

neClips

CA Colorado Solo News
August 1998

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1998 Schedule

Rocky Mountain Solo Series

All events at Stapleton, unless otherwise noted

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

The All-Inclusive, At-a-Glance

☞ Solo Week Schedule ☜

See p. 4 for more to-die-for Solo Week info!!

Friday, August 7

- 10-2 Practice on mini-course
- 3:30-5:30 Formula 125 & FJ Kart Clinic
- 6-8 Registration Check-in, Tech,
Course walking, Solotime
Welcome Party

Saturday, August 8

- 7-8 Late Check-in & Tech
- 8:30 Mandatory Driver's Meeting
- 8-4 NATIONAL TOUR!!
- 6 Tire Rodeo/Pasta Dinner (\$5)

Sunday, August 9

- 7-8:45 Course Walking
- 9-4:30 NATIONAL TOUR-DAY 2!!
- 5:00 Trophy Presentation

Monday, August 10

- TBA Practice Day at Concourse E!
- 6-8 Trials Registration & Tech

Tuesday & Wednesday, August 11/12

- 8-7 SOLO TRIALS NATIONAL!

Thursday, August 13

- TBA Malibu Grand Prix Challenge!
- TBA IMAX Theatre—SPEED!
- TBA Dinner out w/your Autox Pals

Friday, August 14

- 3:30-5:30 Practice ProSolo2 Starts
F125 and FJR Clinic
- 6-8 Registration Check-in, Tech

Saturday, August 15

- 7-8 Late Check-in & tech
- 8:15 Worker Meeting
- 9 PROSOLO2-DAY 1!!

Sunday, August 16

- 8:45 Worker Check-in
- 9 PROSOLO2-DAY 2!!
- 2 Challenge Competitions



Message from Mr. Mannix

SCCA Colorado Region, Solo Chair

Solo Week is here again! National Tour, Solo Trials National and ProSolo2—all the same week with other fun things in between. We'll be spending most of the week out at Concourse E and at "Option B." We really have to name that something else. A few clarifications you'll want to know:

First, our Solo Week events are to be held on the runways and concourses of the now-defunct Stapleton Airport, meaning there are lots of hangars, buildings, vast expanses of concrete and other neat things which attract children (husbands?) of all ages. We **must** stay in our designated areas during the events—anyone found in areas other than those we are allowed to be in will be asked to leave, with absolutely NO exceptions. We have to be firm in this case, unfortunately—while it seems that no harm could come by venturing out onto the runways, we absolutely cannot allow or tolerate it. Please make sure kids understand they are allowed nowhere near the buildings. Again, anyone caught in or on the buildings will be asked to leave.

In addition, when traveling from the gate to the event site, speeds must be kept reasonable—25mph at most. No drag racing—the cones laid out are for direction to the site **ONLY**, they are not a slalom practice :). I don't want to be put in a position to ask someone to leave, so **PLEASE** keep speeds down and don't explore the site or buildings. It'd be a shame to ruin someone's week, especially someone from out of town. But I'd rather ruin one person's week than lose a fantastic site for the region.

Overnight parking will be available at Concourse E during the week. All parking is at your own risk—the possibility of damage to cars or theft seems low, but it does exist. While Stapleton is a secure site, it is huge, and by no means impossible to access. No parking has been arranged between Solo Week and Nationals, and no camping will be allowed during the week.

On a more pleasant topic, it seems that CDR might have a Colorado Springs autocross site for next season! This is good—I can't say much, but if things go well, it will be a great place to hold RMSS events! Our series is going well, and the regional meeting was a success. Many issues were discussed, some decisions made regarding next year's series, and some great ideas were put forth for consideration to be discussed further at the next meeting—sometime after Nationals.

Seattle met some of Colorado's finest July 18-19th. Congratulations to those who did well, went fast and brought home trophies! White sedans seem to be going fast this year, among other colors :). Great job!

Lastly, keep in mind that Dave Tjarks is always looking for good course designers! We've had some great courses this season, lots of variety and challenge. Contact Dave if you'd like to design your own Solo Course! If any of you have thought it would be fun to chair an event, please contact me—I could use some help chairing events. Remy Sanchez did a fantastic job with two events recently, and I **REALLY** appreciated it! I can help you with it—it is really quite easy, but in addition to everything else I have to do, I sometimes get stuck under a bit of a pile.

See all of you at Solo Week! Drive fast, drive a lot, and most importantly, have a great time!

☞ *The Solo Week Scoop* ☞

Friday, August 7 through Sunday, August 16

Stapleton Airport, E Concourse & Solo Trials South Course (Option B)

So you think it's impossible to stuff too much Soloing into 10 days?? You're RIGHT, and here's your chance to test your theory! It's also your chance to face the best competition you can have without traveling cross-country to other national-level events. Come to SCCA's Solo Spectacular—the Obviously Outstanding Opportunity for Ottocrossers!! Here's what you need to know:

- ☑ You need to **pre-register** for the National Tour, Solo Trials National and ProSolo2! Contact SCCA to send you the packet with all the event info & registration forms at (303) 779-6622 or www.scca.org. (Additional fees if you register after the Monday preceding the event or phone-enter.)
- ☑ Call **George Counnas**, our Solo Week Chairman, for any additional information you need: (303) 388-8800.
- ☑ You'll get all the **final Solo Week details** in your packet at registration check-in!
- ☑ Kick off the week's festivities with Friday, August 7's **Mini-Course**. Get your last bit of setup done and your race face properly affixed from 10 to 2—it'll cost you \$2/run or 6 runs/\$10 (at Concourse E).
- ☑ Don't miss the **Tire Rodeo and Pasta Dinner (\$5)** Saturday evening after day one of the National Tour! Show off your true automotive skills in the Lugnut Toss, Tire Bowling, Fanbelt Fling, and MORE! Noodles to You is catering a great dinner for only \$5 per person!!

Wanted: Tire Rodeo Prizes!!

Have any items to donate as door prizes for the Tire Rodeo? SCCA has generously contributed Grand Prizes of a free entry to the Solo II Nationals and a free entry to the Pro Solo Finale! And we need you! to round out the fun—PLEASE contact Carolyn at (303) 388-8800 (hmmm, suspiciously similar to George's phone number...) or at the event if you can help!

- ☑ Need a little **test & tuning** or just plain PRACTISE to beat that pesky competition?? Larry Paille is heading up Monday's opportunity to run Sunday's Tour course as many laps as you want at \$10/3 laps. Be prepared to work, and registration is on-site.
- ☑ If you've never tried a Solo Trials, (or even if you have)—try the best—the **Solo Trials National**, Tuesday and Wednesday! Unfortunately, it's looking bleak for a continuing program next year due to site disappearance, so if you feel the need for speed, don't miss this excellent opportunity—it's a blast!
- ☑ Thursday's Denver-based itinerary is not to be missed! Test your mettle against the country's best at the **MALIBU GRAND PRIX CHALLENGE!** That evening, join the gang for a viewing of "**Speed**" at the **IMAX** theater—where a video camera is mounted on Mario Andretti's car while racing on various tracks, then out for **dinner**. (Details when you get to Solo Week.)
- ☑ Free beer all week long at most days' end!

Wanted: You!

As the hosts for Solo Week, we need all Colorado and Continental Divide Regions' members to help work the Pro Solo Challenge rounds, Sunday afternoon, August 16. It IS the most exciting part of ProSolo to watch, and we need workers ready and available to man the course! PLEASE plan to attend and help out (whether you're entered or not). It will be mighty embarrassing for all of us if we have to beg and grovel for workers when the time comes...Let's show the country our Rocky Mountain spirit!!

