

Cone Clips

SCCA Colorado Solo News
September/October 2002

Kathy Wolfskill
3643 Ridge Road
Nederland, CO 80466

Awards Banquet Set!
Friday, November 1
Nostalgia Racing
RVSP by October 25

2002 Rocky Mountain Solo
Awards Banquet!

Friday, November 1

Nostalgia Racing

(same as Harry Matthews Collection last year!!)

5889 Lamar Street, Arvada, CO 80033

6:30 pm Cocktails and Appetizers

7:00 Dinner

Come early for sign in and snooping through the collection!

A thunderous round of applause is due Tia Lundgren, who drove up to the starting line (as opposed to "stepped up to the plate", which is so un-us) to tackle (I mean apex) the task of organizing the RM Solo Annual Awards Banquet!!!! After the tremendous standard Jaimie Lou set last year, securing the Harry Matthews Collection venue (to rave reviews), Tia's picking up right where Jaimie Lou left off.

Tia's organizing and doing the get-to-know-you activities, Bill Lamkin's announcing, Mike O'Neal's entertaining, Bob Dreher's procuring trophies, and we're all in charge of having fun! Remember anyone attending 7 events earns a trophy. And come see who will get our regions' special annual awards.

The buffet features Chicken Cordon Bleu with a mornay sauce, Beef Tenderloin with a brown mushroom sauce, scalloped potatoes, long grain and wild rice, sauteed zucchini with carmelized onions and diced tomatoes, Caesar salad, whole wheat rolls with butter, and a dessert buffet (I suggest you get to the dessert table before Geoff Bob).

Send in the form on the back cover to Tia (or a reasonable facsimile, also available on rmsolo.org) along with \$15 for each attendee.

Deadline: Friday, October 25!

or contact Tia at lundgrent@groupbuycenter.com

Directions to Nostalgia Racing

From I-70, N on Wadsworth, E on Ralson/58th, N on Lamar (2 lights up), 1/2 block up on west side



from the chair of the Chair

by Graeme Weston-Lewis
Colorado Region Solo Chairman

Wow, what a season! First off, I have to congratulate John Ames for his perfect, 7000 point season, piping David Fauth to the #1 spot by a mere 9 points. There were some other tight finishes this year and none tighter than ESP with 8 points separating the top 3 drivers! Congratulations to David Walker for just squeaking by Glen Outcalt to take the top place trophy by 3 points. STS was another close race with Mike O'Neal putting together a string of strong finishes at the end of the season to beat Gary Phillis out of 1st by only 9 points. Congratulations to all of our year-end trophy winners.

Speaking of trophy winners, a bunch of us just got back from our annual pilgrimage to Topeka for the ProSolo Finale and the Solo2 National Championship, where as a Division, we came away with 3 ProSolo National Champions, 3 Solo2 National Champions and a total of 24 Solo2 trophies.

Our ProSolo and Solo2 National Champions are:

- Patty Tunnell, Solo2 DSL and ProSolo L1
- Mary Medicus, Solo2 GSL
- Kathy Wolfskill, Solo2 DSPL
- John Ames, ProSolo SS
- David Fauth, ProSolo DSP

I have to give a special mention to Chris Dorsey and Bob Ely who finished 0.006s and 0.011s out of the trophies in GS and CP respectively. Next time guys, blink just 1 less time and you'll be in there. Way to go folks, it makes me very proud to be a part of such a strong Division.

So there we have it, another season has whistled by. Check your email and the rmsolo.org website for details of the year-end banquet and the schedule for the Winter Season.

Graeme

IIIIIII

John Ames Chalks Up His 6th 1000 Pointer!

RMSS #12 — Coors Field
August 18, 2002

Ooooo, second to last event of the summer series, and the points battles are blazing. John Ames in his Z06 inches closer to points leader David Fauth, with this, his 6th 1000 perfect point event!

Next up in Club Quick is Barry Ott in his MR2, claiming 987 points. After Barry, it's none other than Andy Hecox in *his* ES MR2 with 985 points. Better watch who you pick to tirewarm for you at Nationals, Barry! Back to X for Bob Klingler clocking in with 980 points and Kevin Wenzel right on his heels with 979.

Jeff Lundgren pulled off yet another win in his Z06 in Super Stock, with wife Tia taking SSL with 907 points. Hmmmm, she's sneaking up on you, Jeff. Clay Turner was the A Stock car to watch as he took the win over Tom Pora, Mike Thompson, and Melanie Pora.

There was a pretty close race in CS in the Miata matchup--Philip Volk finishing 14 points ahead of Jim Jones at 920. In D Stock, Todd Harmon won with Kinch Reindl only 5 points behind. E Stock action has been fast and furious with Dale Kirstein trailing Andy for second place. But get this--third and fourth went to Mark Mauro with 934 points. How's that? Mark Mauro and Mark Mauro Jr *each* wound up with 934. Now that's nice *friendly* family racing.

Chris Dorsey pulled another fine GS win, but with Mary Medicus right behind. She keeps getting faster and faster each event. Chris, are you *sure* you should tell her *all* your speed secrets?! Geoff Duncan socked it to mom Linda once again in the familiar 1-2 placing in HS. Our Trophy King, Bob Dreher took the 4-car ASP class in the only non-BMW entry!

David Wiese had a clean CSP win of 18 points over Troy Kluppel and the rest of the 5-car field. Rei Makino continues to finish strong in DSP, leading Doug Young in this 8 car class.

