



# Cone Clips

SCCA Colorado Solo News  
September 1999

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## Momentous Monthly Meeting!

Wanted: Your Input & Help for  
1999/2000

With Iain stepping down after a long, successful, *much appreciated* few years as Solo Chair (see his column), everyone who loves Soloing needs to pitch in and make plans for the future of autoxing in Colorado, and we need your help! Plan to attend a very important Solo meeting:

**Where:** Old Chicago, 88th & Wadsworth, Arvada, 303/431-7707

**When:** 7:00 p.m., Wednesday, September 22nd

**Why:**

- Determine changes in leadership & organization
- Volunteers for Solo Chair, Event Chairmen & Chiefs
- Sites & Schedule
- To split or not to split rungroups
- Trophy Discussion & Special Trophy Recipients
- 1999 Awards Banquet Discussion



## Message from

**Mr. Mannix**

SCCA Colorado Region

Retiring Solo Chair

I was once standing in a lifeline with my mother at Stratton, Vermont. A ski patroller asked if he could jump in line ahead of us; we agreed. I mentioned to my mother that patrolling looked like fun.

By the end of the day, she'd made arrangements for me to go skiing with the patrol director the next weekend (guess the grounding I had gotten for the speeding ticket on the way up was nullified), to begin the process of becoming a Junior Ski Patroller. Eventually, I became a part time patroller at Stratton. What could be better? No lifelines, we had to ski closed trails to "see if the snow was deep enough," when kids got "lost" after skiing, we'd

ride the snowmobiles around "looking" for them after making sure they were the arcade playing video games, hey, this is fun.

After the novelty wore off, putting my ski boots on seemed like part of going to work. I stopped being a patroller for that reason, even after a positive interview with the Snowbird ski patrol; skiing is my favorite thing to do, and I won't compromise it by working in ski boots.

Getting up for autocrosses is beginning to seem like work to me. This past season has been a lot of fun, but it has also been a lot of work—too much for me. I really enjoy autocrossing, have made a lot of good friends in autocrossing, and I plan to continue to compete. I also want to help with event procedures—chief of something or other, who knows what at this point, but I am stepping down from the position of Chairperson.

I would like to hold a meeting after Nationals, on Wednesday, September 22nd at Old Chicago in Arvada. We will discuss:

- Next year's Chairperson—I have had some conversations with a few people about chairing local events here and there; I won't implicate anyone now.
- Term Limit for Chairpeople? Roger suggested this; I believe it makes sense—knowing there is an end in sight makes a big difference.
- Winter Series
- Sites
- Do we continue split rungroups?

Plan on leaving with a duty if you attend! I know the familiar faces will be there, but I'd really like to see some new people; a lot of the "regulars" have done their time. We have to divide up the duties among more people. This is partially my fault, as a few people have offered to help, and I've not taken advantage of the offers; I didn't know where to start. Now that the season is over, I would like to clean the slate, so to speak, and make available all positions to everyone. Of utmost importance is a chairperson, or preferably, chairpeople. It would be best if two people could chair events as a team, particularly if we continue with the split rungroup format. Beyond that, a little motivation and common sense is all that is needed.

Lastly, for now, I'd like to thank everyone who pitched in to make this season happen! I'll embarrass everyone individually at the awards banquet, but for now, a collective "thanks" is due to all the people who worked 3 or 4 jobs per event, got up at the crack of dawn, and quietly did what needed doing.

Good luck to everyone at Nationals, and thanks!



# Denver National Tour a Success!

August 13 - 15, 1999

Good weather and the amazing dedication and talents of Chairman, Lindsay Wilson, greeted 134 entrants to Pikes Peak Int'l Raceway for the National Tour. John Ames designed one of his patented fast-and-fun courses, designed to be run in either direction, which it was.



It was great to see the Master, John Ames, out and about and designing great courses and trophying in his Super Stock BMW M coupe

Bob Tunnell takes the 9-car CSP win while sharing the course with none other than the shy & elusive driving Lindsay Wilson in his new ESP Mustang



Early arrivals got to practice Friday, while we poor working saps arrived in time to register, tech, and walk the course Friday evening. Saturday brought a great day of racing followed by a catered dinner that Lindsay organized. After the final runs Sunday, the trophy presentation featured 16 first places by Colorado autocrossers and included 30 of the 56 available trophies.

Bob Klingler continued his can't-stop-him streak with a .268 win over Peter Raymond in BS; Kay Bailey took the CS win by .113 over hubby Kevin; and David Fauth took D Stock in the 7-car class representing 4 states. In Street Prepared action, Bob Tunnell dominated CSP with a 4+ second lead, which was similar to Patty's lead in CSPL; Chris Dorsey won DSP by a tenth over Kevin Wenzel, and Wayne Sartori placed first in ESP. Mark Petty, in CP, edged out Rick Walford by .047, and Todd Peck pulled out a great .6 lead over Grady Wood in EP. Larry Paille and Jonathan Goodale led the F125 charge in the 5-kart class.

Interspersed with the trophy presentation were drawings for great door prizes. Many, many thanks to Dan Heydlauff of Spectrum Motorsports, Geoff and Matt Leicester of the Autocross Artists formerly known as GFC, and the Continental Divide Region for donating such excellent prizes. Howard Duncan and SCCA provided the Grand Prizes of entries to the Solo II National Championship (won by Josh Hadler), and the Pro Solo Finale (won by Cliff Lawson and given to Kathy Wolfskill—yay!).

And now, for the results of the wondrous Coloradoans...(for complete results check the SCCA web site at [www.scca.org](http://www.scca.org)).

Dan Heydlauff of Spectrum Motorsports generously donated several door prizes to the cause— thanks Dan & good to see you!



Joe Mauro of High Country Tire & Auto miraculously delivered tires for the Tire Rodeo. Even though we didn't wind up using them, Joe's efforts were certainly appreciated! (That and the fact he got me out of working grid and had air to spare—a regular life saver!)