- ☑ Don't have a car for these exciting events? Always wanted to try those kwick karts?!?! Then just **Arrive and Drive!** Fee includes vehicle rental, suit, school, and entry fee, available for Formula Junior (ages 12 - 15), and Formula 125 (ages 16 and up). Available for both the National Tour and Pro Solo 2! Call (303) 779-6622 or (406) 252-1023 for all the scoop.
- ☑ The McKamey Autocross School is also coming to town August 12 & 13—contact Kevin Youngers at (970) 352-3736 for more info.



1998 highly-unofficial Solo Trials Point Standings!

The Solo Trials battles are hot and heavy with some close races. To qualify for a year-end trophy, you must have attended four of the six possible Solo Trials events! Listed are those competitors who have a chance at completing 4 events (your last chance—Solo Trials #6—is Saturday, October 3). The best 4 scores equal the Total.

Cls	#	Driver	1	2	3	4	5	6	Total
SS	9	Wayne Sartoi		9	9	9	6		33
SS	97	Forrest Thompson	9		6	6	9		30
SS	8	David Neff	4	4	3	3	4		15
SS	15	Don Ashbaugh	6	3	2	2	2		13
SSL	97	Jaimie Lou Thompson	9		9	9			27
AS	37	John Rule		6	9	9	9		33
AS	24	John Gurney		9		6	6		21
AS	70	Mike Moerk			2	4	4		10
CS	5	Brian Keyes	6	9		9	9		33
CS	84	Lee Sutton	9	6	9	6	6		30
DS	28	Gary Phillis	9		9	9	9		36
FS	13	Stephen Long	4	9	3	9	9		31
FS	3	Jack Allen	9		9	6			24
FS	169	Craig Burton	6		6		6		18

GS	24	Kathy Wolfskill	6	9	6	9	9		33
GS	58	Geoff Leicester	4		9		4		17
GS	12	Jeff Rink		4	4		6		14
GS	27	Powers Foss	2	6	2				10
ASP	78	Roger Zimmeman		9	9	9	6		33
ASP	25	Tom Exley		6	4	9			19
CSP	13	Greg G-force Hartley	9	4	4	6	2		23
CSP	88	Brad Doctor	6	3	6	3	6		21
CSP	9	Joshua Hadler		6	9	4			19
DSP	78	Carolyn Counnas	9	4	9	9	6		33
DSP	63	Darrell Adams	6	3	6				15
DSP	55	George Counnas	4	2	4	3	3		14
ESP	7	Gary Grillo	4	9	6	9	6		30
ESP	46	Kent Hamilton	3	6	9	6	4		25
ESP	6	Gary Morrell	9			4	3		16
BP	20	Larry Warrell	9	9			9		27
SM	13	Erik Wyman	6	9	9	6			30

We Want Your Body...

To help give Solo a good name for future site negotiations
THIS SATURDAY, AUGUST 1 at Second Creek!

In case you haven't heard, we're in potential trouble next year for solo sites, as Stapleton concrete is being torn up for recycling & to attract new business. But if we make a good showing this Saturday to help clean up Second Creek, it couldn't hurt when we try for new site support! If you can make it, or if you want to learn more about it (free lunch!!), contact Iain Mannix at mannix@privateI.com or (303) 430-4632.

Thank you



And a HUGE and Belated Congrats to our 1998 (thus far) National Tour/ProSolo Trophiests!

It's not only here on the local scene that our Rocky Mountain Stars Shine...it's all across the country! [Sorry in advance for any inaccuracies, omissions, etc.—Seattle (and Denver, of course!) National Tours and ProSolo2s coming next issue.]

San Diego NT (March)

CS 1st Kevin Bailey
 CS 3rd Rich Fletcher
 CSL 1st Marchell Fletcher
 F125 1st Byron Short

Los Angeles ProSolo2 (April)

CS 1st Kevin Bailey
 CS 2nd Rich Fletcher
 FS 2nd Kevin Youngers
 CSP 1st Bob Tunnell
 F125 2nd Byron Short
 Ladies 3rd Kay Bailey
 Ladies 8th Yvonne Short
 Ladies Challenge
 2nd Kay Bailey
 3rd Yvonne Short

Petersburg, VA ProSolo2 (April)

Ladies 1st Kay Bailey
 Ladies Challenge
 1st Kay Bailey

Wendover, UT ProSolo2 (May)

BS 3rd Jerry Bennington
 CS 1st Kevin Bailey
 CS 2nd Rich Fletcher
 DS 1st David Fauth

Wendover, continued

CSP 2nd Bob Tunnel
 ESP 1st John Ames
 ESP 2nd Rick Walford
 Ladies 1st Patty Tunnell
 Ladies 3rd Kay Bailey
 F125 1st Larry Paille
 Club Challenge
 2nd Jerry Bennington
 Open Challenge
 2nd John Ames
 Ladies Challenge
 1st Kay Bailey
 4th Patty Tunnell

Peru, IN ProSolo2 (June)

BS 1st Barry Ott
 BS 2nd Bob Klingler
 CS 1st Kevin Bailey
 FS 3rd Kevin Youngers
 Ladies 1st Kay Bailey
 F125 2nd Larry Paille
 Club Challenge
 6th Barry Ott
 Ladies Challenge
 2nd Kay Bailey
 Open Challenge
 1st Bob Klingler

✧ Event Results ✧ Event Results ✧ Event Results ✧

Kevin Bailey Abducted by Aliens!! (a.k.a. Summer Solo Series #6)

Sunday, July 12, 1998

We have it from a very reliable source (OK...it's Barry Ott) that our own Kevin Bailey's been whisked away by extraterrestrials & a clone with super-human automobile handling skills has replaced him!! (The National Enquirer's got nothing on us.) PLUS—are we psychic or what?! We're featuring Kevin as our ★ *Solo Star* ★ this month just because we had this weird, eerie feeling that he'd be cleaning everyone's clocks in July! (and June, and August—you know—the whole Solo season..) Well, on another one of Kevin Youngers' patented sly, slick, and slalomy courses, Kevin-the-other bested 115 awesome autocross competitors by (relatively speaking) QUITE the margin! Lookee here:

Class	#	Driver	Run 1	Run 2	Run 3	Run 4	Pax	Pnts
ESX	91	Kevin Bailey	60.843	60.229	60.013	60.981dnf	47.71	1000
GSX	97	Paul Brown	62.514	61.717	60.53	60.849dnf	48.303	988
ESX	19	Kay Bailey	62.166+1	61.725	61.036	60.479dnf	48.524	983
CPX	31	Mark Petty	57.625	64.602	56.005	55.826dnf	48.612	981
BSX	93	Barry Ott	69.761	59.935	59.527	59.109dnf	48.693	980
F125X	3	Larry Paille	51.436	51.355	52.11	50.416dnf	48.787	978
BSX	99	Bob Klingler	69.277	60.383	59.751	59.400dnf	48.876	976
DSX	11	David Fauth	61.569	60.855	60.703	60.603dnf	48.927	975
FSX	176	Kevin Youngers	64.4	59.948	60.152	60.143dnf	49.097	972
FSX	78	James Darden	60.392	60.223	60.121	59.880dnf	49.239	969
BSX	94	Steve Compton	61.52	60.576	60.518	59.622dnf	49.504	964
DSLX	65	Linda Duncan	63.787	62.946	62.252	62.754dnf	49.724	959
GSX	24	Kathy Wolfskill	63.001	62.424	62.324	61.327dnf	49.735	959
DSPX	81	Kevin Wenzel	60.575+1	60.381	59.505	59.151dnf	49.984	955
DSX	93	Brent DeWitt	65.321	62.579	62.111	60.765dnf	50.061	953
BSX	40	Jerry Bennington	61.348+1	61.247	61.498	68.176dnf	50.1	952
GSX	42	Matt Leicester	63.848	62.9	63.175	62.719dnf	50.194	951
DPX	7	Dave Dutton	58.865	58.858	57.869	56.979dnf	50.23	950
FSX	7	Rick Walford	63.184	61.436	62.69	60.471dnf	50.316	948
CSLX	61	Frobi Frobisher	71.413	64.026	62.318+1	73.178dnf	51.458	927
DSPLX	78	Carolyn Counnas	62.73	62.942	62.268	61.736dnf	51.521	926
EPX	33	Patrick Collins	62.803dnf	59.953	59.381	59.677dnf	52.018	917
BPLX	65	Tonya Duplice	64.358+1	61.561	60.987	60.553dnf	52.532	908
BPX	65	Todd Peck	60.326	59.989	60.122	58.674dnf	53.27	896

SS	94	Wayne Sartori	68.614	61.25	59.792	60.338	50.464	945
SS	49	Chris Maddox	63.049	dnf	61.038	61.778	51.516	926
SS	97	Forrest Thompson	62.097	62.626	63.859	64.342	52.41	910
SS	11	Tom Pora	65.489+1	63.309+1	dnf	62.973	53.149	898
SS	96	Terry Shaffer	dnf	65.504	66.378	65.372	55.174	865
SS	16	Carl Kaminski	68.682	67.731+1	67.843	69.404	57.259	833
SS	23	Mike Wandell	dnf	76.567	75.677	72.904	61.531	775
SSL	11	Melanie Pora	65.808	67.182	66.504	65.778	55.017	867
SSL	97	Jaimie Lou Thompson	67.115	67.395	68.150+1	67.624	56.135	850
SSL	23	Jane Wandell	89.396	81.057	80.743	80.747	67.534	706
AS	37	John Rule	64.14	62.96	69.639	61.836	51.324	930
AS	24	John Gurney	66.254	dnf	63.605	63.076	52.353	911
BS	54	Ken Sapp	64.978	64.737	74.003+1	64.766	52.955	901
BS	57	Michael Bye	69.677	66.637	65.769	66.641	53.799	887
BS	75	Bruce Cliffe	73.260+1	70.362	67.35	66	53.988	884
CS	61	Dale Kirstein	62.32	61.705	61.863	60.807	49.314	967
CS	84	Joe Mauro	64.429+1	63.93	62.93	62.473	50.666	942
CS	2	Tom Grissett	66.719dnf	77.525	65.364	64.641	52.424	910
DS	71	Fred Slick	64.82	63.407	64.735+1	63.197	50.937	937
DS	22	Dan Wagner	71.112	69.437	80.587	68.594	55.287	863



Fred Slick not only wins DS, but brings all his neighbors out to try Soloing—Our Hero!!

Paul Brown makes a special guest appearance all the way from Los Alamos in his MX-6 and takes 2nd overall!



FS	3	Jack Allen	63.42	61.834	61.651	61.72	50.492	945
FSL	78	Pam Ranslem	69.347	66.775	65.26	64.888	52.665	906
FSL	18	Sara Sugrue	67.34	70.231	67.936	66.782	54.202	880
GS	86	Roger Nallathamby	64.468dnf	65.11	63.686	62.196	49.632	961
GS	51	Jeff Rink	63.994	63.874	62.958+1	62.958	50.24	950
GS	93	Andy Lester	64.672+1	64.182	63.790+1	63.177	50.415	946
GS	60	Remy Sanchez	63.686	64.792	63.718+1	63.259	50.481	945
GS	27	Powers Foss	63.612+1	64.419	63.422	62.811dnf	50.611	943
GS	79	Jason Miller	65.163	65.398+1	64.363	64.191	51.224	931
GS	50	Patrick Maddy	69.212	66.828	66.656	65.907	52.594	907
HS	67	Aaron Miller	66.803+1	66.878	66.789	dnf	52.897	902
HS	53	Curtis Lewis	73.786	69.815	70.454+1	69.557+1	55.293	863
HS	1	Michael Brown	dnf	76.332	77.506+1	74.148	58.725	812
ASP	6	John Brocko	66.069	65.278	62.34	61.817	53.41	893
ASP	8	Roger Zimmerman	66.607	65.252	64.34	65.783+2	55.59	858

BSP	76	Charlie Mutka	65.039	64.668	64.564	69.818	55.331	862
CSP	8	Gary Boone	62.297	62.078	62.373	60.182	51.395	928
CSP	3	Bryan Morre	62.208	60.936	60.282	60.301	51.481	927
CSP	71	David Wiese	62.852+1	62.122+1	61.742+1	60.953	52.054	917
CSP	7	Jay Zimmerman	66.815+2	65.746	61.956	64.347+2	52.91	902
CSP	26	Hsun Chen	64.231	63.288dnf	62.84	62.791	53.624	890
CSP	9	Josh Hadler	71.774+1	61.801+1	60.160+2	60.916+1	53.73	888
CSP	98	Jim Clark	64.225+2	66.160+2	64.378	63.655	54.361	878
CSP	53	Cliff Lawson	64.408	64.163	64.732	64.759+1	54.795	871
CSP	4	Jim Van De Wege	67.275	66.669	67.817	66.307	56.626	843
DSP	1	Chris Dorsey	60.664	60.274	60.213	58.891	49.468	964
DSP	96	Iain Mannix	61.352	60.013	60.028	59.408	49.903	956
DSP	8	Brian Stiff	62.139+1	61.568	61.331	60.179	50.55	944
DSP	55	George Counnas	63.24	63.302+1	62.887	62.518	52.515	909
DSP	22	David Tjarks	62.935	61.798+2	62.234dnf	62.681	52.652	906
DSP	30	Shawn Meze	64.705	64.379	64	63.155	53.05	899
DSP	85	Troy Hobbs	84.446	68.545	69.513	71.739	57.578	829
ESP	65	Hap Schadler	62.075	61.786	61.117	60.746	50.844	938
CP	25	Marc Short	62.024	62.24	61.847+1	61.424	53.316	895
CP	85	Glen Outcalt	63.651	63.133	62.264	64.082	54.045	883
CP	3	Ron Fox	65.564dnf	64.289+1	62.240+1	62.125+2	55.76	856
CP	52	Cat Short	67.971	72.075+1	65.02	66.644	56.437	845
BM	66	Shelby Lane	85.198	77.015	74.889	73.271	71.073	671
EM	914	Greg Curtis	61.383	dnf	dnf	58.31	53.47	892
EM	7	Harlan J. Colburn	61.845	59.31	59.003	61.935	54.106	882
EM	17	Harlan M. Colburn	92.933	69.045	66.891	64.18	58.853	811



No less than **THREE** generations of Harlan Colburns were on hand to compete and/or cheer one another on in their venerable Corvair—where's YOUR family dedication?!?!