In the ever-tight ESP competition, Glen Outcalt was top dog with 956 points over David Walker in 2nd with 945 and Hap Schadler in 3rd at 939 points. Speaking of 939, that's what Dan Goodman in his amazing Volvo got to win FSP.

Street Touring--a new head kahuna--Dan Hackett! Great job Dan. Mark Gerrard was only 1 point back. Mike O'Neal was 3rd with a typical strong showing and rookie Keith Wenzel has been taking after brother Kwenzel to land 4th, followed by Mike Becker. Jeff Brauch took yet another strong win in his rookie year in SM, while Kevin Wolfskill landed FTD and 1st in F125.



Trophy Winners U RMSS #12

Cls	Plc	#	Driver	
x	1	189	John Ames	1000
x	2	93	Barry Ott	987
ss	1	31	Jeff Lundgren	951
ss	2	1	Teit Poulsen	939
ssl	1	31	Tia Lundgren	907
as	1	110	Clay Turner	948
as	2	11	Tom Pora	938
as	3	196	Mike Thompson	928
bs	1	95	Jeff Sherrard	910
bs	2	46	Law rence Edw ards	897
bsl	1	46	Ann Edw ards	790
cs	1	21	Philip Volk	920
cs	2	11	Jim Jones	906
ds	1	99	Todd Harmon	949
ds	2	8	Kinch Reindl	944
es	1	16	Andy Hecox	985
es	2	99	Dale Kirstein	954
es	3	85	Mark Mauro'	934
es	4	5	Mark Mauro Jr	934
es	5	25	Neil Rickli	922
esl	1	15	Carol Rickli	874
fs	1	18	Sara Sugrue	868
fs	2	11	Dave Kimbley	843
gs	1	128	Chris Dorsey	958
gs	2	66	Mary Medicus	956
gs	3	71	Martin Rauer	924
gs	4	193	Chris Fisher	914
hs	1	12	Geoff Duncan	954
hs	2	1	Linda Duncan	931
hs	3	22	Derrick Myers	890

hsl	1	27	Anne Osantow ski	816
asp	1	57	Robert Dreher	902
asp	2	123	Brian Fyler	882
csp	1	71	David Wiese	920
csp1	1	77	Cortney Delre	742
dsp	1	43	Rei Makino	929
dsp	4	442	Bryan Johnson	900
esp	1	185	Glen Outcalt	956
fsp	1	95	Dan Goodman	939
fsp	2	17	Blake Fraser	886
fspl	1	75	Cindy Haigler	820
sts	1	77	Dan Hackett	962
sts	2	12	Mark Gerrard	961
sts	3	28	Michael O'Neal	950
sts	4	17	Keith Wenzel	943
sts	5	72	Mike Becker	941
sts	6	27	Kurt Sendelw eck	940
sts	7	199	Gary Phillis	939
stsl	1	99	Frobi Frobisher	934
stx	1	357	Peter Steel	874
sm	1	6	Jeff Brauch	936
sm	2	4	Mike Minear	909
sml	1	118	Amanda Blevins	929
sm2	1	9	Dan Sanford	847
bp	1	25	Tom Exley	909
cp	1	77	Chris Gore	794
ep	1	8	PJ	836
em	1	7	Harlan Colburn	909
f125	1	42	Kevin Wolfskill	931
f125	2	13	Seth Frader-Thomps	923
osp		557	Doug Crook	



Nationals Nooze

by Linda Duncan & Kathy Wolfskill

Well the 2002 Tire Rack Solo II National Championship is behind us. We have a powerful region--it takes a lot of effort and planning to go to Nationals. We had a large contingent of 65 folks attend this year. Even though we couldn't all bring home trophies, each night held time to party and build friendships. Our group brought home 3 National Championships, and collected an additional 16 trophies.

The Pro Solo Finale found us 3 more champions. And what other region can claim the Pro-Solo National Champions in both Open class and Ladies classes?

Colorado made a clean sweep of the annual national Solo awards as well, and deservedly so. Patty Tunnell took away the Spirit of the Sport Award, Patty and Bob Tunnell claimed joint ownership of the Driver of Eminence Award, and Lindsay Wilson won the coveted Solo Cup!!!

Well, a few more drivers may be sporting an X on their cars next year, as a result of winning their first nationals trophy. Those would be novice Mary Medicus, Kris Michael, Vic Michael, and Todd Harmon--WAY TO GO!!!



Welcome to Forbes Field and the 2002 SCCA Solo II National Championship, September 11 - 14, Topeka, KS

Our Pro Solo & More Stars



Patty Tunnell claims the coveted Triple Crown of Solo! At the Pro Solo Finale, held the weekend preceding Nationals, she won the Ladies Challenge one more time (left). The Finale clinched her Pro Ladies 1 and Pro Ladies Overall Championships. She then went on to take the DSL Solo II Championship after coming from behind after Day 1 competition to inch by top competitor Kathy Fitzpatrick.



The Master, **John Ames**, won the Super Stock class at the Pro Solo Finale. His win gave him the Super Stock Pro Solo Championship title, along with the Overall Peavey Super Challenge Championship! In Solo II Nationals competition, he took 2nd in the ultra-tough, 52-car class.