▼	Plc	Driver	Sat	Sun	Total
		<b>Super Stock</b>	<b>Drvs: 12</b>		<b>120.6</b>
▼	4	John Ames	62.264	59.581	121.845
	10	Forrest Thompson	66.505	63.264	129.769
	11	Tom Pora	67.836	65.356	133.192
		<b>SS Ladies</b>	<b>Drvs: 5</b>		<b>121.655</b>
	4	Melanie Pora	68.297	65.494	133.791
	5	JL Thompson	71.272	69.497	140.769
		<b>A Stock</b>	<b>Drvs: 10</b>		<b>123.817</b>
	5	Derek Walker	65.355	62.283	127.638
	6	Corky Newcombe	65.128	62.669	127.797
	7	Bill Stockton	65.896	62.593	128.489
	8	Brian Bowden	65.494	63.483	128.977
	9	Josh Hadler	67.328(1)	61.669	128.997
	10	Dan Wagner	67.850(1)	62.155	130.005
		<b>B Stock</b>	<b>Drvs: 7</b>		<b>120.861</b>
▼	1	Bob Klingler	61.513	59.348	120.861
▼	2	Peter Raymond	61.442	59.687	121.129
▼	3	Barry Ott	62.647	60.053	122.7
	4	Jerry Bennington	62.839	61.403	124.242
	5	Paul Woolley	64.6	61.231	125.831
	6	Daniel Heydlauff	63.75	62.113	125.863
	7	Philip Volk	67.781	64.93	132.711
		<b>C Stock</b>	<b>Drvs: 4</b>		<b>122.097</b>
▼	1	Kay Bailey	62.346	59.751	122.097
▼	2	Kevin Bailey	61.941	60.269	122.21
	3	Dale Kirstein	64.897	62.898	127.795
	4	Joseph Mauro	67.91	65.61	133.52



Kay Bailey swipes the C Stock win from Kevin by .113

David Fauth leads D Stock by a second.





Chris Dorsey dukes it out with Kevin Wenzel for the DSP win



Todd Peck shows some awesome stuff in EP claiming the victory over 2-time Nat'l Champ Grady Wood



Larry Paille in F125 is the Fast Time of Day King by a mile...dang cheater karts!

	<b>D Stock</b>	<b>Drvs: 7</b>		<b>126.922</b>
▼	1 Dave Fauth	64.271	62.651	126.922
▼	2 Kent Hamilton	65.093	62.962	128.055
	4 Brent DeWitt	65.321	63.826	129.147
	6 Rick Donalson	66.391	64.06	130.451
	<b>D Stock Ladies</b>	<b>Drvs: 2</b>		<b>130.321</b>
	2 Linda Duncan	67.354	64.177	131.531
	<b>E Stock</b>	<b>Drvs: 4</b>		<b>128.055</b>
▼	2 Eric Sanchez	65.572	64.822	130.394
	3 Andy Hecox	68.326	66.338	134.664
	4 Greg Nelson	70.113	67.364	137.477
	<b>F Stock</b>	<b>Drvs: 6</b>		<b>125.095</b>
▼	2 Kevin Youngers	64.543	61.535	126.078
	4 Charles Chandler	67.116	64.081	131.197
	5 Victor Michael Jr	DNS	DNS	DNS
	6 Adam Michael	DNS	DNS	DNS
	<b>G Stock</b>	<b>Drvs: 8</b>		<b>123.459</b>
	5 Kathy Wolfskill	65.736	62.835	128.571
	6 Jason Miller	66.737	63.276	130.013
	7 Remy Mauro	69.327	66.033	135.36
	8 David Kalina	77.212	DNS	No Time
	<b>H Stock</b>	<b>Drvs: 2</b>		<b>130.68</b>
▼	1 Aaron Miller	65.8	64.88	130.68
	2 Kevin Childers	69.351	67.693	137.044
	<b>A Street Prepared</b>	<b>Drvs: 6</b>		<b>119.507</b>
	5 Tom Exley	65.082	63.016	128.098
	6 Steve Clark	DNS	64.694	No Time
	<b>C Street Prepared</b>	<b>Drvs: 9</b>		<b>119.284</b>
▼	1 Bob Tunnell	61.173	58.111	119.284
	4 Gary Boone	63.263	60.53	123.793
	5 David Wiese	64.33	62.436	126.766
	6 Cliff Lawson	65.308	64.211	129.519
	7 Rei Makino	66.965	65.493	132.458
	<b>C Street Prep Lds</b>	<b>Drvs: 3</b>		<b>123.376</b>
▼	1 Patty Tunnell	63.881	59.495	123.376
	<b>D Street Prepared</b>	<b>Drvs: 8</b>		<b>120.965</b>
▼	1 Chris Dorsey	60.692	60.273	120.965
▼	2 Kevin Wenzel	61.634	59.449	121.083
▼	3 Matt Leicester	61.709	60.254	121.963
	5 Iain Mannix	63.591	60.96	124.551
	6 Arthur Kathe III	65.848	63.46	129.279
	7 Kevin Wolfskill	67.168	63.854	131.022
	8 Blake Fraser	67.54	64.913	132.453
	<b>E Street Prepared</b>	<b>Drvs: 6</b>		<b>121.577</b>
▼	1 Wayne Sartori	62.89	58.687	121.577
	4 James Darden	62.977	60.373	123.35
	5 Bob Ely	64.136	59.914	124.05
	6 Lindsay Wilson	67.655	64.56	132.215

		<b>B Prepared</b>	<b>Drvs: 1</b>		<b>119.1</b>
▼	1	Geoff Leicester	60.978	58.122	119.1
		<b>C Prepared</b>	<b>Drvs: 6</b>		<b>117.959</b>
▼	1	Mark Petty	60.364	57.595	117.959
▼	2	Rick Walford	59.954	58.052	118.006
	4	Glen Outcalt	62.229	59.869	122.098
	5	Kodi Chad Sickels	70.351	66.948	137.299
	6	Clyde Christianson	72.554	67.946	140.5
		<b>D Prepared</b>	<b>Drvs: 3</b>		<b>125.633</b>
▼	1	Dave Dutton	65.283	60.35	125.633
	3	Roger Curry	71.655	66.219	137.874
		<b>E Prepared</b>	<b>Drvs: 4</b>		<b>117.916</b>
▼	1	Todd Peck	61.086	56.83	117.916
		<b>E Prepared Ladies</b>	<b>Drvs: 1</b>		<b>123.798</b>
▼	1	Tonya Duplice	64.923	58.875	123.798
		<b>E Modified</b>	<b>Drvs: 1</b>		<b>No Time</b>
▼	1	Harlan Colburn	DNS	59.393	No Time
		<b>F Modified</b>	<b>Drvs: 1</b>		<b>115.714</b>
▼	1	Brian Ball	59.295	56.419	115.714
		<b>Street Touring</b>	<b>Drvs: 2</b>		<b>134.141</b>
	2	Roger Nallathamby	68.823	65.825	134.648
		<b>Formula 125</b>	<b>Drvs: 5</b>		<b>106.533</b>
▼	1	Larry Paille	53.623	52.91	106.533
▼	2	Jonathan Goodale	56.055	53.496	109.551
		<b>Street Touring R</b>	<b>Drvs: 3</b>		<b>129.418</b>
	2	Donald Sevfer	67.632	64.692	132.324
	3	Seth Frader-Thomp	69.132	67.484	136.616
		<b>Forumula 125 Lad</b>	<b>Drvs: 1</b>		<b>123.061</b>
▼	1	Frobi Frobisher	62.316	60.745	123.061