ST	9	Kurt Spitzner	66.827+1	69.077	68.965+1	69.16	57.815	825
SM	58	Geoff Bob Leicester	60.347	58.85	59.716	58.731	52.858	903
VC	66	Garry Brothers	dnf	72.632	70.836	70.332+1	59.786	798
FJ	1	Brandon Short	66.394	65.998	65.751	65.231	50.554	944
FJ	3	Shannon Short	66.225	66.129	66.941	65.345	50.642	942
FJ	5	Johanna Van de Wege	78.783	78.947	80.981	75.148	58.24	819
FJ	9	Sarah Wagner	95.415	85.01	77.756	75.522	58.53	815
FJ	7	Cindy Compton						0

BSR	25	Davie Sprigg	67.198	65.793+1	65.151	64.148	52.473	909
DSR	3	Arthur Kathe	63.942dnf	63.543	63.379	62.755	52.714	905
GSR	74	Larry Loesch	68.167	68.618	68.179	66.559	53.114	898
CSPR	23	Ryan Straughan	64.746+1	62.216	64.430+1	62.984+1	53.132	898
BSR	75	Guy Lumgden	77.574	65.527dnf	65.953	65.27	53.391	894
CSPR	18	Jim Miller	66.643	65.561+1	64.914	63.113	53.899	885
ESR	9	Richard Ruoff	67.800+1	72.006	69.541+1	66.131+1	54.164	881
CSR	11	Cal Neske	68.617dnf	69.540dnf	68.085	66.858	54.222	880
FSR	6	Russel Rock	70.896+1	66.483	66.747	67.486	54.45	876
ESR	6	Steve Ruoff	dnf	71.120+1	68.417+1	69.454	55.216	864
GSR	69	Dave Lanty	72.54	72.102	71.114	69.791+1	56.749	841
ESR	53	Robert Tarrall	73.83	73.733	72.128	74.03	57.342	832
SSR	98	James Muchow	dnf	74.15	71.259	68.497	57.811	825
ESR	7	Bill Albertson	82.37	75.718	73.558	73.056	58.08	821
BSR	56	Don Phend	73.851	85.741+2	71.746	71.410dnf	58.688	813
CSPR	114	Brian Moran	70.59	70.371	69.4259	68.914	58.853	811
STR	77	Nate Zeigler	dnf	71.136	70.12	dnf	58.901	810
DSR	33	Mark S. Wilson	75.859	74.449	74.304	73.383	59.147	807
SSR	17	Brian Triffet	88.623+1	76.447	77.59	70.552	59.546	801
CSPR	86	Eric Castillo	74.005	72.632	70.598	69.901	59.695	799
SSR	71	David Mackey	dnf	dnf	dnf	72.71	61.367	777
CPR	2	Shane Chevalier	74.582dnf	70.966dnf	77.26	71.728	62.26	766
CSPR	32	Jesse James	79.204	80.277	76.959	86.265	65.723	726

✱ Upcoming Events ✱ Upcoming Events ✱ Upcoming Events ✱

**With all the Solo Week Ruckus,
don't forget our good ol' regular...**

**Solo II #8,
Sunday, August 30, Lot 4!**

BE THERE AT: 7:00 a.m. Gates open
8-9:00 Registration & Tech
9:00 Rookie Course Walk
9:30 Drivers' Meeting
10:00 First Car Out

FORK OVER: \$20 SCCA members; \$25 non-members

and DON'T FORGET: Food, water, sunscreen, rain gear, the usual accoutrements for Colorado's predictable summer weather...

★ Solo

Stars ★



Kevin Bailey

Well, here's an obvious choice for Solo Stars—and the shirt says it all—Kevin's one of those no-brainer choices for National Championship predictions. PLUS he's one of the nicest and most helpful autocrossers around! You'll see him at just about all the drivers schools—he's the one being followed by the group bowing and chanting "we are not worthy"... And here he is to give us the opportunity to glimpse the inner workings of his go-fast brain—pay attention all you Kevinesque Wannabes!

Kevin's Racing Achievements:

Solo II National Championships:	1997	CS	Toyota MR2
	1995	AS	Toyota MR2 Turbo
	1994	BS	Toyota MR2 Turbo

1997 CS Pro Solo2 season champion	Toyota MR2
1995 BS Pro Solo season champion	Toyota MR2 Turbo

Where are you from originally? I was born and raised on a farm in Illinois. My driving career started with farm tractors, riding lawnmowers and a '59 Chevy pickup.

What do you do for a living? I'm a product development engineer for SuperFlow Corporation. SuperFlow makes automotive test equipment such as flowbenches and dynamometers. I'm part of the electrical engineering group, so I am primarily involved with building and testing prototype electronic designs.





What are your hobbies and interests outside of Solo activities? Are you serious? Am I really supposed to have other interests?

Any kids or pets you want to tell us about? Kay and I have one lovely daughter, Laura, who is now in college. As for pets, I am to pets what the Grinch is to Christmas. Kay and Laura do have two cats that I have an "understanding" with.

How long have you been involved in Solo and how did you get started? My first involvement was in 1986. Kay and I had always been attracted to sports cars, and at the time we owned a Mazda RX-7 GSL-SE. I had read a brief description of autocross in an article in Road and Track and thought that it sounded interesting. So when I saw an ad in the paper promoting a local Corvette Club autocross we went to watch. Well heck, it looked really easy so we decided to contact the SCCA and give it a try. We showed up at the next SCCA event and promptly received our first lessons in competitive driving humility. We might never have come back without the support of the established competitors. They made us feel welcome and invited us to attend an upcoming drivers school. The instructors at the school and the information that they shared made the difference. We have been hopelessly addicted to Solo competition ever since.

What other kinds of racing have you done/are you doing? I ran a couple of motorcycle enduros when I was still in high school. At my very first event the stars were aligned, the weather was perfect (this means no mud) and I won the 125cc novice class. The next event I ran was on a rainy weekend, and I was about the 100th rider out. After only one stage of dragging my motorcycle through the bottomless mud holes left by the earlier riders I was over the allotted time and scored a dnf. That was the end of my motorcycle enduro career—one win, one dnf.

What are you driving this year? I'm driving a naturally aspirated 1991 Toyota MR2 that we acquired before the beginning of the 1997 season. That's when we switched from a 1991 Turbo MR2 to the naturally aspirated version. Both MR2s we have owned and used for competition have doubled as our tow vehicle for getting to national level events all over the U.S. We have towed our not so small trailer around 100k miles with our MR2s and both have been incredibly reliable. The overall quality of the car and the fact that a 6'3" driver with a helmet can fit comfortably in a real sports car are great features. Are you beginning to get the picture that I really love MR2s? Oh yeah, the new car is reasonably competitive in CS.

What do you like best about the car? As a competition car what I like most about the MR2 is it's very quick transient response. The ability of the car to change directions quickly is certainly one of its competitive assets. This is also one of its traits that makes it challenging but very rewarding to drive at 10/10ths. When near the handling limits, the MR2 is incredibly responsive to subtle changes in throttle, brake or steering inputs.

What do you have to work on with the car? One area I would still like to improve is to achieve a little less understeer when powering out of corners without causing too much oversteer when trailing throttle into a corner. Seems that everything is a compromise, but I'm not certain that I've found the best compromise yet.