Colorado great, David "Cheater Pants" Fauth was the Pro Solo D Street Prepared Champion after another DSP Pro win at the Finale. At the Solo II Nationals, he took the 3rd place trophy, just .2 out of the win. Dave is a member in good standing of the *DANG CONE CLUB!*

Solo II Nationals Newsworthies



Our very own novice, Mary Medicus, was the Cinderella story at Nationals. She drove her Audi to a National win over multi-time National Champ Katie Elder (who jumped ship at the last minute to avoid running against Patty--out of the frying pan and into the fire!) WOW! Mary Medicus National Champion. By the way, Mary proved just how fast you can get magnetics on your car to read GSLNX. You could really confuse timing & scoring!



You knew **Kathy Wolfskill** was serious this year when she was running in the X class with David Fauth. Then she was matching times with him (ed note: yeah, right). Was there any doubt. Your new 2002 DSP Ladies National Champion, FINALLY, Kathy Wolfskill. Hey, bad news Kathy, you have to run X most of the time now or open. I'm sure you can handle it.



Our Stupendous Rabbit (tm) stupendous pilots, **Kevin Wenzel** (2nd) and **Iain Mannix** (4th) romped and stomped in E Prepared. Not even a between-runs-emergency could fluster the dynamic duo. The team somehow even found Nationals shirts to match the their car. Kevin keeps muttering something like, "John Thomas is an alien." I ain failed to appear at the trophy presentation. (He must have been elsewhere letting the air out of John Thomas's tires.)

Barry Ott showed folks that he is a fighter by placing in the 5th trophy spot in ES (up from 13th after day 1!)



The teacher has become the student. Following his protoge's lead, **Bob Klingler** makes a comeback after day one to land the 8th trophy spot in CS. (This may look suspiciously like Coors field, but it's a Jedi mind trick.)

In ASP, **Bill Lamkin** drove that beautiful BMW Z3 to an awesome 3rd place finish. His crack Colorado pit crew's support no doubt helped cement his performance.



Matt Leicester kept his winning streak alive and kicking as he snagged his 7th trophy at this 7th Nationals (even taking 7th place) in his spectacular FSP *HOTRUCK!*

D Stock was a standout class for Colorado/Wyoming, as all 5 of our guys placed in the top third of the class! **Vic**

Michael (top) in his impressive BMW 330ci took the 10th trophy position with co-driver, **Mitch**

Beranek, in his novice year, missing the last trophy position by a miniscule .004! **Kris**

Michael, (middle) was our highest ranking entry, placing 5th in

Mitch's new 330ci. Co-driving with Kris was **Brock Quinn** coming in 13th place, right behind Mitch. Whew!

Todd Harmon

(bottom), last year's Rookie of the Year, took home the 7th place trophy as he, like all the DS crew, never stops improving!



Another prominent member of the **THAT DANG CONE CLUB** is none other than **Bob Tunnell** who motored (spiritedly) to 2nd place in BSP in his awe-spiring M3. Despite the cone, Bob was CO Region's highest placing entry in the overall indexed Nationals results!



Peter Raymond, one of our finest drivers, is *also* charter member of the **THAT DANG...** (well, you know). Amazingly enough, he still bagged the 6th place trophy even with *coning every run* the first day! Must be nice...

Kevin Youngers pulled off another outstanding performance as a routine Nationals trophy winner by taking 7th in the 31-entry F Stock.



Paul Woolley made a major charge on day 2 to rocket up into the 6th trophy spot in the cool Mini. (You may notice this is Paul at the Divisional, rather than Nationals, but just imagine the "1" not being there :-)

D Special mention must be made of a few more of our excellent drivers just *barely* missing the trophies. **Chris Dorsey** in his GS Neon was just one out by .009, while **Bob Ely**, CP Mustang, was also just one out of the trophies by .011--18th out of 62! **Frobi Frobisher**, just missed the STSL trophies by 2 tenths in Gary's Nissan by coming in 5th.

D And what of the famous Duncan clan? **Geoff Duncan** (23 HS) whooped up on his **Mom** (**Linda**, 4th HSL) and **Dad** (**Howard**, we're not telling by how much, but he swears he's never driving another squirrel-driven car again. He needs **POWER** at Nationals). Lets just say an awful lot of competitors won "Beat the Staff" t-shirts! *Very un-Howardish.*

Solo SUPER Stars!



Patty Tunnell picks up her "*Spirit of the Sport*" award for her undaunted and wholehearted creative self-expression demonstrated the country over. This perpetual award goes to the solo enthusiast who's made it a blast for other to participate in the sport. Congratulations Patty!!



Lindsay Wilson, ultra-dedicated and a big wheel in the SCCA ranks for years, deservedly *finally* earns the most prized Solo II award--the *Solo Cup*. We're so proud he's one of us! He even ran *one* run entered in F125 to ensure it became a real class by meeting its numbers this year (it did).



Bob and Patty Tunnell, are also finally recognized for their amazing achievements over the years in consistent, dedicated, outstanding Solo performance. Our 2002 SCCA Drivers of Eminence.

Ponderings of Newbies at Nationals



My first Nationals was overwhelming. The event was larger than I expected. I was also disappointed by the small (evil) course and some bad pavement. (Larry Horowitz, SS 8)

The level of camaraderie was incredible. I took it for granted that Coloradans were friendly and helpful.