Two winners in their respective Tour classes are both headed for the first time to Nationals. Best wishes to Wayne Sartori, ESP winner, and Aaron Miller, HS victor!



## Of Interest

**VOTE Remy Mauro for Board!** In the latest issue of the Redline, you'll find your ballot to vote for Board Members, featuring our own autocrossing Remy Mauro!! Remy hopes to close the communication gap between road racers and solo, better utilize the resources of the entire club to further all our needs (including procuring sites), and review all ideas and issues to advance the enjoyment of racing for all members and continued growth of the Club. Cast your vote today!

## Of (more) Interest

**Tour/Pro Results:** When last we checked in with our traveling stars, we were headed for the Wendover Pro. Trophying this time: Kevin Bailey, 1st in Pro 5; Kay Bailey 1st and Marchell Fletcher 2nd in Pro Ladies; Rich Fletcher 2nd in AS, Peter Raymond and Jerry Bennington 1st and 2nd in BS; Kevin Youngers 3rd in F Stock; Kathy Wolfskill 3rd in GS; Jonathan Goodale 1st in A Mod; and Marchell Fletcher 1st in the Ladies Pro Challenge! Way to go, Colorado!!

**Points Reinstated:** Upon further reflection, it was decided that the morning runners' (Stock & Other) points would count although the afternoon (X and non-Stock) was rained out at the August 1 PPIR Series #9 event.

**Speaking of Points:** Season-end points will be published in the next edition of ConeClips, along with up-to-the-minute Awards Banquet nooze. If you completed 6 events this summer in the same class (or rookie then the non-rookie version of the class), you get a trophy!

**Wedding Ring Lost at PPIR #8/#9:** Did anyone perchance find Ron Fox's wedding ring over the July 31/Aug 1 PPIR weekend? It's a gold band ribbed all the way around. If you have information for Ron, call him at 303/581-0413.

**As Elvis would say: "Thank you, thank you very much":** to the ConeClips ConeHead Club (he was *always* saying that to them—still does on occasion): Contributors Iain Mannix (but not for long—sigh), Geoff Leicester, and Rick Walford; along with FAME IS MINE (Folders, Assemblers, Mutilators Everywhere In Severe Mental dIstress Never Ending) members: Matt, Geoff, Kevin, and Kent!

**Dale's Got Too Much Time on His Hands:** when he puts together stats like this: There were 353 entries for points this year; 11 drivers attended at least 10 events; and 176 drivers attended only 1 event. Hey Dale, get back to installing that sprinkler system, and when you're done, I could use one too!

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

## Bob Klingler

# Chalks up his 3rd 1,000 at #10!

August 21, 1999

Shall we say Bob's on a winning streak? We can't think of what else to call it!! (And we haven't even made up the headline for his 4th win, coming right up). Rerunning the Tour's Sunday course at PPIR apparently was just as popular with him the second time around. Hot on Bob's tail in X Class was Kevin Bailey with 999 then Kathy Wolfskill with 988—YYYYYEEEEESSSSSSSSSS!!!! (I'm not excited or anything). Barry Ott took 4th with 982, Matt Leicester (977) and Rick Walford (976) rounded out the top 6 PAX points.

Due to the lower Saturday turnout in the a.m. group, we enjoyed 6 runs each before the sprinkling started in the afternoon, along with a rookie Neon driver's wheel falling off at the finish. Such excitement!

Forrest Thompson is steaming full speed ahead these days in his new Corvette by taking the 6-car SS class. Corky Newcombe continues to impress with another AS win with 940—the same points as Eric Sanchez in ES. Kent Hamilton is ready for Nationals, once again breaking the 950 point mark. Kevin Wenzel smoked in DSP with 973 with Iain Mannix in Nationals-trophy position with 959 points.

A bunch of familiar names again showed up on top of the Rookie class: Victor Michael was just that (a victor!!), followed by Debbie Downs, Kurt Sendelweck, Richard Stark, Dan Pepelko and Josh Higgins in the trophy positions. Great job Rookies!

Cls	#	Driver Name	Car	Run 1	Run 2	Run 3	Run 4	Pax	Pnts
BSX	99	Bob Klingler	99 slvr Miata	60.36	59.476	59.657+1	59.851dnf	48.235	1000
CSX	91	Kevin Bailey	91 blk MR2	61.133	60.227	60.039+3	60.417dnf	48.302	999
GSX	42	Kathy Wolfskill	98 red Talon	63.199	62.864	61.972	62.083dnf	48.834	988
BSX	93	Barry Ott	95 blk Miata	60.958	60.838	60.571	60.734dnf	49.123	982
DSPX	33	Matt Leicester	77 red Hotruck	60.827+2	61.101	60.212	60.808dnf	49.374	977
CPX	97	Rick Walford	82 red Camaro	58.206	57.448+3	57.671	57.829dnf	49.424	976
DPX	7	Dave Dutton	77 grn X1/9	60.971	58.786	58.578	58.979dnf	49.967	965
CSX	116	Dale Kirstein	91 ylw MR2	63.128	62.343	62.862	62.392dnf	49.999	965
FSX	76	Kevin Youngers	91 wht Camaro	62.664	61.756+1	62	61.186+4dnf	50.034	964
EPLX	12	Tonya Duplice	blu RX2	59.293	59.354+1	58.439+1		50.152	962
DSX	16	David Fauth	98 wht Neon	62.992	68.702	62.715	61.740+3dnf	50.172	961
EPX	12	Todd Peck	blu RX2	57.888	57.571	57.432+1	57.176+1dnf	50.202	961
ESPX	94	Wayne Sartori	97 red Camaro	62.224+2	61.396	60.436+3	60.506dnf	50.468	956
F125X	97	Jonathan Goodale	97 red Kart	54.619	53.257	62.516	55.131dnf	50.594	953
DSX	93	Brent DeWitt	96 blk Neon	63.859+2	64.271+1	63.269	61.555+1dnf	50.615	953