Who were the people who influenced you most and how did they help you become the driver you are today? There are several but I'll give you my top five. Dorothy Raymond, Peter Raymond, and John Ames were strong influences early in my autocrossing career—all three were instructors at the first school I attended. Dorothy continued to provided a great deal of encouragement and shared some really helpful information on the psychology of competition and what it takes to be a winner. I'm an analytical person by nature and just getting an answer to a question usually isn't enough, I have to know why. Peter and John have been very helpful by being able to explain many of the "whys" relating to solo. More recently Bob Klingler has been a real asset as I attempt to refine my skills. How many soloists are lucky enough to have a Solo 2 National Champion as the general manager of the company for whom they work? Of course we never discuss autocrossing on company time but we do spend a fair amount of time discussing line selection and car setup at events. I'm very lucky to be married to the person who has most influenced my autocrossing. The fact that Kay and I share an equal passion for the sport has been a key factor in our successes. Kay has always been incredibly supportive and positive about my efforts. We spend a lot of time reviewing and analyzing video tapes of our runs. Each of us continues to learn from the other.



Kevin letting the Bailey E Stock Celica really rip!

What were the main practices and activities that help you most in learning to drive as well as you do? As a novice or intermediate driver I attended every school I could. First as a student and then as an instructor. I was amazed at how clear some of the ideas that I had heard for years finally became when I was the instructor and had to explain those concepts to someone else. I also competed as often as possible and started traveling to larger events with tougher competition. I'm still improving my physical skills as a driver, but over the last few years, my biggest improvements in autocross performance have come from the mental side. One important area was learning to properly analyze the course. Learning to select the best line and then being able to visualize a run through the entire course so that nothing looks new on the first competition run is a huge advantage in Solo 2 events.



What personal attributes do you have that you think have helped you develop into a good driver? I have a pretty competitive personality along with some perfectionist tendencies. Those two things help motivate me to always attempt to do better tomorrow than I did today. I firmly believe that there is always room to improve. I'm constantly looking for ways to become quicker on the autocross course.

What would you like to improve regarding your driving? Any particular goals or objectives that you're working toward now? I'm always trying to become more consistent at driving my car at its limits but not beyond.

How do you go about learning a course? I walk it once just to see the general flow making mental notes of visually deceptive spots or exceptionally tight features that will require careful setup to execute. Then I walk it again to plan the exact line I want to drive. I make note of the particular cones that I want to be close to and visualize the attitude of the car as I pass those cones. Once I have the line selected for the entire course I walk it as many times as time permits. I'm not satisfied that I've walked it enough until I can mentally drive the course without hesitation or doubt about where I want the car to be placed.

What pre-race rituals/activities do you have? Visit the little green building usually found near the grid area. I also try to get in the car early enough before I run that I have the seat, the belts and everything else adjusted a couple of minutes before I'm sent to the start line. I use this time to relax and to do a final mental drive through of the course.

What do you think about, or do, immediately after a run? I immediately play the run back in my mind, trying to recapture not only the visual sensations but also the feel of the car. I make mental notes about what I did well and what I did poorly. I then do a mental drive through of the course correcting all my mistakes from the previous run.

What do you think about after an event where you didn't do nearly as well as you would have liked? I try to identify what kept me from winning. Did I incorrectly analyze the course, was I driving bad lines, was I overdriving a particular feature, was I too timid in the fast section,...? If I can identify something that I was doing poorly, then I focus on how to identify and prevent that in the future.

What are the top few pieces of advice you have for others striving to excel at autocross? Run at the most competitive events you can find. The added intensity of tough competition is important in improving your mental approach to solo competition. Hanging around with the top drivers will also allow you to benefit from their accumulated knowledge and insights. Recognize that you will never know everything that there is to know about autocross. Keep looking for new insights and understanding that will allow you to become a better autocrosser. Keep working to improve your physical skills as well.

Any parting words? I'd like to thank all the people who devote large amounts of time to manage the local solo program. The quality of our local events is outstanding. Also my compliments on a great newsletter.



So How 'Bout those Solo II Overall Standings?!

And now...here for your bifocals' enjoyment, is the also-highly-unofficial, abbreviated version of the *Solo II* season's year-to-date standings of those competitors who potentially could qualify for year-end trophies by attending 6 of the 9 possible Summer Series Solo II events. It's further abbreviated for space-savings (it looks like we'll be rivaling the size of the dictionary soon, as it is!) so it just has the basic stats including driver info, total points-to-date (through Solo #7, July 26), average points to date, and number of events run. Standings will change as more events are attended, as only the best 6 are totalled—so get your calculators ready!!

Name	Class	Total	Avg	Solos
Bob Klingler	BSX	5950	992	7
David Fauth	DSX	5924	987	6
James Darden	FSX	5922	987	6
Larry Paille	F125X	5905	984	6
Barry Ott	BSX	5905	984	7
Mark Petty	CPX	5900	983	7
Kevin Youngers	FSX	5897	983	7
Brent DeWitt	DSX	5807	968	7
Kathy Wolfskill	GSX	5773	962	6
Tonya Duplice	EPLX	5716	953	6
Dave Dutton	DPX	5714	952	6
Kevin Wenzel	DSPX	5689	948	6
Frobi Frobisher	CSX	5646	941	7
Todd Peck	EPX	5627	938	6
Kevin Bailey	ESX	4991	998	5
Kay Bailey	ESX	4951	990	5
Paul Woolley	BSX	3915	979	4
Jerry Bennington	BSX	3890	973	4
Linda Duncan	DSLX	3845	961	4
Carolyn Counnas	DSPLX	3780	945	4
Wayne Sartori	SS	5640	940	7
Forrest Thompson	SS	5463	911	6
Chris Maddox	SS	4539	908	5
Carl Kaminski	SS	4137	827	5
Tom Pora	SS	3641	910	4
Jaimie Lou Thompson	SSL	5153	859	6
Bill Stockton	AS	5669	945	6
John Gurney	AS	5618	936	7
John Rule	AS	4661	932	5

Name	Class	Total	Avg	Solos
Bruce Cliffe	BS	3567	892	4
Dale Kirstein	CS	5822	970	7
Tom Grissett	CS	4559	912	5
Lee Sutton	CS	3778	945	4
Dan Wagner	DS	5694	949	6
Patrick Chambers	FS	4616	923	5
Jack Allen	FS	3739	935	4
Sara Sugrue	FSL	5443	907	6
Kristen Chambers	FSL	5427	905	6
Pam Ranslem	FSL	3656	914	4
Roger Nallathamby	GS	5738	956	7
Andy Lester	GS	5615	936	6
Jeff Rink	GS	5615	936	7
Jason Miller	GS	5576	929	6
Powers Foss	GS	5571	929	6
Remy Sanchez	GS	4629	926	5
Aaron Miller	HS	5403	901	7
Charlie Mutka	BSP	5321	887	6
Jackie Mutka	BSPL	4334	867	5
Gary Boone	CSP	5569	928	6
Josh Hadler	CSP	5482	914	6
Roger Zimmeman	CSP	4403	881	5
Brad Doctor	CSP	4260	852	5
David Wiese	CSP	3686	922	4
Chris Dorsey	DSP	5739	957	7
Iain Mannix	DSP	5713	952	7
David Tjarks	DSP	5331	889	6
James Taylor	DSP	4563	913	5

Name	Class	Total	Avg	Solos
George Counnas	DSP	4550	910	5
James Schrecongost	DSP	3235	809	4
Hap Schadler	ESP	5529	922	6
Marc Short	CP	5529	922	7
Glen Outcalt	CP	5240	873	6
Ron Fox	CP	5230	872	7
Cat Short	CP	3354	839	4
Sarah Wagner	FJ	3156	789	4
Rachel Fox	FJ	2936	734	4

Name	Class	Total	Avg	Solos
Brandon Short	F5	5353	892	7
Shannon Short	F5	5349	892	6
Ryan Straughan	CSPR	5335	889	7
Russel Rock	FSR	5287	881	7
Arthur Kathe	DSPR	4520	904	5
Philip Volk	BSR	4426	885	5
Larry Loesch	GSR	4355	871	5
Wes Dorsey	DSR	4222	844	5
Don Phend	BSR	4085	817	5
Robert Tarrall	ESR	3283	821	4

Anyone for Pre-Nationals Test & Tune??

