	935
DMX	77	Andy Aust	87 red super7	56.532	55.902	55.607	57.021dnf	49.768	932
DMLX	77	Jenny Aust	87 red super7	61.682	60.265	60.305	60.505dnf	51.132	907
SS	97	Forrest Thompson	99 slvr corvette	58.614	57.824+1	57.809	58.116	47.924	968
SS	11	Tom Pora	91 blu corvette	59.584	61.019	59.745	60.018	49.395	939
SS	84	Perry Harris	84 wht corvette	66.04	64.532	63.635	62.607	51.901	893
SS	5	Mike Castagno	97 blk camaro	70.604dnf	62.733	63.989	63.572	52.006	892
SSL	11	Melanie Pora	91 blu corvette	61.915	59.641	60.573	59.917	48.997	946
SSL	15	Debbie Lasson	93 ruby corvette	65.75	61.627	60.738	61.317	49.899	929
SSL	84	Liz Crawford	84 wht corvette	74.313	71.53	70.326	77.628	57.776	803



Chris McDaniel displayed a talent for performance driving in his Talon as he made 900 points his very first event!

Dave Lanty (green MX-6) is the current GS leader in the year-to-date average standings with a slight edge over Graeme Weston-Lewis. Stay tuned as the drama unfolds...



AS	43	Brian Bowden	98 blu m3	60.15	59.796	59.697	61.257	48.593	954
AS	13	Chuck Schwendemem	70 blu corvette	66.689	64.724	63.824	79.141+1	51.953	893
AS	68	Roger Miller	68 blu corvette	69.76	68.473+1	66.798	65.924	58.662	864
ASL	113	Cindy Butler	70 blu corvette	73.799	72.11	72.833	74.766	58.169	797
BS	21	Philip Volk	94 wht miata	72.538	60.713+1	60.823+2	60.281	48.828	950
CS	6	Dale Kirstein	92 smokin miata	61.500+1	59.066	58.674	57.966	46.373	1000
CS	61	Frobi Frobisher	91 vlv mr2	62.858	62.224	62.051	61.908	49.526	936
CS	18	Scott Snyder	91 blu mr2	64.537	62.012	62.161	62.156	49.61	935
CS	12	Theresa Soutiere	93 red miata	74.508	68.816	68.287	66.207	52.966	876
CS	81	Karen Sultzbach	91 blu mr2	69.11	68.036	66.683	66.457	53.166	872
CS	9	Rober Garner	68 grn/blk dtsn 2K	80.223	68.912	67.027	68.362	53.622	865
DS	16	Derek Walker	91 red 318is	59.811	61.418+1	61.076	59.827	47.729	972
ES	98	Garv Phillis	95 wht 200sx	60.601	59.763	60.047	59.569	46.702	993
ES	9	Mike Critchley	91 wht se-r	63.037	61.67	61.261	61.12	47.918	968
ES	66	Rob Critchley	91 wht se-r	63.456	63.048	62.894		49.309	940
FS	27	Victor Michael	99 grn mustang	59.448	58.984	58.718	58.087+1	47.503	976
FS	127	Kris Michael	99 grn mustang	59.64	59.047	58.758	58.851+1	47.535	976
FS	28	Adam Michael	99 blk mustang	60.041	59.584+1	60.547	59.821	48.395	958
FSL	6	Kim Michael	99 red mustang	62.013	62.465	63.144+1	62.039	49.717	933

