

Cone Clips

SCCA Colorado Solo News

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Kathy Wolfskill
3643 Ridge Road
Nederland, CO 80466

A Tribute to Jack Allen

Our Colorado Solo family bid farewell in September to long-time autocross enthusiast and all-around great guy, Jack Allen. Jack was a true standout in the sport not only because of his distinctive Black Ford Lightning truck (thanks to Rick Walford for changing tires), but because even though he became ill early in the year, he managed to complete the entire Rocky



Mountain Summer Series! Jack claimed 2nd in the famed CP class. An excellent sportsman and competitor, Jack will be missed by many.

The most satisfying day I EVER had while Autocrossing was the day I finally, finally, finally undercut Jack by .005 in Colorado Springs. For years Jack has been the bar...the goal. He was always there with a curse, a smile and a hearty laugh after every one of my runs. Jack made me a better driver than I ever could have been without his presence. He taught me that the main goal of Autocrossing is to have fun, and the reward is the handshake and the slap on the back at the end of the day. He is missed. Russel Rock

Being one of the new boys, I never actually met Jack. I just remember staring at that big, black Lightning and thinking, "Wow, who's this guy?" After all I've heard about him on the newsgroup I really wish I'd got to know him. My loss. Alan Webb

Years ago when I was new to the area and didn't know anyone, Jack was handing out timing slips at one event and said, "Are you going to Nationals? <No.> Well you should with times like these." Needless to say, I learned who he was--he made my year! He was so low-key, but always encouraging and positive as he offered a few words while working grid, as he often did. Definitely one of my favorite autocrossers. Kathy Wolfskill

What I'll remember the most about Jack Allen is what a stoic person he was. He hid his pain and suffering well, sparing those of us around him from sad thoughts of his troubles. He lived it up to the end, and shared his zest with others. I'll always remember the rookie rides he gave me, and the advice and lessons shared. Thanks Jack, for reminding me to always try to touch others hearts in whatever trials I am involved in. There are other's remaining who will continue to remind me of this lesson, I am sure. Larry Ganz

I had "JACK #3" on my car at Nationals and thought about him as I walked the courses to get ready and before I ran the events. He was with me in spirit, and when I spun the car, I remember thinking Jack would be laughing. He gave me my first ride and he spun at the beginning. I said something like, "That was fun, you almost caught it." He replied, "That's NOT the way you are supposed to do it." I always teased him when he spun (and sometimes he did) while giving a rookie a ride, it was "good luck." Jack was ticked a few times when I said that. Then, one time, I spun giving a rookie a ride and he came over and asked me if I spun with a rookie. I smiled and said, "Yep". He didn't let it bother him much after that. In fact he sent me a card this summer that was a Cheshire cat with a big smile. On the front it said, "See this smile?" and the inside said, "You put it there." and he thanked me for making sure he could race. He also wrote (tears inserted here) "Hard to believe one spin could have led to such a good friendship." Rick Walford



Cliff Notes

by Cliff Lawson
Colorado Region Solo Chairman

What was that sound? That WHOOSH. Did you hear it? I think it was the sound of our autocross season going past. Man, it seems like only a few weeks ago we were down at PPIR for our first event and now it's over. It doesn't seem possible that twelve events have come and gone.

I can now admit that I was more than a little apprehensive back last winter when I took over the Solo Chair position. My predecessor, Iain Mannix, had done a great job and here I was placing myself in the position of having to follow his act. Thanks to a wonderful team of Chiefs, it has worked out pretty darn well.

Notice that I said TEAM of Chiefs. Our sport may be called Solo, but the organization of those events is very much the result of this team of very dedicated workers who put in far more time and effort than most participants realize. Fortunately for you, these Chiefs saw what a novice they had as a



chairman and took every possible opportunity to make me look good. Take just a minute to understand what these folks have done for us:

Dave Dutton took on the role as Chief of Truck to ensure that our Solo Truck was at every event early--6:30 at the latest. Dave was also one of the last to leave the lot at night after packing up all our gear. Dave also made sure all our fire extinguishers were charged and ready for action. This is a huge effort, and when you see Dave, be sure to tell him you appreciate his work.

Registration ran as smoothly--actually smoother--than any National-level event. I would guess that nobody had to wait more than two or three minutes to register and the process itself took no more than about three to four minutes. For this you can thank Bob Tunnell. He streamlined the process and collected enough volunteer workers to make registration as quick and painless as possible. "Hi! fill this out and let me see your SCCA card and driver's license and that'll be thirty bucks and tech inspection is over there see ya, bye." Quick as that. Thanks, Bob.