If interested, let me know!

Are you desperate for more track time prior to Nationals? New DP Spitwad? Recently blown-up Porsche? Testing your new alignment settings or non-R1s?? It looks like Sunday, September 6, just the week before Nationals, could work! Here's the catch: we need a month's notice to reserve the lot + \$540 in lot fee and insurance—which means we need 10 people to commit for \$54, or 20 people at \$27, etc. Interested? Let me know your commitment level!! Contact Kathy at kathyw@ff.com or (303) 499-9181 x 115.
P.S. You don't HAVE to be going to Nationals, you know...



Chris Dorsey, our DSP points leader, demonstrates all the thrills of autox to his unsuspecting passenger: "See? Here's where we just came from...and here's how we give the course workers their exercise..."

* Event Results * Event Results * Event Results *

The Master Appears, so John Ames Wins (duh)!

...at Solo Trials, #5 on the South Course

Saturday, July 25, 1998

Amid queries regarding what will happen when he actually gets his car dialed in, John Ames cruised to the 1000-point Winner's Circle in his ESP Mustang. As we say en francaise: "Quelle surprise! C'est une shock-a-roonie!"

Highlights of the day included: • a bunch of red flags in the baking p.m. (for which the course workers were totally unprepared as it was overcast & cool when we took over, not that I PERSONALLY would ever be caught without eye, head, and skin equipment & supplies) due to seemingly hoards of motorists eyeing a bunch of cars with numbers on them—all lined up—thus presenting the prime opportunity to motor onto the course • no blown-up engines • no rain • and Forrest Thompson taking the SS win!

POS	Cls	#	Driver Name	Lap	Lap 2	Lap 3	Lap 4	Lap 5	Pax	Pts
1	SS	97	Forrest Thompson	87.868	90.205	84.856	85.234	104.972	71.618	982
2	SS	94	Wayne Sartori	87.167	85.924	85.456	85.233	85.051	71.783	980
3	SS	8	David Neff	100.63	92.195	121.403	93.343	90.959	76.769	916
4	SS	4	Michael Coady	94.66	98.888	100.119	97.238	96.786	79.893	880
5	SS	15	Don Ashbaugh	107.42	103.822	103.608	101.988	103.11	86.078	817
1	AS	37	John Rule	90.156	88.341	89.826	89.283	88.767	73.323	959
2	AS	24	John Gurney	91.083	89.763	89.984	89.914	102.174	74.503	944
3	AS	70	Mike Moerk	oc	98.31	93.384	93.296	93.288	77.429	908
1	CS	5	Brian Keyes	96.48	94.175	93.644	832.182	355.836	75.945	926
2	CS	48	Lee Sutton	96.385	96.963	96.313	95.969	95.623	77.55	907
1	DS	28	Gary Phillis	93.735	91.121	90.943	131.261	91.588	73.3	959
2	DS	33	Mark S. Wilson	109.18	106.324	108.703	107.007	107.503	85.697	821
1	FS	13	Stephen Long	oc	88.298	89.343	90.95	89.404	72.316	972
2	FS	69	Craig Burton	102.39	91.359	90.14	89.931	92.285	73.653	955
1	GS	2	Kathy Wolfskill	91.947	90.032	89.134	89.434	89.279	71.129	989
2	GS	51	Jeff Rink	91.744	90.055	89.694	90.697		71.576	982
3	GS	58	Geoff Bob Leicester	90.371	90.124	90.48	90.522	89.926	71.761	980
1	ASP	25	Tom Exley	93.542	93.463	91.895	92.928	864.578	79.397	886
2	ASP	78	Roger Zimmerman	oc	93.695	94.414	93.808	92.058	79.538	884
3	ASP	194	Kenneth Jordan	98.722	94.975	94.56	94.44	oc	81.596	862
1	CSP	71	David Wiese	94.349	92.848	92.108	91.406	91.993	78.061	901
2	CSP	88	Brad Doctor	95.208	92.432	92.336	92.179	91.579	78.208	899
3	CSP	98	Jim Clark	oc	94.572	94.539	impeded	100.628	80.736	871
4	CSP	81	Richard McCoy	99.293	95.903	96.468	275.379	oc	81.901	859
5	CSP	13	Greg Gforce Hartley	100.42	98.148	520.69	dns	dns	83.818	839

1	DSP	6	Kevin Wenzel	89.785	88.675	91.178	oc		74.487	944
2	DSP	78	Carolyn Counnas	91.907	90.15	90.405	92.87		75.726	929
3	DSP	26	Brian Stiff	93.942	oc	94.142	90.42	90.335	75.881	927
4	DSP	55	George Counnas	93.588	92.776	94.167	981.285	907.254	77.932	902
5	DSP	9	Joey Lamare	103.74	99.44	oc	100.275	97.845	82.19	856
1	ESP	99	John Ames	84.528	96.01	84.843	311.729	84.015	70.321	1000
2	ESP	7	Gary Grillo	91.087	90.048	oc	91.338	oc	75.37	933
3	ESP	46	Kent Hamilton	93.754	96.259	93.675	93.025	93.273	77.862	903
4	ESP	6	Gary Morrell	99.359	98.484	99.468	99.143		82.431	853
5	ESP	26	Hsun Chen	oc	99.037	oc	oc	oc	82.894	848
1	BP	120	Paula Warrell	97.272	91.424	91.252	90.34	89.472	79.451	885
1	BP	20	Larry Warrell	85.102	85.944	96.975	92.009	86.409	73.303	959

Ask the Auto-X-pert

By Geoff Bob Danger Leicester

That never-ending fountain of indispensable knowledge, pouring forth like so much octane booster into an ocean of...whatever.

Well, this month's question comes from an actual autocrosser! Because we like to encourage these questions from the field, and we place a high value on confidentiality, we're going to switch the first letter of his first and last names to cleverly disguise his identity. It's from "Dave Dutton".

"Dave" writes: (Oh, fine. He didn't really write this, but he did ask me at the last event.) "I have this cool truck that does awesome drifts in the dirt, but it just doesn't handle right when I'm towing my "Xiat F1/9" (see? We even disguise the identity of his really green, apple-sponsored DP autocross car). What's going on?", or words to that effect.

Well "Dave", normally one would think that a vehicle which is able to perform drifts and powerslides on loose surfaces should be able to do the same on dry pavement, but this isn't always the case. To understand why, we will be performing some very complex mathematical computations, or a least guessing blindly. The problem here is a question of balance. I am sure that you are taking into account surface frictional difference, vehicle speed and weight differences, and tire slip angles. I mean, who wouldn't? That stuff is so basic! Assuming you have a two-wheel trailer (and I'm sure I'm right—I'm always rite!), you have prepared yourself for some exhilarating six-wheel drifts. Aha! There's your problem! You need to account for all of the wheels! That Xiat of yours isn't resting on its GREEN fenders, nosiree Bob, er "Dave". You need to be doing ten-wheel drifts! Now put this newsletter down and go try again! (Insert pause here.)