GS	69	Dave Lanty	95 gm mx-6	61.032	62.146	62.395	61.039	48.459	957
HS	8	Mike Thompson	93 blk accord	62.937	62.22	62.265	61.281+2	48.469	957
HS	88	Eric Loch	85 blk 4kuattro	64.735	63.75	63.387	62.501	48.688	952
HS	33	Matt Ryken	87 slvr integra	68.496	64.868+1	62.755	63.791+2	48.886	949
HS	77	Brent Leicestad	94 red civic	66.164	65.523	65.004	64.753	50.443	919
CSP	70	Gary Boone	70 blu datsun 2k	60.504	59.126	60.095	59.301	49.666	934
CSP	26	Hsun Chen	89 red crx	61.106+1	60.514	59.268	59.667	49.785	931
CSP	40	Pat Clements	90 red crx	61.114	71.763	60.478	60.922	50.802	913
DSP	43	Rei Makino	89 mrn golf	59.427	58.905	58.603	58.233	47.868	969
DSP	86	Eric Castillo	86 blk omni	63.432	62.052	61.273	61.133+1	50.366	921
ESP	85	Glen Outcalt	98 blk mustang	59.513	60.168	59.649	60.485+1	49.098	944
ESP	53	Cliff Lawson	95 blk m3	62.149	60.119	62.198	59.578	49.152	943
ESP	65	Hap Schadler	65 blk mustang	60.252	60.743	61.265+2	61.366+1	49.708	933
ESP	58	Rafal Szczyrba	98 blk mustang	67.963	67.616	66.168	66.285	54.589	849
ESP	66	Brandon Short	66 blu mustang	82.320+3	76.717+1	72.951	71.991	59.393	781
FSP	199	Kevin Wenzel	81 gm scirocco	56.983	56.971	57.329	59.762	46.716	993
FSP	99	Iain Mannix	81 grn scirocco	57.347	57.289	57.748	58.003	46.977	987
FSP	3	Art Kathe	83 slvr rabbit	58.686	60.538	61.628+1	61.428+1	48.123	964
FSP	861	Kirk Lambert	87 red scirocco	63.064	61.126	61.043	61.634	50.055	926
FSPL	133	KathyBabe Wolfskill	77 trix hotruck	67.209	59.217	58.588	64.195dnf	47.322	980
CPL	125	Shannon Short	66 blu mustang	73.068+2	74.174	72.196	72.581	59.666	777
DP	7	Joel Dutton	77 gm x1/9	65.62	57.839+1	58.517	61.954dnf	49.798	931
FP	83	Chris Shepard	83 blk rx-7	dnf	65.964	68.843	78.619+2	57.257	810
EM	7	Harlan Colburn	67 r/w/b corvair	56.315	55.153	54.974	54.952	49.732	932
EM	71	Greg Thelen	74 tan 2002	67.131	64.692	64.186	63.744	57.688	804
ST	90	Chris Barnett	98 blu! Neon	63.542	62.301	61.785	61.922	47.945	967
ST	22	Josh Higgins	92 blk nx	63.63	62.707	61.443+1	62.009	48.119	964
ST	9	Lyndsay Wilson	00 ylv zx-2 s/r	63.914	62.813	62.567	62.453	48.464	957
ST	12	Kurt Sendelweck	92 grn 240sx	64.71	63.855	63.493	63.667	49.271	941
ST	57	Rolando Rios	99 blu impreza	66.402	64.994	64.654	63.703	49.434	938
ST	69	Jesse Harres	97 wht integra	64.898	65.417	65.229	65.369	50.361	921
SM	74	Rob Winter	74 slvr 260z	60.531	60.788	59.439	69.658	50.048	927
SM	50	Patrick Maddy	00 ylv type r	63.32	61.233	61.255	61.137	51.477	901
SM	21	David Vazquez	89 slvr crx	62.723	61.386	68.627	64.556	51.687	897
STR	66	James Bates	90 blu prelude	62.241	61.39	61.112	60.596	47.022	986
FSR	6	Van Michael	99 red cobra	59.076+1	59.149	58.73	59.069	47.513	976
STR	571	Ashby Floyd	borrowed subaru	61.7	61.287	61.685	61.899	47.559	975
STR	28	Michael O'Neal	89 red civic	62.142	62.221+1	62.251	61.957	48.079	965
FSR	106	Rob Thomas	99 red mustang	61.921	61.323	59.907	60.113	48.465	957
STR	926	Jim Schoen	95 wht neon	67.087+1	66.299+1	62.572	62.516	48.512	956
FSR	77	David Walker	97 wht mustang	62.781	61.964	61.231	60.164	48.673	953
STR	21	Noel Esporo	00 blu celica	64.111	62.969	63.368	63.288	48.864	949
GSR	5	Graeme Weston-Lewis	99 blk grand prix	62.997	62.478	62.232	61.768	49.044	946
ESPR	80	Griff Sickendick	90 blu mustang	62.163	62.053	60.051+1	60.057	49.547	936
CSR	24	Chad Fenderson	84 wht rx-7	62.539	62.504	62.421	61.988	49.59	935
GSR	100	Mason Thomas	00 slvr celica	63.32	63.623	62.979	62.63	49.728	933
STR	26	JJ Cassa	00 blu impreza	66.178	66.166+2	64.143	64.498+1	49.775	932
STR	6	Ray Larsen	95 wht civic	66.924	64.614dnf	64.602	64.222	49.836	931
GSR	45	Mark Bradley	00 tan a-4	65.971	63.899	62.917	71.616dnf	49.956	928
HSR	169	Chris Hansen	91 slvr 318is	66.171dnf	67.128dnf	68.051	64.464	50.217	923
SSR	98	Scott Nuttall	95 brdy corvette	64.622	63.956	62.231	61.093	50.646	916
SMR	232	Bart Chadwick	88 ylv 323	63.164	61.816	60.955	60.547	50.981	910
GSR	25	Jeb Baker	99 blu impreza	68.114dnf	67.373	66.148	64.396	51.13	907
SMR	323	Ken Cashion	88 ylv 323	63.205	60.728	60.851	60.829	51.133	907
CSPR	126	Bryce David	89 red crx	63.498	62.626+2	62.274	61.083	51.31	904
GSR	28	Chris McDaniel	95 blu talon	68.204	65.672	64.913	65.803	51.541	900