FMX	2	Brian Ball	98 red Red Devil	57.197	63.761	56.13	56.429dnf	50.742	951
CSLX	16	Frobi Frobisher	91 ylw MR2	65.276+1	64.052	64.418	63.720dnf	50.907	948
BSX	96	Dan Heydlauff	94 red Miata	63.601	63.236	63.18	63.024dnf	51.239	941
BPX	58	GeoffBob Leicester	79 blk Corvette	59.158	57.623+1	65.744+1	57.274dnf	51.704	933
SS	197	Forrest Thompson	96 slvr Corvette	63.579	64.028	62.32	63.646	51.726	933
SS	97	Mike Thompson	96 slvr Corvette	69.669	67.403	65.632	64.606	53.623	900
SS	11	Tom Pora	91 blu Corvette	71.480dnf	65.872+1	66.451	65.978	54.762	881
SS	1	Bob Francis	94 blu RX7	70.119	68.897	68.415	68.027+2	56.784	849
SS	23	Arnie Coleman	00 grv BMW M R	71.726dnf	72.669dnf	71.999	dns	59.759	807
SS	13	Alan Webb	99 blk M coupe	81.734	62.002dnf	64.771dnf	72.524dnf	67.839	711
SSL	11	Melanie Pora	91 blu Corvette	68.557	67.145	66.484	66.066	54.341	888
SSL	15	Debbie Lason	93 ruby Corvette	71.307	69.403	71.913	69.966	57.086	845
AS	10	Corky Newcombe	93 red 911	61.980+1	62.971	62.639+1	63.466+1	51.321	940
AS	114	Bill Stockton	91 wht MR2	64.275	63.129	63.059	63.028	51.368	939
AS	22	Dan Wagner	99 vlt M3	63.295	dnf	63.522	63.82	51.585	935
AS	14	Josh Hadler	91 wht MR2	62.438+1	70.097+2	62.006+3	67.063dnf	52.517	918
BS	21	Philip Volk	94 wht Miata	66.287	65.771	66.200+1	65.421	53.056	909
BS	65	Andy Aust	87 blu 325	68.004	66.458	66.802	66.253	53.731	898
BS	28	Sean Carroll	99 slvr 328is	71.025	70.414	69.802	69.36	56.251	857
CS	27	David Ligon	85 wht MR2	77.542+2	77.369+1	74.309	75.404	59.596	809
DS	92	Kent Hamilton	99 blu Neon	64.046	63.451+1	63.218	dns	50.574	954
DS	3	Rick Donaldson	96 blu Neon	65.148dnf	63.537	63.366	63.403	50.693	952
ES	81	Eric Sanchez	97 slvr Legacy	65.305	65.977+3	65.516+1	77.120dnf	51.33	940
ES	60	Mark Baker	89 Gry Isuzu	71.736	71.422	71.843	69.878	54.924	878
ES	72	John Harrison	96 grn Integra	71.999+2	72.64	72.775+2	71.77	56.411	855
FS	6	Russel Rock	83 slvr 280ZXT	65.766	65.016	64.599	63.996	51.645	934
FS	12	Daniel Cordonnier	96 grn Mustang	66.62	65.686	66.052	64.915	52.386	921
FS	30	Brad Perdue	95 wht Mitsu 300	76.802	76.647	74.865	81.054	60.416	798
FSL	18	Sara Sugrue	96 blk Must Cobl	67.047+1	dnf	68.701+1	68.735	54.97	877
CSP	53	Cliff Lawson	95 blk M3	64.279	64.393	63.84	62.918	53.103	908
CSP	26	Hsun Chen	89 red CRX	67.327	65.799	65.735	64.728	54.63	883
CSP	43	Rei Makino	89 marn GTI	65.954	66.706	65.628	65.429	55.222	873
CSP	20	Thom Miller	95 red DelSol	76.296	67.484	66.787	65.504	55.285	872
DSP	81	Kevin Wenzel	grn scirocco	60.442	60.815	60.434	61.546	49.556	973
DSP	99	Iain Mannix	red GTI	61.835	61.328+1	62.033	61.315	50.278	959
DSP	33	Kevin Wolfskill	77 red Hotruck	66.404	73.806	65.396	dns	53.625	899
ESP	95	Pat Chambers	95 blk Must Cobl	63.703+1	63.474	62.832	62.643	51.493	937
ESP	65	Hap Schadler	65 blk Mustang	63.835	63.499	63.448	63.798+2	52.154	925
ESP	20	Louie Baum	78 ylw Fairmont	67.171	67.307	73.394	68.059	55.215	874
ESPL	195	Kris Chambers	95 blk Must Cobl	65.373	64.109	64.07	64.656	51.876	930
DP	13	Roger Curry	80 red X1/9	68.45	79.345			58.388	826
EM	7	Harlan Colburn	67 r/w/b Corvaire	59.867	58.881	58.708	58.914+1	53.366	904
EM	133	Roger Smith	72 wht Spitfire	59.972+1	59.227	59.607dnf	58.886	53.527	901
EM	58	Glen Outcalt	85 red Mustang	64.773	63.995	62.373	62.503+1	56.697	851
SM	3	Ron Fox	94 wht Mustang	68.369+2	65.462	65.099	65.015+1	58.589	823
SM	7	Scott Campbell	69 blk Camaro	70.762	70.331+1	77.712+1	70.243	63.219	763
ST	86	Roger Nallathamby	92 burg Corrado	66.921	67.909	66.806	67.419	52.109	926
ST	51	Jeff Rink	93 burg Corrado	70.641	69.360+1	68.454	68.336	53.302	905
ST	13	Seth Frader Thoma	95 blk Jetta	73.479+1	71.222	71.097	72.179	55.456	870
STP	7	Don Seyfer	98 red Escort	68.849	75.378+2	68.537	67.656	57.169	844
STPL	5	Christy Seyfer	98 red Escort	78.515	76.459	74.734dnf	74.554	62.431	773
FJ	13	Adam Vanderpool	kart	93.163	79.618	91.812+1	76.779	59.504	811



Harlan Colburn edges out Roger Smith to take EM in his Corvaire with the spiffy new paint job!