Better, but not quite right, huh? Getting close, but still not just so, so, so...something. Nope. I'm sure you can see you're on the right track (a little racing humor there), but ya still need to fine tune that slide. Know what? We still need to account for all the wheels—I bet you didn't factor in the spare tire in the truck! And you might also think about the engineer flywheels, too! Pretty soon you'll be doing those 27-wheel drifts with ease. As always, glad to help.

It's the Bob Klingler Supreme! (thanks Iain)

at Summer Series Solo II, #7

Sunday, July 26, 1998

Well, it comes as no surprise that local hero, Bob Klingler, snagged 1000 points this sunny Sunday. He's sitting right there in 1st place OVERALL for the season, after all—it was only a matter of not very much time! Yup, he was the one that ripped up the Lot 4 course (before the concrete-recyclers could get to it). The course was designed by Matt Leicester (fashioned after our Dad's old neighborhood street, no less, that he & Geoff always thought would make a perfect autox course if it weren't for all those dang houses, cars, kids, etc. getting in the way). How inspirational—a childhood dream come true...

Cls	#	Driver Name	Run 1	Run 2	Run 3	Run 4	Pax	Pts
BSX	99	Bob Klingler	54.999	54.452	54.15	53.861dnf	44.295	1000
ESPX	99	John Ames	54.12	54.054	53.218	53.108dnf	44.543	994
BSX	140	Peter Raymond	55.66	55.154	54.679	53.891dnf	44.727	990
GSX	12	Kathy Wolfskill	57.663	56.874	56.238	57.071dnf	44.878	987
FSX	78	James Darden	55.947+2	55.613	55.014	54.452dnf	45.056	983
FSX	176	Kevin Youngers	56.035	55.455+1	55.017	55.484dnf	45.059	983
BSX	40	Jerry Bennington	55.453+1	55.712	55.387	55.457dnf	45.307	978
BSX	93	Barry Ott	56.148+1	55.395	55.686	54.398dnf	45.313	978
EPLX	12	Tonya Duplice	55.777	54.145	53.58	54.355dnf	45.528	973
CPX	31	Mark Petty	52.199+1	52.086+1	52.622	52.639dnf	45.676	970
DPX	7	Dave Dutton	55.061	53.62	52.867	52.765dnf	45.889	965
DSPX	81	Kevin Wenzel	55.983	55.348	54.917	54.646dnf	46.13	960
GSX	21	Matt Leicester	58.195+1	58.502	58.199	58.079dnf	46.443	954
DSLX	39	Carolyn Counnas	58.968	58.506	58.455	58.331dnf	46.691	949
DSX	93	Brent DeWitt	58.251	58.036	57.766+2	57.363dnf	46.777	947
EPX	12	Todd Peck	55.356	53.991	53.485+1	52.405dnf	47.296	937
DPX	58	Geoff Bob Leicester	55.911	54.607	55.563	54.630dnf	47.399	935
CSLX	61	Frobi Frobisher	61.373	61.173	60.113	60.151dnf	48.313	917
SS	94	Wayne Sartori	56.778	55.755	55.128	55.865+1	46.528	952
SS	97	Forrest Thompson	60.798dnf	57.770+1	57.371+1	58.890+2	50.109	884
SS	1	Tom Birkeness	60.772+2	60.909	59.975+1	59.804	50.475	878
SS	15	Don Ashbaugh	64.523	64.475	63.588	63.976	53.668	825
SS	23	Mike Wandell	68.487	66.677	66.269+1		56.275	787

SSL	97	Jaimie Lou Thompson	62.612	61.365	61.076	61.488	51.084	867
SSL	15	Debbie Lasson	65.52	62.868	61.746	61.812	51.645	858
SSL	1	Diane Birkeness	68.939	64.369	64.821	63.887	53.435	829
SSL	23	Jane Wandell	78.801	69.826	dnf	70.603	58.403	758
AS	37	John Rule	57.627	58.012	57.569	56.879	47.21	938
AS	98	Bill Stockton	59.110+2	57.726	57.51	57.341	47.593	931
AS	24	John Gurney	59.337	57.806	57.841	57.624	47.828	926
CS	61	Dale Kirstein	59.378	58.44	57.858	57.05	46.268	957
CS	2	Tom Grissett	61.586	62.065	60.241	59.346	48.13	920
FS	95	Patrick Chambers	60.967	59.916	59.876	59.219	48.5	913
FS	111	Drew Cavin	59.518	71.445+1	59.539	59.263	48.536	913
FS	86	Fred Drake	67.449	65.253	65.727	64.728	53.012	836
FS	117	Louis Baum	72.047	69.917	69.085	69.482	56.581	783
FSL	78	Pam Ranslem	59.645	59.265	59.525	58.566	47.534	932
FSL	195	Kristen Chambers	61.475	60.14	60.787	60.063	48.749	909
GS	86	Roger Nallathamby	59.450+1	59.019	59.149+1	58.819	46.938	944
GS	51	Jeff Rink	60.666	59.645	59.022	58.9	47.002	942
GS	27	Powers Foss	61.627	60.081	59.821	58.938	47.033	942
GS	68	David Reinecke	67.9	66.277	66.985	65.413	52.2	849
HS	67	Aaron Miller	62.961+3	62.755	63.781	61.713	48.877	906
ASP	8	Larry G. Odom	58.727	59.147+1	59.536+1	58.488	50.534	877
ASP	25	Tox Exlie	60.464	59.993	60.339	64.243dnf	51.834	855
BSP	23	Charlie Mutka	59.912	58.178	58.98	65.728	49.859	888
BSPL	23	Jackie Mutka	72.11	61.662	59.804	63.208	50.483	877
CSP	71	David Wiese	56.535	56.482	55.788	56.336	47.643	930
CSP	21	Rob Carnochan	58.277	57.217	57.236	56.756+1	48.863	907
CSP	53	Cliff Lawson	59.4	59.443	58.89	58.495+1	50.292	881
CSP	78	Roger Zimmerman	60.467	59.181	59.859+1	58.939	50.334	880
CSP	88	Brad Doctor	62.256	61.538	60.357	59.749	51.026	868
DSP	1	Chris Dorsey	56.721	67.479+2	55.548	55.423	46.555	951
DSP	96	Iain Mannix	58.123	56.959	56.79	55.862	46.924	944
DSP	29	Brian Stiff	58.705	57.632	58.041	56.341	47.326	936
DSP	28	Mike Becker	57.762	57.257	56.506	56.656	47.465	933
DSP	12	James Taylor	58.381	58.410+1	58.251	58.383	48.931	905
DSP	2	David Tjarks	58.975	58.942	58.902	58.714	49.32	898
DSP	22	George Counnas	59.684	59.959	60.229	58.945	49.514	895
DSP	86	Kirk Lambert	65.046	64.212	62.834	63.689	52.781	839
DSP	74	James Schrecongost	65.861	65.885	65.793	66.202	55.266	801
CP	25	Marc Short	58.226+1	57.41	56.45	55.768	48.407	915
CP	85	Glen Outcalt	58.358	58.567	58.17	58.774	50.492	877
CP	3	Ron Fox	58.539	59.736+1	60.709dnf	59.943+2	50.812	872
CPL	125	Cat Short	61.436	60.585	60.711	60.993	51.01	868
DP	58	Lee Sutton	66.013	58.017	56.336+2	56.98	49.459	896
DP	31	Eric Bass	68.848dnf	66.596	67.012	65.693	57.022	777