Rob Thomas flies to 5th in the Rookie class in one of the herd of Wild Wyoming Mustangs

Patrick Maddy is currently sitting pretty in 2nd place overall in the Street Mod class in the year-to-date standings. Look for him in a blinding yellow Type R Cheater Car



ESPR	55	Robert Blaes	68 turq mustang	63.11	63.212	62.846	62.485	51.55	900
ESR	84	Brian Weber	84 blu crx	69.89	67.846	66.038	66.167	51.774	896
CSPR	75	Tak Yamamoto	93 blk miata	67.332	65.352	63.527	61.865	51.967	892
STLR	17	Carrie Reiner	98 blu integra	71.528	68.4	68.144	68.293	52.404	885
STR	49	Gary Lanford	94 grn civic	70.385dnf	69.100dnf	67.886	66.752+1	52.68	880
FSR	11	Lyle Fenderson	84 blu transam	68.115	69.066	66.436	65.143	52.701	880
ESR	621	Phillip Hansen	95 blk civic	69.614	dnf	64.796dnf	67.428	52.864	877
BSPR	888	PT Ertl	94 wht mustang	65.347	64.219	63.466	63.983	53.121	873
HSR	2	Andrew Newton	00 org focus	70.036	68.22	69.445	68.46	53.143	873
HSR	25	Don Rocca	99 slvr firebird	74.645dnf	75.107	69.974	68.504	53.365	869
BSR	10	Joe Rota	99 slvr miata	69.721	67.512	68.485	66.102	53.543	866
CSPR	13	Chuck Luyton	83 blu rx-7	63.932	65.669	65.510+1		53.703	864
GSR	77	Harley Nelson	99 red alero	71.015	68.974	68.624	67.668	53.728	863
BSR	101	Nick Rota	99 slvr miata	66.656	66.559	66.699	66.362	53.753	863
FSR	262	Monte Ramirez	70 blk camaro	67.576	66.985	66.564	72.608	53.85	861
BSPLR	88	Jennell Ertl	94 wht mustang	70.351	69.926+1	68.166	68.139	56.177	825
CSPLR	43	Sara Handy	83 blu rx-7	70.139	70.686	68.973		57.068	813
HSLR	68	Marth Giordano	96 cpr saturn	78.887	79.667dnf	79.195	78.643	60.712	764
GSR	11	Wells Daqqett	97 wht eclipse	69.192dnf	70.633dnf	79.04			



Mike Thompson (left) and Eric Loch (below) are duking it out in H Stock. Here, Mike takes a 5 point lead, but Eric's leading the class overall. Another close race!



# Hail to the Chiefs!

Do you know who the leaders of the pack are this year? Let's introduce you *(sheesh, if you can see them in the dark)*. If you have an interest in learning more about these areas and assisting these people, they would *adore you forever!!* Be thinking what you can volunteer for next year too. Isn't it nice to be needed?!



**Lindsay Wilson**  
SCCA Area 8 Director

**Cliff Lawson**  
Colorado Region Solo Chair



**Scott Snyder**  
Chief of Timing &  
Scoring



**Josh Hadler**  
Chief of Safety



**Gary Phillis**  
Chief of Tech

*Camera Shy: Mark  
Dempsey, Solo  
Chair, Continental  
Divide Region*



**Dave Dutton**  
Chief of Truck

~~Saucy Boy~~  
~~Cheater Pants~~  
**David Fauth**  
Chief of Workers



**Philip Volk**  
Chief of Equipment



**Kathy Wolfskill**  
Newsletter & Mail List

**Dale Kirstein**  
ConDivide Webmaster



**Patty Tunnell**  
Treasurer



**Kevin Wenzel & Iain Mannix**  
Co-Chiefs of Course & RMSolo list & CO webstuff



**Bob Tunnell**  
Chief of Registration

# Drivers School Numero Dos

Friday July 28 & Saturday July 29 • World Arena

Lindsay Wilson and Mark Dempsey organized (*and it was really organized*) a wonderful drivers school, limited to 45 novice drivers. It included classroom instruction by Rick Walford Friday night at the Master Drive school, followed by a full day of driving three features custom made for us by Wenzix Designer Autocross Associates (Kevin & Iain). Even the lunch was convenient and delicious. We ended the day with a minicourse combining the "turns" and "offsets" exercises.

Many thanks to the instructors who donated their day: Lindsay Wilson, Rick Walford, Forrest Thompson, Dave Dutton, Josh Hadler, Glen Outcalt, Bob Klingler, Cole Ford, Remy Mauro, Iain Mannix, Jeff Groff, Kathy Wolfskill, Dan Heydlauff, Barry Ott, Matt Leicester, Kevin Wenzel & Dale Kirstein.