Corky Newcombe wins A Stock by one pointover Bill Stockton



FSR	88	Victor Michael	99 grn Mustang	67.733+1	67.374	67.528	66.393	53.579	900
FSLR	76	Debbi Downs	91 wht Camaro	68.961	69.554	68.518	68.757	54.796	880
STR	24	Kurt Sendelweck	92 grn 240SX	72.237	71.058	70.395	70.521	54.908	878
FSR	75	Richard Stark	86 blk SVO	100.635	70.837	69.677+1	69.2	55.844	864
GSR	21	Dan Pepelko	89 red Saab	84.231	73.538	71.207	71.169	56.081	860
DSR	22	Josh Higgins	92 blk Nissan	72.080+1	70.654	70.780+1	70.788+1	56.523	853
ESR	6	Steve Baker	89 Gry Isuzu	89.632dnf	74.737	73.163	72.488	56.976	847
CSR	8	Scott Snyder	91 blu MR2	72.049	79.412+1	dnf	83.489	57.783	835
ESR	8	Franco Giorgione	96 blk Neon	77.234	74.765	74.339	80.739dnf	58.43	826
EMR	33	Colin Smith	72 wht Spitfire	68.938+3	65.444	dnf	64.346	58.491	825
SSR	84	Perry Harris	84 wht Corvette	73.356	71.743	81.289	70.731	58.707	822
STLR	124	Theresa Soutiere	92 grn 240SX	77.82	77.688	76.748	76.17	58.878	819
ASR	7	Jesse Arellano	87 Ylw RX7	78.692+1	72.173+1	75.961dnf	73.166	59.63	809
CSLR	18	Karen Sultzbach	91 blu MR2	78.731	79.529	77.454	75.592	60.079	803
SSR	77	Paul McGill	99 slvr Corvette	75.621+2	72.666		71.350dns	60.313	800
SMLR	53	Wendy Martinez	93 wht Talon	74.93	71.465	71.234dnf	81.98	60.974	791
SMR	51	Jason R. Martinez	93 wht Talon	71.602	68.083	66.401dnf	69.489dnf	61.275	787
ASR	1	Tom Walling	87 blk RX7	81.847	79.644	77.84	75.98	61.924	779
HSR	23	Andrew Dominguez	98 blk Civic	86.613dnf	80.853	79.906+3	80.58	63.255	763
SMR	513	Chad Hayashi	91 grn Galant	73.759	72.082+1	72.035	71.277	64.149	752
SMR	721	Mark Phillips	95 red Eclipse	92.229	72.017	71.626	71.501	64.351	750



Bob Klingler demonstrates his winning style in his killer Miata

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

# Oops—Make that his 4th 1,000

## Bob Klingler takes Summer Series #11

August 22, 1999

PPIR saw 101 entries running on a wonderful, flowing Kevin Youngers/Wenzel, Bill Stockton, Josh Hadler designed-on-the-fly course, complete with good weather to finish the Summer Series.

Woo Hoo! Bob Klingler, Kevin Bailey, and Kathy Wolfskill are in the 1-2-3 positions same as last time (sheesh! I love mentioning myself in the same company as those guys!!!). Bob's happy, Kathy's ecstatic, Kevin's saying "%#&\*#@%\$ pylons!!" Kevin Wenzel in DSP was next in the points lineup with 993, then Rick Walford, Larry Paille and Mark Petty.

Josh Hadler, in Bill Stockton's MR2 had A Stock in hand with 964 points; Kent Hamilton won the battle of the DS Neons with 961 points with Rick Donalson improving to a great 949. Eric Sanchez is still doing great with 951 in E Stock with fellow new-to-Nationals competitor Rei Makino scoring 945. Russel Rock and Jack Allen both earned 952, separated by a big .004! Jason Miller got 968 in G Stock with Remy Mauro in 2nd with 944. Kevin Childers won HS against Aaron Miller and his brace from recent knee surgery (the knee thing seemed to work for Brian Ball well enough, so Aaron thought he'd give it a try).

In non-Stock, standouts included Iain Mannix flying again with 973 points behind Kevin Wenzel, while Pat Chambers in ESP saw 961 points for a 1st place. Roger Nallathamby hit 950 in Street Touring.



Rick Walford's this month's Auto-X-Pert inspiration, aside from going real fast

For the third event in a row, Victor Michael reigned in the Rookie class, followed this time by Patrick Dodson, then Debbie Downs and Richard Stark, newcomer Branden Haisley in his Civic, and Adam Michael to complete the trophy positions.