FM	22	Brian Ball	57.788dnf	56.606dnf	55.929dnf	54.771dnf	OC	0
FJ	9	Zac Wilson	55.231	48.107	45.316	40.62	31.48	1000
FJ	4	RJ Fox	42.878+2	dnf	42.618	40.789	31.611	996
FJ	12	Jonathan Davis	dnf	dnf	52.887	51.538	39.942	788
FJ	11	Ryan Dodge	dnf	88.719	74.924	+1 82.320	59.616	528
F5	1	Branden Short	71.88	71.190+1	71.181	62.897	49.814	889
F5	3	Shannon Short	107.645+3	63.277	69.756+3	63.396	50.115	884
F5	2	Adam Nelson	77.243+1	70.747	68.907	65.173	51.617	858
F5	9	Lindsay Wilson						0
DSPR	3	Arthur Kathe	59.151	59.192	58.17	57.675	48.447	914
BSR	21	Philip Volk	68.7	60.83	59.947	75.575dnf	49.037	903
CSPR	123	Ryan Straughan	62.326	58.123	57.55	58.013	49.148	901
FSR	6	Russel Rock	61.875	60.296	60.024	69.515+1	49.16	901
GSR	74	Larry Loesch	64.577	64.541	63.728	62.529	49.898	888
DSR	28	Wes Dorsey	65.315dnf	62.641	62.605	62.730+1	50.46	878
GSR	98	Chris Schumacher	68.321	65.25	64.896	64.778	51.693	857
FSR	177	Ben Sargent	67.928	64.504	65.065+2	63.291	51.835	855
ESR	53	Robert Tarrall	66.623+1	67.107	66.416+1	67.317	53.35	830
FSR	77	Garry Sargent	67.487	65.971	65.147	65.193+2	53.355	830
FSLR	176	Debbi Downs	68.857+1	67.543+2	67.118	66.36	53.86	822
CPR	125	Bob Cooper	65.297	63.499	62.224	90.323dnf	54.01	820
STR	77	Nate Zeigler	69.043	65.746	65.376	64.645	54.302	816
BSR	56	Don Phend	68.535	67.496	66.99	66.765	54.614	811
CSPR	44	Thom Miller	66.199+1	64.898	65.29	64.713	55.265	802
CSPR	23	Gary Dodge	68.374	65.195	76.896	dnf	55.677	796
CSR	33	Robert Loesch	69.635	71.022	71.974	71.346dnf	56.474	784
BSR	97	David Hurley	76.282	71.164	70.529	85.927	57.693	768
CSPR	3	Anthony Davis	80.999	72.043	72.22	69.361	59.234	748

CONE CONFERENCE by RICK WAIFORD





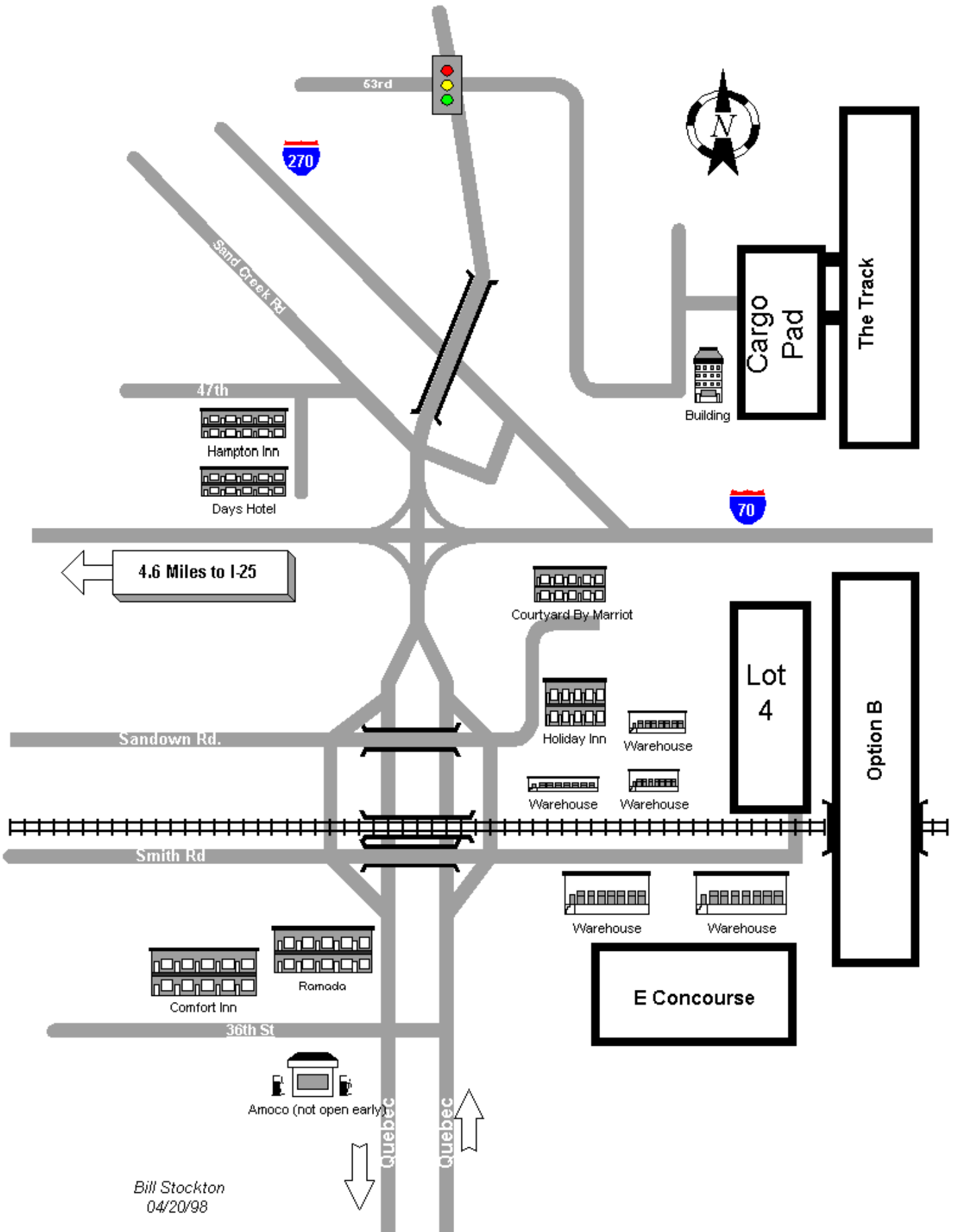
For a Good Time, call...

- ◆ 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.



The August ConeClips ConeHead Club!

May thanks this month to our contributors and assistors—Kevin Bailey, Rick Walford, Geoff Leicester, George Counnas, and our recent college grad—Iain Mannix!! And mucho thankos to the semblance of assembly line assemblers—Matt, Geoff, Lee, Kevin, and special guest imports, all the way from Sacramento, California, Miata Mary FLINN!!! and a little under-aged (6 week old) Laurel Ann—future Autocrossers of America! (You just can't start them too early—don't report us...)



Bill Stockton
04/20/98