Ken Cashion & father-in-law Bart Chadwick both did great in the 323 (a very fun car to drive—thanks guys)



Lori Armstrong was ripping in her Integra. When you told her to step on it, *she did!*



Harley Nelson slapped on new race tires at lunch and proclaimed that, yes, they were indeed faster



Bob Klingler was the clear winner in the Trailer class (guest-driving Dale's Miata following Dale who was guest-driving Theresa Soutiere's Miata) on the mini-course

🌀 Event Results 🌀 Event Results 🌀 Event Results 🌀

Does everyone feel sufficiently sorry for  
Mr. 1000-point Bum Knee

## Bob Tunnell?!

(I didn't think so)

**RMSS #6 — World Arena  
July 30, 2000**

Besides Bob Tunnell's (and Jack Allen's, for that matter) lightning runs, we had a gorgeous day, 140 entrants & a long course spanning 2 parking lots designed by the Wenzix Hi-speed Autox Team (WHAT?!). Kevin Bailey made this year's cameo appearance for 2nd overall at 981 points.

Feast your eyes on the results for 950+ high scores by Dale Kirstein in CS, Gary Phillis in ES, and Iain Mannix in FSP. Kristi Blunt made a splash in Chris Dorsey's X1/9 by winning the 40 car Rookie Class—wowers! Other by-now-familiar 900+ rookies were Van Michael, Larry Ganz, Rob Thomas, Ashby Floyd, Bryan Sendelweck and Michael O'Neal.

Many thanks to Lindsay Wilson for chairing a blast of an event at a great site—complete with grass!



Bob Tunnell's recent knee surgery didn't seem to hamper his driving much. In fact, may I recommend we *all* try *double* knee surgery if this is the result. Those of us who were watching Bob's runs were treated to a thing of beauty!