But I found the same friendly competition, helpful folks and friendship at Nationals. (Kevin Wolfskill, F125)



You can focus more on your driving if you've taken advantage of all the opportunities to walk course. It is wonderful having 15% more power at a lower altitude. (Hsun Chen STS92)

Mike commented that his recollections would be "R" rated. He must have been invited to different parties than the rest of us! (Mike O'Neal, STS)



John Ames Pulls it Off!

A Perfect 7000 Point Season!

RMSS #13 — Coors Field

September 28, 2002

Woo Hoo! John Ames is the first in recorded Colorado Region history to pull off a perfect season of nothing but 1000 pointers!! A feat indeed, considering the "local" competition consists of several other Solo megastars who happen to also inhabit this area. A huge Congratulations to John!!!! (And he only dropped one event--there goes my excuse!)

Well, this was the last summer series event, so class winners were decided today. John took the X Class by a mere 9 points, inching past driver extraordinaire CP Fauth. Jeff Lundgren won the day in Super Stock, but Van Michael had enough points before his abandon-ment of us <sniff!> for the season win. Bob Laws took top spot in the 16-car AS today, while Tom Pora took the championship. Another hotly contested class has been D Stock with a bunch of powerhouses compet-ing. Mason Thomas, who's been so strong the last part of this season took today's 1st place trophy, but Todd Harmon gets the DS Championship.

ES was also one to watch, but veteran Dale Kirstein took today's win *and* the championship over Paladin Rowley and Andy Hecox--tough competition this year. The GS men battled to the end; Brent DeWitt won today, and came in 2nd overall to Chris Dorsey by a mere 5 points! Geoff Duncan's pretty much had a lock on HS, winning once again and taking the overall over (2nd place) mom Linda.

In Street Prepared news, ASP was taken by Arnie Coleman at this event, but our fearless leader, Graeme Weston-Lewis is season champ. DSP's also been big, and Rei Makino's pretty much dominated all year. ESP was exciting with leads ever-changing. Congrats to David Walker for the wins today and for the season!

Of course the STS class is hot, hot, hot. Just 2 points behind #1 Rick Donalson today, was Mike O'Neal who took the championship with Gary Phillis 9 points behind, and Mark Gerrard just 5 points more. Excellent job, Mike! Novice Jeff Brauch has steadily climbed in points all year, winning the large SM class. Kevin Wolfskill has a new lease on autox life with his F125 kart this year, and winning the class makes it even better! Congrats to all our season trophy winners!!!

Trophy Winners U RMSS #13



Cls	Pos	#	Driver	Pts
x	1t	189	John Ames	1000
x	2t	162	Paul Woolley	992
x	3t	19	David Fauth	989
x	4t	99	Bob Klingler	985
x	5t	91	Jonathan Goodale	984
x	6t	33	Matt Leicester	982
x	7t	119	Kathy Wolfskill	980
ss	1t	31	Jeff Lundgren	970
ss	2t	53	Cliff Law son	901
ss	3t	8	Larry Horowitz	891
ssl	1t	31	Tia Lundgren	779
as	1t	29	Bob Law s	928
as	2t	11	Tom Pora	926
as	3t	98	Scott Nuttall	919
as	4t	91	Lee Hodgson	919
as	5t	96	Forrest Thompson	917
as	6t	132	Andrew Webb	917
asl	1t	15	Debbie Lasson	866
bs	1t	95	Jeff Sherrard	910
bs	2t	8	Rob Lockey	897
bs	3t	46	Law rence Edw rad	882
bsl	1t	46	Ann Edwards	754
cs	1t	11	Jim Jones	896
cs	2t	31	Andrew Lundgren	823
ds	1t	20	Mason Thomas	971
ds	2t	97	Mitch Beranek	963
ds	3t	197	Vic Michael	963
ds	4t	99	Todd Harmon	957
ds	5t	8	Kinch Reindl	932
dsl	1t	51	Juli Nieto	752
es	1t	99	Dale Kirstein	963
es	2t	16	Andy Hecox	961
es	3t	90	Paladin Row ley	957

es	3t	90	Paladin Row ley	957
es	4t	91	Edson Row ley	930
es	5t	25	Neil Rickli	925
esl	1t	12	Teresa Amos	855
fs	1t	19	Lee Lydston	908
fs	2t	18	Sara Sugrue	844
fsl	1t	76	Melissa Nichols	789
gs	1t	93	Brent DeWitt	962
gs	2t	134	Jason Miller	949
gs	3t	34	Aaron Miller	934
gs	4t	772	Kevin Childers	933
gs	5t	119	Justin Lydston	895
hs	1t	12	Geoff Duncan	895
hs	2t	1	Linda Duncan	890
hs	3t	7	Lee Semas	858
hs	4t	19	Bruce Greene	855
hs	5t	0	Erik Schmidt	854
hsl	1t	125	Rhonda Greene	832
hsl	2t	19	Gail Greene	822
asp	1t	23	Arnie Coleman	908
asp	2t	95	Graeme Weston L	897
asp	3t	757	Perry Harris	893
bsp	1t	197	Manuel Sauvage	889
bsp	1t	88	Lanette Martin	847
csp	1t	70	Gary Boone	927
csp	2t	170	Joe Rupinski	814
dsp	1t	43	Rei Makino	933
dsp	2t	9	Bryan Fyler	903
esp	1t	77	David Walker	953
esp	2t	75	Richard Stark	938
esp	3t	71	Dan Wagner	932
fsp	1t	95	Dan Goodman	932
fspl	1t	75	Cindy Haigler	750



Get back in the driver's seat.