Kevin Wenzel's been doing an outstanding job in DSP all year



Kevin Childers takes the HS win over Aaron Miller and his cast of knee problems



Class	#	Driver Name	Car	Run 1	Run 2	Run 3	Run 4	Pax	Pnts
BSX	99	Bob Klingler	99 slvr Miata	61.366	60.682	60.229	60.165dnf	48.846	1000
CSX	91	Kevin Bailey	91 blk MR2	61.151	60.628+1	59.971+1	60.320dnf	49.043	996
GSX	42	Kathy Wolfskill	98 red Talon	63.759	62.367	62.2382	.796+2dnf	49.044	996
CPX	97	Rick Walford	82 red Camaro	58.289+1	57.54	58.776+1	57.803dnf	49.312	991
F125X	3	Larry Paille	Tony Kart	53.822dnf	53.289	52.469	53.111dnf	49.846	980
CPX	131	Mark Pettv	64.5 ylw Mustang	59.07	58.172	58.089+2	57.302dnf	49.853	980
FSX	176	Kevin Youngers	91 wht Camaro	61.998	69.546+1	62.806	61.551dnf	50.032	976
CSX	116	Dale Kirstein	91 ylw MR2	62.628	62.703	62.417	62.985dnf	50.058	976
BSX	93	Barry Ott	95 blk Miata	63.373	61.962	61.777	61.607dnf	50.101	975
DSX	93	Brent DeWitt	96 blk Neon	63.679	63.043	62.170+14	.011+1dnf	50.434	969
FSX	76	Peter Raymond	91 wht Camaro	64.627	63.121+2	62.631	63.489dnf	50.543	966
GSX	11	David Fauth	98 wht Integra R	66.015	64.951+2	64.207	64.103dnf	50.595	965
BPX	58	G Danger Leicester	79 blk Corvette	60.683dnf	57.921	58.099+17	.163+1dnf	50.623	965
EPX	12	Todd Peck	71 blu RX2	59.962+1	58.330+1	58.1128	.426+1dnf	50.674	964
CSLX	16	Frobi Frobisher	91 ylw MR2	64.385	64.688	64.009	64.520dnf	50.873	960
FMX	2	Brian Bail	98 red Red Devil	58.043	56.445	56.55	56.105dnf	51.026	957
F125X	7	Jonathan Goodale	97 red kart	53.878dnf	54.738	53.779	55.405dnf	51.09	956
CPX	31	Glen Outcalt	64.5 ylw Mustang	64.257	60.488	59.744	61.120dnf	51.201	954
BSX	96	Dan Heydlauff	94 red Miata	64.624+1	63.159	61.980+1	61.354dnf	51.222	954
DPX	7	Dave Dutton	77 grn X1/9	63.849dnf	62.146	60.598	60.950dnf	51.69	945
EPLX	12	Tonya Duplice	71 blu RX2	61.692	60.856+1	60.087+2	59.539dnf	52.182	936
ESPX	94	Wayne Sartori	97 red Camaro	63.052+1	62.158+2	62.308dnf	62.305dnf	53.473	913
F125X	97	Tasha Goodale	97 red kart	85.667	66.105	62.221	61.838dnf	59.11	826
SS	197	Forrest Thompson	96 slvr Corvette	63.425	63.776	62.78	63.431	52.107	937
SS	97	Mike Thompson	96 slvr Corvette	67.930+1	64.201	64.878+2	63.775	52.933	923
SS	11	Tom Pora	91 blu Corvette	69.785dnf	64.973dnf	74.624+1	64.749	53.742	909
SS	23	Arnie Coleman	00 grv BMW M rd	73.548+1	72.26	70.597	69.513	57.696	847
SS	13	Alan Webb	99 blk M coupe	76.549	72.001	70.56	70.939+1	58.565	834
SS	1	Bob Francis	94 blu RX7	71.350dnf	70.955dnf	71.664dnf	73.83	61.279	797
SSL	11	Melanie Pora	91 blu Corvette	66.205	67.779	65.874	66.13	54.183	902
AS	14	Josh Hadler	91 wht MR2	64.062	65.039	62.721	62.189	50.684	964
AS	10	Corky Newcombe	93 red 911	63.483+1	63.047	0	0	51.383	951
AS	114	Bill Stockton	91 wht MR2	65.097	63.417	62.697+1	63.246	51.545	948
AS	7	Timothy Jamison	97 red Z3	71.519dnf	72.933dnf	72.033dnf	73.744	60.101	813
BS	65	Andy Aust	87 blu 325	67.18	66.647+1	65.742+1	65.445	53.076	920
BS	21	Philip Volk	94 wht Miata	67.11	75.702	68.086+1	66.625	54.033	904
BS	10	Brian Richardson	94 red Miata	69.979+1	68.393	68.61	68.714+1	55.467	881
BSL	10	Beth Kessler	94 red Miata	84.085	77.57	77.8	76.075+1	62.343	784
DS	92	Kent Hamilton	99 blu Neon	64.139	63.638+1	63.603	63.568	50.854	961
DS	3	Rick Donaldson	96 blu Neon	64.873	64.323	64.434+1	64.585+1	51.458	949
ES	81	Eric Sanchez	97 slvr Legacy	66.593	65.773	65.280+1	65.334	51.353	951
ES	18	Rei Makino	97 slvr Legacy	68.452	68.658	67.793	65.76	51.687	945
ES	60	Mark Baker	89 grv Isuzu	69.273	68.646	79.963+2	69.184	53.956	905
ES	20	Mike Critchley	84 wht Scirocco	72.672	72.314	71.267	71.115	55.896	874
ES	25	Rob Critchley	84 wht Scirocco	78.859	77.302	77.667	76.608	60.214	811