Class	#	Driver	Car	Run 1	Run 2	Run 3	Run 4	Pax	Pnts
ESPX	198	Bob Tunnell	95 wht m3	63.128	62.828	62.212+1	62.570dnf	51.833	1000
CSX	91	Kevin Bailey	91 blk mr2	67.595	67.161	66.048	65.654dnf	52.838	981
BSX	99	Bob Klingler	99 slvr miata	66.245	65.572	65.698	65.453dnf	53.113	976
GSX	16	David Fauth	98 wht type r	67.435+1	67.798	66.94	67.632dnf	53.15	975
BSX	95	Paul Woolley	95 blk miata	66.71	66.864	65.816	65.846dnf	53.311	972
BSX	93	Barry Ott	95 blk miata	67.486	65.834	65.881+1	66.405dnf	53.326	972
FSPX	199	Matt Babe Leicester	77 thx kevin	72.827	65.818	65.623	68.528dnf	53.811	963
CPX	97	Rick Walford	82 red camaro	64.556+2	63.67	63.321	63.192dnf	53.949	961
F125X	97	Jonathan Goodale	97 ylw/red kart	59.420+1	57.77	57.795+2	63.921dnf	54.477	951
BSX	96	Dan Heydlauff	94 red miata	68.132	72.670dnf	68.018	68.579dnf	55.095	941
FSX	76	John Broderick	89 wht transam	70.585+1	68.968	68.116	67.192dnf	55.106	941
FSX	176	Kevin Youngers	89 wht transam	68.491+1	68.547	67.263+1	67.857dnf	55.455	935
DPX	7	Dave Dutton	77 grn x1/9	66.067	65.262	64.818+1	64.663dnf	55.538	933
BSX	10	Brian Richardson	94 red miata	70.15	69.239	70.123	68.644dnf	56.084	924
CPX	27	Bob Ely	blu must	68.466	72.991dnf	64.315+1	63.877dnf	56.5	917
ESPLX	98	Patty Tunnell	95 wht m3	90.554	64.523+3	69.379+2	64.753dnf	57.309	904
F125X	197	Tasha Goodale	97 ylw/red kart	70.763	65.592	62.595	121.170dnf	59.027	878
SS	11	Tom Pora	91 blu corvette	68.682	68.780dnf	67.657	68.313	56.088	924
SS	99	Forrest Thompson	96 slvr corvette	70.364	67.019dnf	68.532+1	67.862	56.258	921
SS	24	Charles Chandler	00 blk camaro	69.306	69.515	67.877+1	67.938	56.321	920
SS	98	Scott Nuttall	95 burg corvette	81.214+1	68.895dnf	70.412	69.984	58.017	893
SS	4	Kevin Koch	90 wht corvette	73.612dnf	71.599	70.986	70.54	58.478	886
SS	84	Perry Harris	84 wht corvette	75.637	74.59	71.918	75.615	59.62	869
SS	23	Arnie Coleman	00 grv m rdstr	75.379	74.663	72.563	73.251	60.155	862
SS	527	Kip Naleski	90 red corvette	76.101	76.554+1	75.814	74.215	61.524	842
SS	59	Adam Rogers		75.625	82.553	81.196	73.644+1	62.693	827
SSL	11	Melanie Pora	91 blu corvette	73.214	70.9	70.056	69.31	56.941	910
SSL	84	Liz Crawford	84 wht corvette	87.562	83.724	81.573	77.989	64.071	809
AS	10	Corkev Newcombe	93 red 911	69.527	67.781	68.593	67.093	54.614	949
AS	22	Roger A. Miller	68 blu corvette	78.511	76.473dnf	78.845	77.199	62.84	825
BS	21	Phillip Volk	94 wht miata	72.11	81.538	71.31	70.748	57.306	904
CS	6	Dale Kirstein	92 wht miata	71.742	68.658	67.907	66.796	53.437	970
CS	61	Frobi Frobisher	91 ylw mr2	72.061+1	71.864+4	69.88	70.491	55.904	927
CS	81	Karen Sultzbach	91 blu mr2	77.362	78.264	75.944	75.663	60.53	856
CS	18	Scott Snyder	91 blu mr2	74.861+1	81.473	73.625dnf	72.209dnf	61.489	843
CS	7	Joseph Saliba	84 grv 944	82.225	78.374dnf	78.107	79.046	62.486	830
DS	9	Lindsay Wilson	00 ylw zx2sr	72.976	73.056	71.49	72.449	57.049	909
DS	28	Wes Dorsey	blu neon	82.046	80.7	83.253dnf	82.134dnf	64.399	805
ES	98	Gary Phillis	95 wht 200sx	70.542	69.382	68.863	68.973	53.989	960
ES	66	Rob Critchley	91 wht ser	76.921	73.217+1	75.31	72.438	56.791	913
ES	9	Mike Critchley	91 wht ser	72.601	73.051	72.610+1	71.752+1	56.919	911
FS	13	Stephen Long	97 grn must	71.620+2	68.749	68.150+1	69.263	55.618	932
FS	27	Victor Michael	99 grn must	69.986	70.451+5	70.151	69.826+2	56.619	915
FS	127	Kristopher Michael	99 grn mustang	70.241	70.445	71.587+3	71.657+1	56.825	912
FS	28	Adam Michael	94 grn mustang	74.91	74.031	73.851	73.529	59.485	871
FSL	18	Sara Suarue	96 blk mustang	73.530+1	84.373+1	73.073	74.012	58.584	885
FSL	6	Kim Michael	99 red mustang	86.571	72.584dnf	73.971+2	75.103	60.212	861
FSL	106	Toni Petrovia	99 red mustang	93.735	84.076	83.900+1	82.519dnf	67.405	769
GS	5	Graeme Weston Lev	99 blk grandprix	72.294dnf	71.639	71.228	71.480+1	56.555	917
GS	69	David Lanty	95 grn mx6	72.341	71.319	75.221	73.284+4	56.627	915
GS	60	Remy Mauro	95 blk mx6	71.717	74.033+1	71.974	71.683	56.916	911
GS	37	Eric Anderson	00 blu impreza	74.472	75.218+2	74.918+2	75.501+1	59.131	877
GS	169	Frances Lanty	95 grn mx6	87.922dnf	82.553	81.196	82.668dnf	64.47	804
GS	4	Shawn Dolfi	00 blu mustang	87.242dnf	87.721	88.593	84.697	67.249	771
HS	8	Mike Thompson	93 blk accord	75.045+1	76.492+1	73.81	72.318	56.336	920
HS	5	Joseph Saliba	73 blu tr6	80.268	79	79.449	79.899	61.541	842