Realizing that our participation levels were growing rapidly, and that the Coors Field site was huge, our Chief of Safety, Josh Hadler, recruited and trained more Safety Stewards and ensured that all were decorated with those lovely orange vests so we could all see who was on duty at any given time. Thanks Josh, for looking out for all of us and giving us another safe season.

Timing and Scoring (or T&S as we in the biz call it) Chief Scott Snyder had a job that lasted all day. Scott was either entering data, competing, or running to the timing trailer to check something or other. Until later in the season when a few more folks became proficient in the trailer, Scott had little time to walk the course or just relax. Truly, more work than one person should have to do. You did a great job Scott. Thanks.

Many of the improvements to our truck were the direct result of Vic Michael, Van Michael, and Rob Thomas who donated equipment and labor to get our electronics and electrical equipment up to the current (no pun intended) level. That great digital display is from these guys. Thank them.

My personal thanks to the "Shadow Chief," Dale Kirstein. Dale does not want to be a "real" Chief, he just wants to do much of the work while I get all the credit. Dale too is one of the first to arrive and last to leave. He keeps me straight, reminds me of things I need to do, makes intelligent suggestions, and makes me think they are all my idea. (AND maintains the CDR web site, immediately posts results, and calculates all the point statistics. --ed) I don't know what I would have done without him.



Faced with a long and narrow lot at Coors Field, Iain Mannix as Chief of Course designed, or made sure someone else designed, some challenging and FAST courses this past season. Great job, Iain.

Gary Phillis stepped up and took over as Chief of Tech. Phil Volk agreed to be the afternoon Chief of Equipment, thereby ensuring that all our expensive "stuff" was properly stored for the next event. Thanks, guys.

As Chief of Workers, David Fauth made sure that every run group had the required number of workers--course, timing, safety, and grid. Not always as easy as it may seem.

Two more volunteers who are not Chiefs in the strict sense are Kathy Wolfskill and Patty Tunnell. Kathy has done an incredible job of publishing this newsletter and while she does get help, Kathy is the driving force ensuring everyone gets their articles done, the photos get taken, and the mailing is accomplished to all you readers out there. Patty Tunnell took over as Treasurer this season and has done a superb job of ensuring that all our bills get paid on time and keeping up our good reputation with our site owners and suppliers. I never realized how much money it takes to run our little operation--site rental, truck maintenance, toilets, bleachers, trash collection, truck maintenance, insurance and sanction fees, truck maintenance, registration supplies, safety equipment, newsletter expenses, and truck maintenance--all add up to real money. Patty has organized it all and taken care of these issues without a hitch.

Finally I want to thank my wife Judy who, when proofreading this column, thought that what I said about Dale Kirstein also applied to her--especially the part about making me think it is my idea. Without her support and encouragement there is no way I could have been your Chairperson this year.

Next year--maybe as early as the first Winter Event--some of these Chief positions will be open. I know Dave Dutton will be passing on the responsibility for the truck and Kathy Wolfskill would like someone else to take over the newsletter. If you really want to help the club, think about how you can get involved in the organization by becoming one of the chiefs. Have you noticed how many of the people named above came home from Topeka with trophies and National Championships. Maybe there is a connection between involvement and improved driving. OK, I'm an exception. Think about it. Hard.





Colorado Cleans Clocks Claiming Twenty+ (count them--21!) Trophies including Seven National Championships!!!


The Colorado/Wyoming gang made quite a splash at the 2000 National Championship in Topeka this September. For everyone, it was a time of lessons learned and fun times had. The entire event went off with hardly a hitch, as a record 1100 competitors duked it out for the sport's top honors.





Well, folks. We needn't feel too bad about getting trounced all year by Bob Tunnell--the entire field of 1100 was likewise squashed as Bob not only took the ESP National Championship, but claimed the #1 spot in the PAX and RTP indexed results of the entire National Championship!!!

Not to be outdone by her hubby, and in a totally non-surprise finish, Patty (ESPL) will be sporting the other half of the matching, stylish his-and-her National Championship jacket set gracing the Tunnell's closet



 Joining the E Street Prepared trophy lineup was Wayne Sartori in 9th. Two trophies in two years!


 Kevin Youngers flat flew into 3rd place (out of 16 trophies) in F Stock.

 In C Stock action, Rich Fletcher and Dale Kirstein took back-to-back 10th and 11th place trophies (Dale's first! Anyone who's been watching him this year won't be surprised).

SportsCar was Right! Kevin Wenzel, the first F Street Prepared National Champion, took the big win by a second.