FS	6	Russel Rock	83 slvr 280ZXT	63.568	64.617	63.606	64.232	51.299	952
FS	18	Jack Allen	96 blk Must Cobr	64.666	63.748+1	64.316	63.573	51.303	952
FS	12	Daniel Cordonnier	96 grn Mustang	64.462	65.362	6.103+1dnf	64.621	52.021	939
FS	24	Charles Chandler	97 grn Z28	66.419	64.656	64.763	63.509+1	52.177	936
FSL	18	Sara Suqrue	96 blk Must Cobr	68.788	67.77	67.683+1	66.252	52.984	922
GS	79	Jason Miller	95 red Talon	64.162+2	64.276+2	64.022	63.598+2	50.449	968
GS	60	Remy Mauro	95 blk MX6	66.827	65.658	66.809	65.863	51.739	944
HS	63	Kevin Childers	99 blu Accord	66.470+1	68.615dnf	66.334	67.424+3	52.072	938
HS	67	Aaron Miller	96 blu Contour	65.754+3	64.567+2	66.131+2	64.934+1	52.543	930
ASP	25	Tom Exlev	87 slvr RX7	63.538	63.235	63.130+1	63.013	53.687	910
BSP	13	Soren Loree	Z	62.697	64.710dnf	61.249	61.960+1	51.817	943
BSP	113	Mark Anderson	Z	67.131	76.790+1	73.308+1	64.882	54.89	890
BSP	31	John Anuskewicz	Z	67.665	67.875	65.805	65.395	55.324	883
CSP	8	Gary Boone	70 blu Datsun roa	63.549	62.538	62.323	62.352	52.601	929
CSP	53	Cliff Lawson	95 blk M3	65.193	64.813	64.213	64.392	54.196	901
CSP	26	Hsun Chen	89 red CRX	68.294	66.445+1	65.421	64.395	54.349	899
CSP	20	Thom Miller	95 red DelSol	67.600+2	67.103	66.172+1	66.862	56.432	866
DSP	81	Kevin Wenzel	81 grn Scirocco	61.51	60.613	59.961	60.23	49.168	993
DSP	99	Iain Mannix	84 red GTI	63.657	61.751	61.618	61.238	50.215	973
ESP	95	Pat Chambers	95 blk Must Cobr	63.734	63.446	62.561	61.848	50.839	961
ESP	65	Hap Schadler	65 blk Mustang	72.832	66.212	65.231	64.854	53.31	916
ESP	6	Ron Schafer	65 blk Mustang	80.798	71.847	72.669	70.871	58.256	838
ESPL	195	Kris Chambers	95 blk Must Cobr	66.008	65.105	64.553	dns	52.267	935
CP	25	Marc Short	67 grn Must	65.489	64.942	65.545	64.695	55.444	881
CPL	125	Cat Short	67 grn Must	90.775	71.519	77.125	71.684+3	59.453	822
CPL	25	Shannon Short	67 grn Must	90.775	78.414	75.929	74.975dnf	63.119	774
DP	13	Roger Curry	80 red X1/9	69.619	66.496	67.248	65.673	56.019	872
EM	7	Harlan Colburn	67 r/w/b Corvaire	62.444	60.2	58.775	59.243	53.426	914
EM	33	Roger Smith	72 wht Spitfire	62.256+1	60.373	59.393	59.567	53.988	905
SM	3	Ron Fox	94 wht Mustang	65.227	64.556	63.849+1	63.664	57.298	852
SM	7	Scott Campbell	69 blk Mustang	70.247	69.859+1	69.093	69.483	62.184	786
ST	86	Roger Nallathamby	92 burq Corrado	66.443	67.260+1	66.447dnf	65.935	51.429	950
ST	51	Jeff Rink	93 burq Corrado	67.495	66.771+2	66.769+1	67.531+2	52.646	928
ST	7	Dan Sevier	98 red Escort	69.401	68.712	68.346+2	68.001+1	53.595	911
ST	30	Brad Perdue	95 wht Mitsui 300	75.876	75.896	73.134	78.663dnf	57.045	856
STP	86	Eric Castillo	86 blk Omni	67.243	66.099	65.210+1	64.704	54.675	893
STP	68	David Reinecke	93 grn Shadow	66.316	68.299+1	66.258+2	66.125	55.876	874
FSR	88	Victor Michael	99 grn Mustang	73.629dnf	69.018	67.974	66.044	53.298	916
STR	87	Patrick Dodson	87 blk Charger	71.676dnf	72.287dnf	70.364	69.353	54.095	903
FSLR	76	Debbi Downs	91 wht Camaro	68.424	68.589	67.746	66.725+2	54.179	902
FSR	75	Richard Stark	86 blk SVO	82.250+1	71.291	69.229	67.579	54.536	896
STR	18	Branden Haislev	98 blk Civic	73.477	70.086	80.788+1	71.198+1	54.667	894
FSR	85	Adam Michael	99 blk Mustang	69.446	68.061	68.083+1	68.074	54.925	889
ESR	6	Steve Baker	89 grv Isuzu	89.249	73.602	72.024+1	71.61	56.285	868
EMR	133	Colin Smith	72 wht Spitfire	67.803	67.104	63.927	63.041	57.304	852
CSR	8	Scott Snyder	91 blu MR2	73.764	79.380+1	71.744	71.835	57.539	849
ESPR	74	Daniel Velocci	74 blu Javelin	72.869	71.196	70.122	70.344	57.64	847
GSR	11	Lorin Jurow	99 prpl Sebring	74.862+1	74.071	73.88	72.459+1	58.217	839
CSR	86	Chad Wight		73.106	74.26	73.277	72.624	58.244	839
ESR	9	Noel Flynn	80 burq Duster	76.472dnf	76.252+1	80.995+1	74.061+1	59.784	817
CSLR	18	Karen Sultzbach	91 blu MR2	77.460dnf	76.029	75.311	75.359	59.856	816
FSR	23	Shannon Flynn	80 burq Duster	78.551dnf	5.060+1dnf	6.692+2dnf	75.546	60.966	801
ESPR	17	Jon Bassett	78 blu Camaro	77.315	76.900+3	76.386+1	74.703	61.406	795
CSPR	28	Brian Flees	88 wht Subaru	85.365dnf	71.333dnf	78.086	75.68	63.874	765
CSPR	128	Ken Flees	88 wht Subaru	84.224dnf	82.789	81.259	78.89	66.583	734
DSR	22	Josh Higgins	92 blk Nissan	dnf	dnf	dnf	dnf		

# And We're Off to the Nationals !!

The highlight of many serious autocrossers' year is upon us! There's a slew of Colorado racers setting off to do battle at the Solo II National Championship to bring home the glory to Colorado. The big event happens in Topeka, KS from September 13 - 17. Best wishes for great success everyone!!

## Good Luck

Josh Hadler	AS	Brent DeWitt	DS	Iain Mannix	DSP
Dan Wagner	AS	Andy Hecox	ES	Lindsay Wilson	ESP
Rich Fletcher	AS	Eric Sanchez	ES	Dennis Dean	ESP
Bill Stockton	AS	James Darden	FS	Howard Duncan	ESP
Marchel Fletcher	ASL	Victor Michael	FS	Wayne Sartori	ESP
Jerry Bennington	BS	Adam Michael	FS	Geoff Leicester	BP
Bob Klingler	BS	Kurt Spitzner	FS	Glen Outcalt	CP
Barry Ott	BS	Jason Miller	GS	Rick Walford	CP
Paul Woolley	BS	Remy Mauro	GSL	Mark Petty	CP
Byron Short	BS	Kathy Wolfskill	GSL	Dave Dutton	DP
Peter Raymond	BS	Aaron Miller	HS	Roger Curry	DP
Joe Mauro	CS	Bob Tunnell	CSP	Tonya Duplice	EPL
Kay Bailey	CS	Cliff Lawson	CSP	Todd Peck	EP
Dale Kirstein	CS	Rei Makino	CSP	Harlan Colburne	EM
Kevin Bailey	CS	Patty Tunnell	CSPL	Brian Ball	FM
Frobi Frobisher	CSL	Chris Dorsey	DSP	Donald Seyfer	ST
David Fauth	DS	Matt Leicester	DSP	Linda Duncan	STL
Kent Hamilton	DS	Kevin Wenzel	DSP	Larry Paille	F125
				Jonathan Goodale	F125

## First-Timers Brave the Competition

Joining those pictured as first timers are Eric Sanchez, Victor and Adam Michael, Aaron Miller, Wayne Sartori, Rei Makino, and Roger Curry. Go guys!!