At Farmers, we know you don't plan to have an accident. But you need to get back to normal when something unexpected happens. That's why you'll appreciate Farmers fast, fair, friendly* service and 24-hour claims handling that can return you to the road fast.

So call and get the auto insurance that gets you back where you belong.....in the drivers seat.



FARMERS
AUTO INSURANCE

Gets you back where you belong.

Brian L. Richardson
7550 W. Yale Ave. #A-200
Denver, CO 80227 (303) 985-1090

sts	1t	96	Rick Donalson	955
sts	2t	28	Michael O'Neal	953
sts	3t	128	Josh Hadler	946
sts	4t	199	Gary Phillis	946
sts	5t	61	Hsun Chen	934
sts	6t	12	Mark Gerrard	930
sts	7t	17	Keith Wenzel	924
sts	8t	89	David Jarnagin	921
sts	9t	86	Roger Nallathamby	917
stx	1t	7	Len Joeris	913
stx	2t	93	David Frost	866
stxl	1t	7	Helen Rajala	621

sm	1t	6	Jeff Brauch	946
sm	2t	444	Michael Feldpusch	933
sm	3t	77	Dan Hackett	911
sm	4t	64	Evan Brauch	909
sm	5t	3	Levi Wait	899
sm	6t	91	Mark Irvin	894
sm2	1t	351	John Carpenter	952
bp	1t	58	Geoff Bob Leicest	914
cp	1t	7	Gary Grillo	906
ep	1t	69	Mike Pysh	682
f12t	1t	13	Seth Frader Thom	950
osp	1t	86	PJ	830



JJ Cassa is a regular STS competitor in his pretty blue Impreza. He finished 13th today, and 13th for the season-- that's consistency!

Novice Robert McClintock made enough events this year to trophy in STS. His points have climbed steadily, and he's broken 900 several time. Attaway Robert.



Lanette Martin takes the season (and the event) win for B Street Prepared Ladies!

Driving Blindly

by Linda Duncan

A few months ago Bill Wells (GS Eclipse) and I were talking at an event, and he let me know that a friend of his had always wanted to drive and had never had the opportunity. After a few moments he fessed up that Detrick Sadaa was blind. Her Dad had taken her to parking lots to let her drive while he gave specific directions to her. Bill had told Detrick about his Sunday parking lot excursions and he got this wild hair idea to get Detrick behind the wheel. I had spent some time teaching with Master Drive where we would blindfold instructors, and the coach (co-driver) would direct the driver through the prescribed course. I also had a car with a passenger brake for the teens that I instruct in my teen driving school. Bill had to get permission from SCCA, risk management, Tasha Goodale and a few others. I lost track of all the folks he had to speak to.

When I met Detrick I was taken by her ability to walk with me and follow my directions. After borrowing a scooter to practice directions, we sat in the car so that she could get a feel for the pedals. We went over terms and commands and how I might intervene. Her quick study skills let her drive most of the course without assistance. If anything, I needed to give her directions faster. Detrick was an incredibly happy person as she finished her first fun run and found out there had been a timing error and she would get a rerun. In the true form of a soloist she wanted to improve her time. Detrick was 10 seconds faster on her second run. I think she has earned the title as an SCCA SOLOIST!!! Way to go, Detrick.



Detrick took to the course after regular competition was completed. She finished to standing ovations from the Solo crowd.

Graeme presents Detrick with her 1st place trophy, Blind Class, as Bob Dreher, Linda Duncan, and Bill Wells look on.





Tech Talk 4

by Matt Leicester

Pyrometers and Tire Pressures

This month we'll talk about tire temperatures and pressures and pyrometers, oh my!

I mentioned tire pyrometers last month, and I should start with what a pyrometer can do for you, the eager autocrosser. First of all, a pyrometer is just a fancy thermometer. A tire will be hottest where it is working the hardest, so by reading tire temperatures we can tell a great deal about adjustments needed to make the tire work most efficiently. There are two basic types of tire pyrometer, infrared and probe type. The infrared type reads surface temperatures while the probe is basically a needle that is dug slightly under the surface of the tire to read temperature just below the tread. Since a tire dissipates heat very quickly, a probe type pyrometer is more accurate. A happy coincidence is that probe type pyrometers are a bunch cheaper than the infrared type! Due to the heat dissipation, tire temps need to be read immediately after a run (unfortunately, not after you get back in your grid spot, take off your helmet, etc.)

Typically, we measure the inside of the tread (maybe $\frac{1}{2}$ to 1 inch in from the sidewall), the middle of the tread, and the outer edge (again, $\frac{1}{2}$ to 1 inch or so in from the sidewall). If your alignment and your tire pressures are perfect, all three measurements would be the same. Most likely, not gonna happen. What we're looking for tire pressure-wise is an even progression of temperatures across the tread. For example, if you have a stock, understeering car with limited or no camber adjustment, the outer edges of the front tires are going to be roughly hotter than the sun after a hard run. What you are looking for from the pyrometer readings is that the temperature of the middle of the tread would be roughly midway between the temps of the outer and inner edges. If the tire pressure is right, you may have an outer edge reading of 160 degrees, a midpoint reading of 140 degrees, and an inner reading of 120. If the

tire is over-inflated, the center reading will be biased toward the highest temperature (something like 160/155/120), and if the tire is under-inflated, the center temp will be toward the cooler reading (say, 170/130/120). Under-inflation is probably going to make the outer edge of a loaded tire ugly nasty hot, and over-inflation will pretty much just reduce grip without cooking the poor tire. Given the choice when uncertain, start with the pressures a bit on the high side.