FSP was pretty much dominated by Coloradoans. 2nd Place Iain Mannix (Scirocco), 4th Place Geoff Leicester (Hotruck) & 6th Place Matt Leicester (Hotruck--fast time North course, I had to say that) made for over 25% of the class trophies coming home with us!

 In the always-colorful C Prepared class, Rick Walford walked away with the 10th place trophy, while Mark Petty took 16th (out of the biggest class--65!!)



Dave Fauth takes his G Stock National Championship along with a nice bucket of ice dumped over his head by spirited competitors. Way to go Dave!!

R Amazingly, Todd Peck & Tonya Duplice got their RX-2 back in race condition by Nationals, and both trophied! Todd was 6th in E Prepared, while Tonya was 2nd in E Prepared Ladies.

R Jonathan Goodale earned 3rd in Formula 125 for his top-knotch karting skills.



Long-time top competitor, Peter Raymond claimed another National Championship in the ultra-competitive B Stock.
(Staff Photo--doesn't that sound professional?!)

R In fact, B Stock was full of winner-types. Barry Ott (in Bob Klingler's Miata) took 12th and John Broderick (in a customer's MR2 Spyder) was 14th!

Marchell Fletcher
claims another
National
Championship with her
2000 C Stock Ladies
win



Even though she moved south, we still claim Yvonne Short as our own--she's still a Continental Divide member. Especially since she's Formula 125 Ladies National Champion (won by a .1)!

Congratulations to all our winners and to everyone accomplishing personal goals. See you there next year!

Of Interest

Rallycross! On October 29th at Becon Hill Raceway, the CDR is going to hold a Rally Cross. This is an experiment, and we are going to limit entry to 50 cars. This is to give us time to train people and work out any bugs that arise. A rallycross is an autocross held on a flat dirt lot. TAKE NOTE a navigator is strongly urged to help keep you on course. If you are worried about the paint job on your car, a common practice is to tape butcher paper to the car which will protect it. To register contact me at MDEMPSEY1@USWEST.NET or call (719) 494-1063 (home) , (719) 459-7645 (cell), or (303) 338-3373 (work) and let me know Driver's Name, Navigator's Name, Car (year, make, model), Class (if you can figure it out). Payment will be done on site. So come out and have fun in the dirt. Cost is \$25 per car. You can have multiple drivers per car, but those drivers may not be navigators for other drivers.

🌀 Event Results 🌀 Event Results 🌀 Event

The day dawned dark and gloomy, except for

Larry Ganz & Chas Saulsbury Who Raked in 1000 Points Each!

**RMSS #12 — Cloverleaf Dog Track, Loveland
September 24, 2000**

This was one weird event, everyone pretty much agreed... Some drivers got their highest points ever! Some got their lowest in 10 years. But it was an autocross, so it was fun. Real fun. And I'll just bet Larry Ganz and co-driver Chas Saulsbury were among the ones who thought it was the funnest--congrats men!! The Imprezza was most impressive.

The charming weather gave us lots of even slipperier-than-usual conditions at Loveland. With the turnout to match the weather, it gave us each 5 runs. The first group ran in the sleet, snow, rain, fog, mist, and drizzle. The second group ran in the dry-and-sun by day's end.

It was nice to see Larry Paille for the first time this year--he chickened out on the kart, however, and sold out for Kevin Youngers'-offered ride. Our fearless leader, Cliff Lawson, borrowed Tom Pora's Corvette and took it for a spin (understatement). What pals we have in this sport!



Supreme National Champion Bob Tunnell checks in for his cushy Chief of Registration job in the balmy Colorado sunshine, bright and early. Not wanting any rookies on street tires to show him up, he bails to give his fireplace a test ride...



The lone CSP competitor man enough to brave the elements was Hsun Chen (shown here with his head in the clouds)