BSP	1	Chuck Schwendeman	70 blu corvette	77.927	76.647	74.84	74.596	62.437	830
BSPL	2	Cindy Butler	70 blu corvette	88.497	87.837	86.066	83.575	68.903	752
CSP	91	Josh Hadler	74 grv 914	68.145+1	67.522	66.881	65.241	54.802	946
CSP	7	David Wiese	82 red rx7	68.747	66.488	66.649	66.07	55.499	934
CSP	9	Seth Frader	thx iosh	73.489+2	69.008	67.635	66.909	56.204	922
CSP	71	Mark Vandegrift	82 red rx7	76.653	67.755	69.491	67.078	56.346	920
CSP	70	Gary Boone	70 blu datsun2k	72.236	68.989	68.263	68.607	57.341	904
CSP	26	Hsun Chen	89 red crx	70.996	69.629	68.501	68.299	57.371	903
CSP	28	Mike Becker	90 wht civic	69.948	71.504	69.305	70.019+1	58.216	890
CSP	40	Pat Clements	90 red crx	81.736+1	74.004	73.966	71.729	60.252	860
DSP	1	Chris Dorsey	81 vlv/blk x1/9	68.814	72.125+2	66.044+1	66.734dnf	55.932	927
DSP	43	Rei Makino	89 marn golf	71.317	70.216	70.732	70.535	57.718	898
ESP	85	Glen Outcalt	98 blk mustang	69.178	67.917	67.502	67.323+1	55.689	931
ESP	53	Cliff Lawson	95 blk m3	72.466	70.668	69.268	68.479	56.495	917
ESP	65	Hap Schadler	65 blk mustang	69.325	69.080DNF	68.622	69.177	56.613	916
ESP	2	Louie Balm	78 vlv fairmont	70.92	74.790DNF	72.269	70.915	58.505	886
ESP	66	Brandon Short	66 blu mustang	89.066+3	88.969DNF	88.881	91.511+1	73.327	707
FSP	99	Iain Mannix	81 grn scirocco	70.367DNF	67.061	67.103	65.499	53.709	965
FSP	199	Kevin Wenzel	81 grn scirocco	67.175+1	65.96	66.332	68.213DNF	54.087	958
FSPL	199	Kathy Babe Wolfskill	thx Kevian	67.973+2	67.783+1	67.516	66.93	54.059	959
CP	17	Ken Ennis	68 bge/grn nova	69.867	69.294	68.823+1	68.625	58.469	887
CP	25	Mark Short	67 grn mustang	69.529	73.042+2	70.096	69.382	59.113	877
CP	3	Jack Allen	99 blk lightning	72.936+1	71.478	71.392+1	70.667+2	60.899	851
CP	79	Derald Rice	79 org mustang	75.070+1	76.813+1	76.169+2	75.858	64.631	802
CPL	125	Shannon Short	67 grnsh mustang	80.019+1	77.664+1	76.945DNF	75.628	62.502	829
DP	7	Stephan Visser	77 grn x1/9	69.473	68.283+2	68.293DNF	69.180+1	59.122	877
DPL	126	Linda Duncan	87 wht crx	70.057	70.378	80.166	69.003	56.96	910
DPL	26	Mary Anne Slick	84 wht crx	91.762DNF	82.206DNF		82.296	67.933	763
FP	83	Chris Shepard	83 blk rx7	77.339	77.267+1	76.761	77.201	66.629	778
EM	7	Harlan Colburne	67 r/w/b corvaire	66.496	63.776	63.995	62.487	56.551	917
ST	22	Josh Higgins	92 blk nx	75.362	74.552+2	73.478	74.052	57.019	909
ST	96	Cole Ford		74.296	74.545	74.027	73.707	57.197	906
ST	90	Chris Barnett	98 blu! Neon	75.72	75.847	74.608	75.1	57.896	895
ST	2	Kurt Sendelweck	92 grn 240sx	79.378+1	76.094	75.166	74.900+1	58.329	889
ST	57	Rolando Rios	99 blu impreza	75.218	75.004+1	75.838+1	75.297	58.369	888
ST	69	Jesse Harres	97 wht integra	76.595DNF	79.155	78.91	82.311+4	61.234	846
ST	402	Peter Mathewson	85 blu/slvr crx	87.444	88.895DNF	86.328	87.063	66.991	774
STP	30	Brad Perdue	95 wht 3000qt	73.308+1	77.005	74.582	73.503	59.978	864



Kristi Blunt arrives-and-drives Chris Dorsey's newly resurrected Nationals-trophying X1/9 to 1st place in the Rookie Class!

Glen Outcalt edges out Cliff Lawson two events running for #1 in ESP



Dan Heydlauff, Miata driver from the X files, er, class (outta this world) & instructor from yesterday's school demonstrates how to *look ahead*