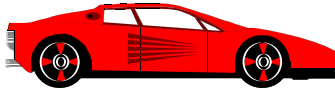
Tire pressures can be used to balance the handling of your car quickly and easily. There are quite a few places where tire pressures other than what the pyrometer wants can be helpful. Quite commonly, pressures higher than the pyrometer's optimum will give better steering response with only a slight reduction in absolute grip. This almost seems to be a characteristic of one tire brand or model over another more than a need from car to car. From my playing throughout the years, the old Yokohama A008RSII wanted three to four pounds more than what the temps said was best, the second year of Hoosier A3SO2 wanted about five pounds over inflation, but the current A3SO3 is happiest (at least on my truck) right where the pyrometer says. You just have to experiment sometimes, even on a car with optimized suspension.

When trying to balance the handling of a car without enough suspension adjustments, often you have to reduce grip at one end of the car. While it would seem that the more grip the better, sometimes balance is more important than outright grip. In these cases, you can reduce the grip of the too-planted end of the car by either under- or over-inflating the tires on that end. Overinflation is generally easier on the tire, and definitely easier on the wheel rim. But I have found that it takes far more pressure above ideal to reduce grip substantially, whereas a pound or two under the "proper" inflation will reduce grip noticeably. Here are the cautions for balancing your car's handling by changing tire pressures from what the pyrometer wants:

Too little air will have the tire rolling over on its sidewalls to some extent, and sidewalls really aren't meant for traction. Even worse, in extreme cases, is that the tire can debeat from the rim - the sidewall actually moves away from the edge of the rim that is supposed to support the tire. At that point, all the air is immediately lost, and the rim is unprotected from the pavement. At best, this really makes the rim ugly and all scratched and gouged; at worst the rim can dig in to the surface and cause the car to roll over. Not good!

Too much air reduces the tire's ability to absorb bumps and such annoyances. Think of an over-inflated tire as a really stiff spring without a shock absorber to damp the rebound. Okay, forget the technical explanation, think of an over inflated tire as a superball! One bump, and BOING BOING BOING! Turns out that tires don't have much grip when they're in the air, go figure! If a car does a very quick, very violent, very unexpected spin just after a bump, there is a good chance that the tire was over inflated.

The moral of the story is feel free to experiment with the balance of your car by changing tire pressures, but if you have to stray far from what a pyrometer says is the ideal temperature, it's probably time to look for help from changing alignments or suspension or maybe even mix tire sizes from front to back. Old school drag racers may look at you funny if you run bigger tires on the front than the rear, but it's amazing how little you notice the stares when you're wearing that National Champion jacket. I guess. I wouldn't know there...



I ...Event Results I ...Event Results I ...

Solo Trials #2

Second Creek Raceway, Backwards

September 29, 2002

Wow, so many thanks due to so many people for another wonderful event -- especially head honcho, Gary Phillis, for bringing back Trials and showing us *such* a great time! He even has 4 events on the schedule already for next year - yippee!!!! Our hero.

People who went many extra miles in bringing us this event include Perry Harris (registration), Dale Kirstein and Kevin Wolfskill (t&s), and Josh Hadler (safety) who worked and didn't even run!

On this near-perfect-weather day, we ran the course counter-clockwise for fun and excitement. Looking really good were Will Metcalf in his Audi S4, taking the DS class (second largest), while the regular DS crew weren't too far behind (Vic, Todd, Mason, and

Mitch). Mary Medicus borrowed the Michael 330ci, and stated emphatically, that she most definitely loved Trials and the car. Couldn't sleep for days!

Going really fast were Glenn Saucier in his ASP Boxster, Wayne Sartori in his ESP SS Camaro (before he had a mechanical--ouch), and Jonathan Goodale in his DP Swift. Matt Leicester was surprisingly fast in the Hotruck (well, not so surprising), and none other than Gary Phillis won the biggest class--STS, with David Jarnagin and Rick Donalson not far behind. John Carpenter in his beautiful Porsche won OSP, where all the SM guys wound up for more favorable safety requirements.



Novice Jeff Brauch in his Supra-quick Supra came in 2nd in OSP. Jeff's certainly one to watch--wow!

Fast Time of Day, Bob Ely (once again--he was FTD at the Spring Trials too!), was the only one to break into the 70s with a 79.272!



It's been great to see Gary Grillo out again this year (and even at Nationals!). You may be confused--his *other* car is the blue one with the white stripe. Does color *really* make a difference, Gary?