Henry Johnson takes the ultimate snow machine for a run: his Caterham 7



Cls	#	Driver Name	Run 1	Run 2	Run 3	Run 4	Run 5	Pax	Pnts
STX	86	Roger Nailalthamby	55.296	54.699	54.064	65.714dnf	53.292dnf	41.954	975
FSPX	33	Matt Leicester	56.827	55.548	55.203	54.623dnf	54.709dnf	45.266	904
FSX	76	Kevin Youngers	61.103	72.020+1	59.357	59.583dnf	65.012dnf	48.02	852
SS	97	Forrest Thompson	57.979	56.829+1	57.23	55.654	56.050+1	46.137	886
SS	11	Tom Pora	60.925	61.201	60.225	58.178	59.438	48.23	848
SS	1	Cliff Lawson	64.006	68.550+1	62.411	60.424	60.504	50.091	816
CS	6	Dale Kirstein	56.126+1	59.540+1	55.072	54.698	53.661+1	43.758	935
CS	61	Frobi Frobisher	59.320+1	58.98	57.252+1	58.954	57.252	45.802	893
CS	66	Paul Bailey	63.511	62.935	60.493	61.736	59.228	47.382	863
ES	9	Mike Critchley	63.682	60.076	65.528	65.31	61.951	47.1	868
ES	66	Rob Critchley	68.141	102.484+1	64.406	62.036	60.466	47.405	863
FS	106	Rob Thomas	61.877+1	57.381+1	59.68	53.148	53.146	42.995	951
FS	27	Victor Michael	58.252	55.939	55.047	53.807	54.845	43.53	940
FS	127	Kristopher Michael	63.753+1	55.992	55.811	54.177dnf	59.310+2	45.151	906
FS	7	David Walker	61.745	65.872	59.967	69.087	57.878	46.823	873
FS	67	Larry Paille	64.235	60.412+2	58.37	59.624	56.396+1	47.221	866
GS	5	Graeme Weston Lewis	58.419	62.790dnf	55.901+1	53.791dnf	53.968+1	44.439	920
HS	8	Mike Thompson	59.621	58.46	58.628	56.785	56.906	44.236	925
HS	2	Louie Baum	62.601	62.254	62.3	62.716	66.199dnf	48.496	843
CSP	26	Hsun Chen	66.839+1	63.2	57.792	59.148+1	61.815	48.545	842
ESP	85	Glen Outcalt	54.66	54.232	53.669	54.282	53.568+1	44.277	924
ESP	65	Hap Schadler	67.580+1	59.15	65.345+2	70.536+1	81.322dnf	48.799	838
FSP	861	Kirk Lambert	62.010dnf	62.555	62.44	64.311	61.461	50.398	812
FSPL	33	Kathy Wolfskill	58.271	58.255	54.617	67.359dnf	54.585	44.088	928
EP	111	Art Kathe	53.372+1	53.453dnf+	53.519dnf	51.278+1	49.396	42.826	955
EP	1	Iain Mannix	53.19	52.145	53.430+1	60.683+3	49.324+1	44.498	919
EP	11	Kevin Wenzel	52.701	51.834dnf	53.789+1	49.650+2	48.965dnf	45.692	895

ST	1	Chas Saulsbury	56.08	57.007+1	53.685+2	52.724	53.754+1	40.914	1000
ST	28	Michael O'Neal	60.164	58.439+1	62.898	57.858	59.482+2	44.898	911
ST	57	Rolando Rios	59.700+3	61.348+1	58.976+1	59.866dnf	59.97	46.537	879
STR	66	Larry Ganz	54.996	53.448	52.705	52.861	53.167+1	40.899	1000
GSR	100	Mason Thomas	77.262+1	58.523	55.769	55.743	54.664	43.403	942
FSR	6	Van Michael	54.101	53.94	54.209	55.975dnf	65.050dnf	43.637	937
STR	11	Ashby Floyd	57.389+1	57.934+1	57.182+1	57.622	56.599	43.921	931
STR	9	Scott Engberg	61.797+1	61.194+1	59.134	58.159	62.351+2	45.131	906
ESPR	80	Griff Sickendick	62.235dnf	56.935	55.736	54.846dnf	54.902	45.294	903
STR	26	JJ Cassa	62.561	60.186+1	58.661+1	58.658	67.404	45.519	899
GSR	45	Mark Bradley	62.783	61.446	57.433+1	65.822+1	57.431	45.6	897
ESR	20	Bryce Davis	68.126	65.888+1	64.49	62.527dnf	60.915	47.757	856
CSR	24	Chad Fenderson	63.958+1	62.509	61.941	61.694	60.453	48.362	846
CSLR	26	Juliet Martin	74.873dnf	70.94	62.919	88.262	68.783	49.882	820
DSR	48	Richard Reilly	65.809	67.708	65.682	63.934	62.985	50.262	814
DMR	1	Henry Johnson	61.34	60.803dnf	79.478dnf	59.609	57.621	51.571	793



FSP is moving en masse to EPI National Champ Kevin Wenzel & 2nd place Iain Mannix waste no time stripping last week's winner to get a head start on next year's project. And who took the EP win? Third driver, Art Kathe!



E Stock Rookie Bryce Davis steadily shaves 8 seconds off his time--woo hoo!

Ask The Auto-X-Pert

Your Local Supplier of Autocross Knowledge,
Where the Wrong Answer is Better Than None at All

By Geoff Bob Danger Careful Bob Leicester

Well, this month we have a few ACTUAL QUESTIONS from ACTUAL READERS, that we didn't get to last month. These questions were supplied to me by my lovely sister, scribe, and editor of this fine publication, so for once I can't give my usual subtle hints to the authors' identities because I don't know.