SM	74	Rob Winter	74 slvr 260z	81.741	70.822	70.936+2	71.846+1	59.632	869
SM	50	Patrick Maddy	00 ylw type r	72.298	75.834	71.479	73.213+1	60.185	861
SM	23	Travis Phillips	88 blk crx	DNF	73.965+1	72.628	72.565	61.1	848
SM	7	Scott Campbell	69 blk camaro	79.238	77.438+2	76.262	91.958	64.213	807
DSPLR	1	Kristi Blunt	81 blk/vlw x1/9	69.866+3	67.549	70.680DNF	68.856	54.692	948
FSR	6	Van Michael	99 red mustang	69.168	70.389	70.656	70.515	55.957	926
STR	66	Larry Ganz	00 wht impreza	75.288	73.643+1	72.561	72.182	56.013	925
FSR	106	Rob Thomas	99 red mustang	70.752+1	70.208	70.419	69.554	56.269	921
STR	157	Ashby Floyd	99 blu impreza	76.765+2	74.520+1	72.867	73.351	56.545	917
STR	30	Bryan Sendelweck	92 blk nx2k	77.199+1	75.931	73.061	77.546+2	56.695	914
STR	28	Michael O'Neal	89 red civic	74.728	74.126	73.081	75.628+1	56.711	914
FSR	77	David Walker	97 wht mustang	71.834	72.531	72.74	72.214	58.114	892
ESR	20	Bryce Davis	86 red prelude	74.299	74.434	74.866	74.139	58.125	892
SMR	323	Ken Cashion	88 ylw 323gtx	73.658	71.156	69.262	69.999	58.319	889
STR	3	Chas Saulbury	90 burg audi	76.660DNF	77.954	75.994	75.383	58.497	886
BSR	110	Joey D. Rota	99 slvr miata	76.851	75.506	72.384	72.865	58.631	884
SSR	1	Clay Turner	98 blk m rdstr	72.949	72.456DNF	70.778	70.967	58.675	883
ESPR	80	Griff Sickendick	90 blu mustang	73.723	73.497	73.494	71.527	59.01	878
STR	25	Jason Baker	99 blu impreza	77.513	76.069	76.48	83.685+1	59.03	878
ESR	84	Brian Weber	84 blu crx	78.862	78.989	77.428	76.613	60.065	873
GSR	77	Harley Nelson	99 red alero	81.045+1	78.385+1	77.792+1	75.694	60.101	862
STR	26	JJ Cassa	00 blu impreza	77.941	80.171	76.495+1	77.517	60.153	862
ESR	77	Darrick Atencio	90 red celica	77.402	77.602	77.181	77.029	60.391	858
CSR	42	Nick Bianco	91 red miata	77.589	76.995	76.151	75.647	60.518	856
FSPR	9	Grant Froogate	87 blk legend	75.545	75.834	76.580+4	73.862	60.567	856
ESR	9	Eric Mees	83 brn integra	79.284+3	79.188+1	77.367	77.376	60.656	855
BSLR	101	Melanie Weis	99 slvr miata	79.555+2	78.554+1	77.318	73.829+1	60.869	852
STPR	926	Jim Schoen	95 wht neon	76.57	75.416+1	74.667	74.969	60.928	851
STR	49	Gary Lanford	94 grn civic	81.566	79.569	79.309	78.524	60.935	851
FSR	2	Lowell Ross	65 wht shelby	77.094	76.342	76.386	75.518	61.094	848
BSR	10	Joseph Rota	99 slvr miata	79.277+1	76.845	76.743+1	75.791	61.391	844
STPLR	92	Mary Schoen	95 wht neon	77.963	77.022	76.935	76.058	61.505	843
ASR	99	bob Kalkowski	99 blk z3	80.353	78.067	74.896dnf	75.593	61.533	842
DSR	982	Brooks Williams	90 blk crx	79.019	78.627	77.439	77.077dnf	61.796	839
ESR	116	Douglas Spalding	00 red civic	79.083	81.889+2	79.754	78.064dnf	62.001	836
HSR	21	Robbie Blair	91 teal storm	91.400dnf	84.37	81.867	79.643	62.042	835
CSR	15	Steve Armstrong	95 wht miata	79.606	79.502	78.071dnf	77.692	62.154	834
ESPR	55	Robert Blaes	68 turq mustang	77.761	77.560+1	75.984	76.855	62.687	827
STR	5	Jeff Baysinger	95 blu 240sx	86.687dnf	82.833	82.388	80.951	62.818	825
SMR	23	Bart Chadwick	88 ylw 323gtx	81.314+1	75.087	74.654		62.859	825
GSR	7	Simon Enrich	92 blk svx	84.651dnf	82.987dnf	79.813	83.329dnf	63.372	818
GSLR	76	Lori Armstrong	93 red integra	88.511	85.936	84.225	82.631	65.019	797
CSR	2	Daniel Bourg	91 red miata	84.139	83.057	82.581	82.352	65.882	787
FSR	1	Jordan Wilson	84 blu 633csi	82.315	82.663+6	83.15	82.102	66.421	780
ASLR	21	Catherine Miller	68 blu corvette	109.125	97.151	97.715dnf	94.469	76.206	680

# Ask the Auto-X-Pert

Where Knowledge Flows Forth Like, well, Like Something That  
Resembles Knowledge if It Was Flowing

by **Geoff Bob** (Now My Corvette Really IS Quiet) **Leicester, Bob**

Welcome to another month of Autocross Worldly Wisdom, popped out in tablets of facts like a Solo II Pez dispenser. Anyway, this month's question comes from an actual reader (three months in a row! Whoo Hoo!), who, as per the policies of this fine publication, shall remain nameless. However, I will of course give very subtle hints so that readers familiar with this person, after reading these hints, will figure out that it's Kent Hamilton. Our reader has been seen recently behind the wheel (normally you see a brake caliper behind the wheel, but Kent is extremely shy) of Aaron Miller's spiffy Dodge Neon pursuing D Stock Glory.