Cls	#	Driver	Run 1	Run 2	Run 3	Run 4	Run 5
SS	87	Roger Shaltry	85.085	83.791	84.599	83.47	83.74
SS	78	Paul Woolley	87.995	84.195	85.786		
AS	91	Lee Hodgson	83.775	84.35	83.761	83.662	83.268
AS	96	Forrest Thompson	88.114	87.373	85.515+1	84.321	84.485
AS	98	Scott Nuttall	86.343	85.279	86.928	85.564	86.346
BS	95	Jeff Sherard	85.801	84.281	84.382	85.631	85.027
BS	74	Joel Frahm	94.365	101.155	94.593	95.66	96.402
DS	2	Will Metcalf	83.606	82.617	82.717	83.417	82.455
DS	197	Vic Michael	83.637	83.951	84.311	83.955	83.555
DS	99	Todd Harmon	84.61	83.88	83.607	85.379	101.3
DS	20	Mason Thomas	85.532	84.451	84.17	91.93	86.998
DS	97	Mitch Beranek	86.106	85.82	85.835	85.249	84.82
DS	42	Kathy Wolfskill	87.998	87.402	87.914	87.904	88.726
DS	11	Mark Sleeper	89.325	89.682	89.465	88.849	88.935
DS	98	Mark Rhoades	91.406	92.309	91.201	92.092	92.068
DS	67	Roger Fang	100.591	95.126	92.648	92.565	93.164
DSL	66	Mary Medicus	88.952+1	88.773	87.558	88.927	110.26
ES	111	Cal Neske	90.388	90.372	90.532	90.043	89.284
ES	85	Mark Mauro	92.35	91.772	91.858	91.785	91.085
ESL	61	Frobi Frobisher	98.977	99.948	97.911	96.977	97.218
GS	193	Chris Fisher	91.735	88.562	87.044	86.293	86.466
HS	28	Tim Vogelzang	90.778	91.369	93.739	92.093	95.238
ASP	986	Glenn Saucier	80.991	80.943	80.15	80.945	81.589
CSP	92	David Kern	90.539	89.635	88.434	88.673	87.242
CSP	73	Furman Baker	90.196	91.961	91.215	91.149	92.681
CSP	19	Danny Cochran	103.735	92.585	92.677	91.657	92.138
DSP	1	Dan Hackett	85.775	85.465	85.683	85.044	84.862
DSP	43	Rei Makino	86.867	87.373	88.268	87.541	88.048
ESP	1	Wayne Sartori	79.932	88.102			
ESP	77	David Walker	83.51	83.443	83.941	83.702	
ESP	4	Mike Minear	88.537	88.819	87.632	86.628	91.228
ESP	66	Mike Critchley	87.8	87.793	86.928	87.244	92.523
ESP	24	Charles Chandler	89.986	89.94	89.451	89.043	88.506
FSP	33	Matt Leicester	84.447	84.84	84.784	84.857	84.895
FSP	95	Dan Goodman	89.662	92.198	91.45	92.023	90.799
CP	21	Bob Ely	80.017	79.756	80.42	79.272	80.762
CP	77	Gary Grillo	81.945	83.173	82.034+1		
DP	75	Jonathan Goodale	80.888	81.785+1	81.113+1	80.701	80.461
STS	9	Gary Phillis	87.68	88.387	87.213	86.317	86.799
STS	89	David Jarnagin	87.896	86.966	87.527	87.147	87.658
STS	96	Rick Donalson	90.087	88.062	87.464	87.454	87.392
STS	27	Kurt Sendelw eck	88.641	88.387	92.93	88.724	87.798
STS	97	Kazuo Tanaka	90.649	90.652	90.938	89.54	88.43
STS	28	Mike O'Neal	89.824	89.232	89.504	89.167	89.102
STS	75	Jeff Baysinger	90.116	89.336	106.705	91.013	90.1

STS	17	Keith Wenzel	90.713	89.93	90.623	90.566	89.383
STS	34	Robert McClintock	92.39	91.931	90.284	91.039	90.511
STS	52	Brandon Nelson	91.384	90.524	90.493	91.533	91.126
STS	62	JJ Cassa	95.209	93.036	92.381	92.448	93.285
OSP	351	John Carpenter	80.272	82.294	80.433	80.022	80.311
OSP	6	Jeff Brauch	82.286	81.713	81.164	82.08	82.222
OSP	44	Michael Feldpusch	81.726	82.41	82.285	81.954	81.815
OSP	91	Mark Irvin	82.815	82.398	82.31	82.649	82.035
OSP	72	Patrick McGrath	86.799	84.358	83.966	82.833	82.901
OSP	3	Robert Roe	91.347	88.715	88.532	88.224	88.47
OSP	74	Paul Watts					
SM2	9	Dan Sanford	93.145	91.981	92.292	93.332	94.97
STX	9	Ken Lewis	92.875	92.261	91.564	91.59	91.067



NEED MONEY???

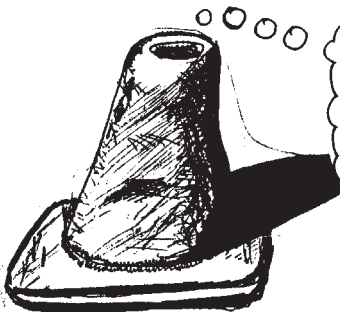
Debt Consolidation
 Refinance
 Construction Loans

Home Purchase
 Investment Properties
 Cash out for any need

John Broderick
 Mortgage Specialist

Office: 720-468-5000 x 162
 Cellular: 303-520-4078

CONE CONFERENCE by Rick Walford



REPEAT AGAIN. "PAIN IS NOT A TRUE BODY SENSATION. IT IS AN EMOTIONAL RESPONSE TO ADEQUATE AFFERENT NERVE PATHWAY STIMULATION. REPEAT AGAIN. PAIN IS NOT....."

Bob tried multiple mind disciplines in an attempt to recover from his encounter with that Camaro in the slalom at the last event.

Ask The Auto-X-Pert

The World's Most Respected Automotive Advice!