Our first plea for knowledge comes from Dave <Fauth>, who typed: "What gasoline level should I keep in my tank when I race? I've heard lots of different theories, but nobody seems to really know". Well Dave, (if that is your real name), there is no correct answer for this one; that's why I'm perfect for the job! If I take this question on face value, I would say that about a quarter tank is generally safe; not too much movable ballast upsetting the car, and enough so that the fuel pump and/or pickup isn't sucking air, which would, well, suck. However, I think this question has a deeper meaning, and can be interpreted thusly: "How do I keep the gas level in the tank?" This has perplexed autocrossers the world over for centuries. Ancient cave paintings clearly depict Oog and his brethren filling their fuel tanks with rocks and brush to keep the gasoline from sloshing around in the slaloms. At first, archeologists dismissed these paintings as inaccurate fantasies, because Oog had drawn "FSP" on the side of his 16v Golf GTI, and everyone knows that these cars run in DSP. Yup, keeping fuel level in the tank would rend many benefits: No inconsistent weight transfer, no disruptive fuel sloshing noises (that used to drive me crazy in the Corvette), and no chance of unsightly spillage out the gas cap. Fortunately, there are solutions to this insidious problem. You can either leave your car in grid; not conducive to fast lap times, or better yet; just have a fuel truck follow you around on course to keep your tank filled to the top. I'll check with the safety steward on this one, but I don't foresee any problems with several thousand gallons of gasoline running around on course. As always, glad to help!

Our next question comes from a reader known only as Jason--I would never be so presumptuous as to assert that this is actually Jason Miller, who drives the red Talon in ESP. Nope, couldn't be him. Anyway, this reader, who most likely is Jason Miller, writes: "Will the sunroof in the up position give me more downforce?" Well, person who is Jason Miller, the answer is yes; it will. However, there are a few drawbacks to this free downforce that you may want to keep in mind. One, you may have a hard time convincing your fellow ESP competitors (if in fact this is the Jason Miller that drives the Talon, and I'm



betting Kathy's money it is) that your 6' X 5" curved aluminum sunroof with the riveted endplates, so favored on A Mod cars, is in fact a factory option. Secondly, the open sunroof will create a low pressure area directly behind it, which will attract any loose airborne objects near it to join you in the car. These will include everything from dust blown off the course, to pylons that you've hit, to fully-loaded gasoline tankers that happen to be in the area. All I can say is wear your helmet.

And finally, our last question comes from someone known as Gary P, who in reality is none other than Gary Phillis. Of course I don't know that for sure, but if Kathy has any money left, I'd bet it too. Anyway, Gary asks: "How much does a cone weigh and how fast do you have to go to launch it 100 feet?" Well, this question involves more physics than you might think. Let's pretend that you're Jonathan Goodale in the shifter kart. A cone is as tall and slightly larger than your race vehicle. You have no protection if you hit one. How much does it weigh? If it hits you in the chest, a lot. Fortunately, most cones are more substantial than the kart, so he usually just bounces off of 'em without actually knocking them down. As far as launching one 100' with the kart; probably won't happen.

Now at the other end of the spectrum, you have someone, hypothetically, like Mark Petty in the bellowing CP Mustang. It's really heavy and really fast. Cones have been known to launch themselves 1200 feet just to avoid being plastered by the pony. He gets pylon penalties he wasn't even close to hitting.

Next, you can also get really good cone-tossing distance by running over them and spitting them out from your spinning tires, given enough horsepower. I have video of the late Larry Park's BP Corvette shooting cones out from underneath the car like a cannon!

And lastly, you have the alleged Jason Miller driving around the course with the sunroof open, sucking cones through the sunroof like a bright red Kirby vacuum cleaner. He goes straight through slaloms because the cones are already gone by the time he gets there. Of course, he'll need to trade the Talon in on a Caprice wagon if he ever intends to complete the course before his car fills up, especially if there's a Conoco truck in there already.

As a postscript, I would like to congratulate everybody who made it to Nationals, and to offer my condolences to the Tunnells, who have to somehow find room for TWO more National Championship trophies. Also, congrats to Kevin Wenzel, who brought home the first-ever FSP National championship through hard work and exemplary driving, much like Peter, Yvonne, and Marchell, and Cheater Pants David Fauth, who won his by, well, reach your own conclusion. (Just kidding, Dave) Until next month; as always, glad to help!



cone conference by Rick Wainford