However, anyone familiar with this month's anonymous question-asker would know that he, the then-owner of the Mustang that was owned then by Kent Hamilton, would never be satisfied driving a stock vehicle for long. And as if by coincidence, this person was also wondering how best to squander \$2001 (yet another coincidence—this is the exact financial limit imposed by Grassroots Motorsports Magazine for the GRM \$2001 Challenge. Gosh, what are the odds of that?) that was lying around begging to be poured into a needy race car. So this anonymous person weighed his options and did the only logical thing. He bought a '74 MG Midget to turn into an E-Mod car.

Well, so far you're thinking "So what's the problem? Any fool with precisely \$2001 would obviously go out and scour the wrecking yards for a rough but workable 1974 MG Midget, which would just accommodate a 2.3 Litre Ford Pinto engine, which may or may not get a turbo later on if the budget permits." And sure enough, that's just what happened, except the part about the wrecking yard, which I made up (and please, they are now known as Specialty Auto Dismantlers).



At any rate, Kent the anonymous reader, isn't fazed at all at the prospects of stuffing another engine in the Midget and making it run. It doesn't bother him at all that the enormity of the project should be overwhelming and will likely lead to insanity and despair. He doesn't realize that the course of his life will be irrevocably forced into the wrong direction of life's one-way road. In other words, he is the perfect candidate for the Mod classes.

And we therefore get to this month's question (remember there actually was a question involved?) posed by Mr. Hamilton, Interstate Man of Mystery. Writes Kent, I mean the anonymous reader: "I bought a '74 Midget, and my brother and I are thinking of doing the GRM \$2001 Challenge. (Ed. Note: Didn't see that one coming, huh?) So, my question would be, how can I make a Midget handle, cheaply?"

Well, the Auto-X-Pert is here to help; however, there are two things that deeply concern me: One, is it morally defensible to involve another perfectly innocent sibling in this act of lunacy, and Two; Midgets are renowned for their capable handling—why would you want to make it handle cheaply? So, regarding part one of my moral dilemma: Siblings are fair game, and I hate to brag (but I do anyway—and I just feel awful about it) but I have TWO of them in this sport, so nyah nyah nyah. As for part two; it's his car so he can do anything he wants.

So, we can get right to making the Mighty MG (an autocross oxymoron there) handling as cheaply as possible, and also try and keep the expense down at the same time. The most expedient choice would be to chuck that pesky British hardware, that worked so well in the Lotus, and replace it with something a bit more pedestrian. And as it turns out, the very same Pinto that donated its trusty 2.3 litre engine, that may or may not get a turbo if the budget permits, would be more than happy to donate its suspension as well. You will find that if you use enough duct tape and a hacksaw, you can transplant the entire suspension right into the MG. The only problem will be that the Pinto also has rack and pinion steering, which might be a little high brow for our needs. I would suggest a wooden beam axle with a rope attached to either end, running back to the driver's seat. This being a Mod car, it would need a CNC-machined handle



for the driver. With a little careful alignment setup, this car will handle so cheaply it will understeer while it's still on the trailer!

Kent Bob (notice how I stuck a "Bob" on the end of his name so you wouldn't guess who it was? Oh, wait. He goes by Kent Bob anyway. Change that to "Kent Bob Bob") should have the cheapest handling MG on the face of the planet in no time at all. Which is exactly what he'll get if he tries to race it, but that isn't my concern, is it? As always, glad to help!



# Directions

## Coors Field • Denver, CO

### From I-25

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

## Cloverleaf Dog Track • Loveland, CO

### From I-25

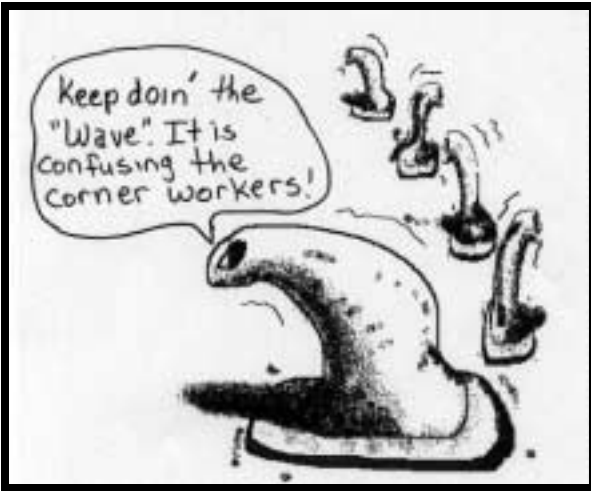
- West at Exit 257 (US 34)
- Follow signs to Dog Track (just off freeway through factory stores)

## Pikes Peak Int'l Raceway • Fountain, CO

### From I-25

- PPIR is about 15 minutes south of Colorado Springs
- Exit 122 (or if northbound from Pueblo, exit 122 may be closed on race days, so take Exit 199)
- Can't miss it—see you in the VIP Parking Lot

**ConeConference**  
by Rick Walford



**Who Ya Gonna Call?!**