(If your world is small enough)

By Geoff Bob Dangerous Careful Leicester Bob. Bob.

Well, it looks as though we made it through another season. Time to buff away the cone marks, wrap up the tires, and clear closet space for those spiffy new jackets. For some, this is a time to reflect on accomplishments well earned; and for others, a time to consider the where's and why's of a season run horribly amok. At any rate, one thing most of us have in common is the age-old dilemma of an unused racecar quietly decaying in the garage.

Even cars, which are magically transformed into daily drivers after every event, are subject to the ravages of time, winter road goo, and deterioration. Unless we are fortunate enough to obtain new cars every season, winter is not our friend. Unless you're Mary Medicus, who skis a lot. Then winter is your friend, just not your car's friend. This may lead to emotional conflicts with your car, which are both painful and unproductive. Sounds like another column to me! Anyway, we're still left with the problem of what to do with the trusty steed over the winter to make sure we're race-ready next season. Or even for the winter series, coming soon.

And fortunately, this month's Ask the Auto-X-Pert's question deals with this very same subject. Not surprising, considering I just made it up; I mean, selected it from the thousands of plaintive queries appearing on the Ask the Auto-X-Pert hotline! And with the appropriate amount of ado (not too much, not too little; ado balance is a sensitive thing), we present....

Dear Auto-X-Pert Bob,

I am still sleepless after my stunning success in HSP this season, but I'm worried I may not be able to repeat my top-fifty performance next year if my car rusts into oblivion this winter. What do I need to do to prepare my car for storage? I'd drive it to



school every day, but then I wouldn't be able to honestly tell my kids that I walked to school barefoot through the snow, uphill both ways, blah blah blah, etc. So I decided to park the old heap and hoof it. What do I do to make sure it's ready for next season?

Signed, Ben Oldenslowe

Well Ben,

Now is indeed the time to prepare for that long winter's nap. There are a few ways of going about storage, depending on how inert your vehicle is going to be throughout the off-season. If you're planning on using the vehicle occasionally, you can get by with simply topping up the fluids, storing the race tires, and protecting the car's finish. Long-term storage requires more drastic measures.

For short term/occasional use preparation, begin by topping up the fluids. Make sure you fill the engine with oil all the way to the top of the oil fill hole; you don't want anything rusting in the upper reaches of that mighty motor of yours. Coat all interior surfaces with preservative; epoxy works well for these applications. Finally, coat all exterior surfaces with a rust-inhibiting preservative, such as road tar. Connect the battery to a trickle charger, which will gently keep the battery charged. House current should be okay, I suppose. You might want to stand back just a bit when you hook it up. The connection will possibly register on the Richter scale, but you can't be too careful! Then, when you need to use the vehicle, simply scrape off the various protective coatings with a jackhammer and you're ready to roll!

Long-term storage is a bit trickier. The goal is to eliminate every last iota of decay, which is going to take some commitment on your part. If you really do want the very best for your trophy-grabbing beast, let's get started. First, you will need to replace all of the vehicle's vital fluids with a quality embalming fluid. I think Safeway has it. Next, roll up the car windows and drill a 1/2" hole through the highest point of the roof. Fill the entire vehicle up to the top with slow-curing epoxy. Your interior will not only be preserved over the winter, but for the next several generations as well. Next, borrow a friend's commercial crane and lower the vehicle into an empty swimming pool, which you thoughtfully provided for just such an

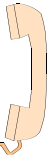


occasion. Lastly, borrow the same friend's cement mixer and fill the pool with concrete. No way your car's going to deteriorate this winter, huh? A few minutes work before the season begins anew, and you're car will reflect the pampering it received this winter! Man, your friends are going to be sooooo jealous!

So once again, there you have it! If you would like to be personally mentioned in this exalted (by me, anyway) column, please direct all queries (I also accept questions) to the Auto-X-Perth hotline; which is geoff@eagle-access.net. As always,



Who Ya Gonna Call?!



Who/What?	Where?	What for?
Graeme Weston-Lewis CO Region Solo II Chairman	970.622.9972 (h) or 970.206.5629 (w) gweston@lsil.com	Everything!
Iain Mannix, Chief of Rookies	mannix@privatei.com	General Info for newcomers
Kathy Wolfskill ConeClips Editor	303.258.7371 or kathywolfskill@hotmail.com	General Info, to contribute to the Solo newsletter
Colorado Region Solo website by Dale Kirstein	www.rmsolo.org kirstein@sprintmail.com	Web site info
Join the Solo email list by Kevin Wenzel	send email to rmsolo-request@rmsolo.org with subscribe in the body or access http://www.rmsolo.org/mailman/listinfo/	Announcements and/or discussion
SCCA	www.scca.org 303.779.6622	Sports Car Club of America
SCCA's Solo II Classes	www.scca.org/amateur/solo2/classes	Sports Car Club of America

RMSolo Season-End Awards Banquet Bash!!

(See details on the inside from cover for dates, times, etc.)

Of course I'll be at the 2002 RMSolo Awards Banquet! Here's the scoop:

Names of Attendees:

Amount enclosed (\$15 each):

Fun Part: For each competitor, please describe something about yourself few people know, something you've done or experienced. We will include these questions in a "Guess the Person" activity during the party.

Make Checks payable to SCCA, and mail your form and check to:

Tia Lundgren
7260 Brighton Place
Castle Rock, CO 80108