Dan Wagner's off to Kansas in his brand new beautiful BMW



Cliff Lawson will have Colorado company in CSP



Glen Outcalt is co-driving Mark Petty's CP Mustang



Paul Woolley joins the BS contingent



We have high hopes for Kent Hamilton in DS (cuz we're partial to Cone Heads!!)



Don Seyfer's our lone Street Touring competitor



Andy Hecox joins the E Stock ranks at his first Nationals



Jason Miller and his Talon are heading for GS competition

# Ask the Auto-X-Pert

**Dispensing Vital Knowledge Like a Ketchup Bottle Shaken Too Hard Over the Cheeseburger of Autocross Information (not a sight to relish)**

by *Geoffrey Robert Leicester, Esq.*  
(or just "Geoff Bob" to you)

Well, this month's question comes once again from an actual reader of this esteemed publication. For those of you who are keeping track, that's TWO months in a row, hint hint hint. Keep those cards and letters (and questions) coming! And rest assured, the identity of the reader is always scrupulously protected—I would never go so far as to even remotely hint that this month's question comes from Rick Walford, who drives the red # 97 CP Camaro with flames on it in the X class.

Anyway, once again I don't remember the exact wording of the anonymous reader's (Rick Walford's) question because I was otherwise engaged in a timer meltdown in the truck at the time, but I think we can convey the general gist of it. Asks the anonymous (Rick Walford-he's the tall guy with the cool shades) reader:

"Dear Mr. Pert Bob,

How can I resist the seduction (our anonymous question-asker <Rick Walford> doesn't really talk like this, but it kind of gets your interest, huh?) of using too much horsepower all the time? Just when I have a Kevin Bailey-beating run going, I stomp on the gas and the car gets squirrely or I spin! I know I'm losing time, so what do I do to control all this power?"

Signed, Certainly Not Rick Walford

Now before I lend my prodigious knowledge to this query, I think we should all pause to reflect on this question. I think this particular problem is one that nearly every competitor can relate to—there just seems to be too much horsepower available all the time. I can't tell you how many times I've overheard people talking in the pits complaining of their car just being too fast. So I'm sure that this anonymous reader has our deepest heartfelt sympathy.

Well, there are a few approaches to correct this insidious problem. We just need to look at it from a few different (slip) angles. I see that the reader has already tried sideways thinking, if not sideways driving, and didn't get the desired results.

First off, is this condition really so bad? It seems reasonable that if everyone spent twenty dollars to make four runs, it would sure make sense to get the best value for your money; and by spending more time on course, your cost per



second drops substantially. Every time you spin, it's like money in your pocket! Or Hoosier's—whichever. Also, spectators seem to enjoy the various flight trajectories of the affected pylons, judging by the applause. Of course, the corner workers aren't quite as amused, so that's kind of a toss-up, so to speak. And let's face it—going sideways or backwards is a lot better than going upside down, so count your blessings!

However, since the object of the game (and this column) is to lower elapsed time, let's look at timely (yuk yuk!) suggestions for our desperate anonymous reader, who's identity is still secret; I'm sure you haven't guessed it's **Rick Walford**.

First off, we have to consider the possibility that this may not be a question of mental discipline; it is quite possible that our anonymous reader's shoes may in fact have a mind of their own, and are simply stomping on the gas before given permission. In this case, strict discipline is needed, so they'll need to be sent to boot camp.

But more likely, this is probably a case of the driver just having way too much fun. What we need to do is to make the effects of over-throttling a little less pleasant. I should think that installing a switch under the gas pedal connected to an ignition coil, and then to the seat of the car should be quite effective. After a few indiscretions, our anonymous reader (etc. etc.) might resemble Freddie Krueger, but time-eating spins will be a thing of the past.

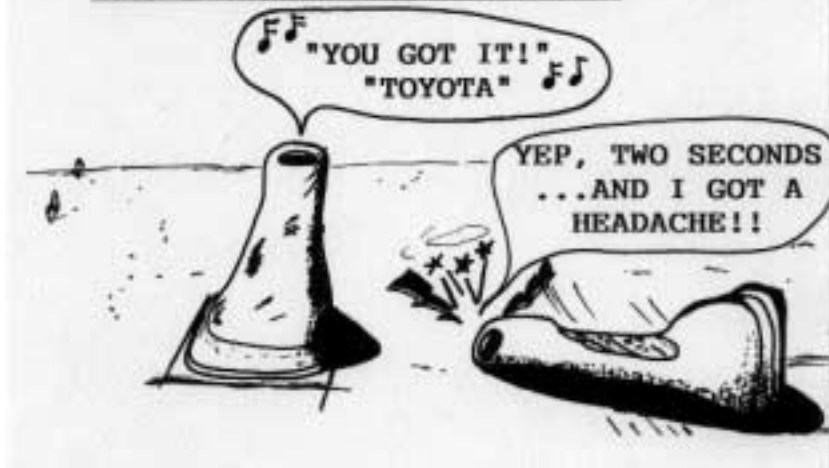
Perhaps we can try the humanitarian approach. Every time you mash the throttle, you're sending millions of innocent little hydrocarbons to their doom. Sucked into the voracious abyss of the carburetor, they bounce around at breakneck speed until they're consumed by violent explosions! Oh, the humanity! And you're responsible! (Sometime, I will explain the Auto-X-Pert version of how an engine really works, but that's for another day.)

Or, an analytical approach could be utilized, assuming that one has the self-control to realize this. We're trying to balance two opposing concepts here: "Sideways is slow", and "Sideways is fun!". Keep in mind that the timer is a major party-pooper, and it doesn't care how much fun you're having. And unfortunately, punting pylons won't help it lighten up. The general rule of thumb is; if you're not pointed down the track, then you're not pointed down the track. You can't buy advice like this anywhere else, folks.

Ultimately if these sensible solutions still don't seem to do the trick, just do the best you can and enjoy yourself. Maybe it's not your fault at all. Maybe it was that cone's particular destiny to be flung into the far reaches of the galaxy by a pavement-shredding maniac! Glad to help!



CONE CONFERENCE BY RICK WALFORD



**Who ya gonna call?!**