

OCTOBER 2000

# OPEN EXHAUST

THE OFFICIAL PUBLICATION OF THE DETROIT REGION SPORTS CAR CLUB OF AMERICA



**Julian T. Gordon**

**1913-2000**

## **Inside This Issue:**

---

**Report from Peter Hylton; Rally with a Celebrity;  
Board Meeting Minutes; Tribute to Julian Gordon; Ads & More!**

# DETROIT REGION OFFICERS & OFFICIALS

## Regional Executive

Marcus Merideth  
734-722-5158 (h)  
313-337-4138 (w)  
33707 Glen St.  
Westland, MI 48186-4595  
marcus@teleweb.net (h)  
mmeridet@ford.com (w)

## Assistant R.E.

Bob Goppold  
734-665-7124 (h)  
2112 Windsor Drive  
Ann Arbor, MI 48103-5653  
bobg666@hotmail.com (h)

## Secretary

Mark Shehan  
734-528-7223 (h)  
313-323-2758 (w)  
5534 Redbud Court  
Ypsilanti, Michigan 48197  
MarkShehan@aol.com (h)  
Mshehan@ford.com (w)

## Treasurer

Christine Syfert  
248-347-0158 (h)  
248-473-3816 (w)  
28660 Summit Ct  
Novi, MI 48377-2918  
105602.3121@compuserve.com

## Director at Large

Carol Uller  
734-542-6975  
8903 Norman Avenue  
Livonia, MI 48150-3300  
Goinscid@aol.com

## Director at Large

Kim Lyon  
(248) 646-0262  
2627 Bradway Blvd.  
Bloomfield Hills, MI 48301  
kml@daimlerchrysler.com

## Director at Large

Henry Hausler  
734-433-0229 (h)  
734-523-3009 (w)  
6035 MI State Road 52  
Manchester, MI 48158-9721  
Bhausler@concentric.net (h)  
Hhausler@ford.com (w)

## Director at Large

Bill Slabey  
734-459-5058 (h)  
734-354-0472 (w)  
734-459-6183 (fax)  
48720 Hanford Road  
Canton, MI 48187-4714  
Wslabey@aol.com

## Race Events Director

TBA

## Rally Events Director

Pete Padden  
810-247-5895  
42446 Sycamore  
Sterling Heights, MI 48313  
Peter.padden@eds.com

## Solo Events Director

Guy St. John  
248-349-3649  
624 Carpenter  
Northville, MI 48167  
Stjohnag@gateway.net

## Special Events

Pattie Klimchuk  
810-445-2968  
1558 Shore Club Dr.

St. Clair Shores, MI 48080-1574

## Membership

Nancy Reichenbach  
248-442-2084  
18600 Laurel  
Livonia, MI 48152-2911  
Reichrace@aol.com

## Licensing

Kim Lyon  
248-646-0262  
2627 Bradway Blvd.  
Bloomfield Hills, MI 48301  
lyonkm@AOL.com

## Archivist

TBD

## Equipment

TBA

## Newsletter Editor

Tim White  
810-296-7820  
22729 Lake Dr.  
St. Clair Shores, MI 48082  
oe-editor@home.com

## Chief Course Marshall

Wayne Rogers  
616-361-1163  
1662 Four Mile Road NE  
Grand Rapids, MI 49505

## Chief of F&C

TBD

## Chief Grid Marshall

Barbara Steencken  
248-685-2773  
300 Jacole Dr.  
Milford, MI 48380-3920

## Chief Paddock Marshall

TBD

## Chief Medical Officer

Dr. Ron Krome  
313-248-8378  
C/O Emergency Dept.  
Receiving Hospital DRH  
4201 St. Antoine  
Detroit, MI 48201

## Chief of Fire & Rescue

Richard Meyers  
248-879-9481  
2660 Coral Drive  
Troy, MI 48098-3955

## Chief Pit Marshall

Linda Haslitt  
248-542-9960  
810-839-3188 (m)  
248-542-9960 ext 35 (w)  
3990 W 12 Mile Road #114  
Berkley, MI 48072-1118  
lhaslitt@accu-tek.com

## Chief of Registration

Mary Shiloff  
810-725-3057  
7307 Dyke Rd.  
Algonac, MI 48001-3011

## Chief Scrutineer

Bob Goppold  
734-665-7124 (h)  
2112 Windsor Drive  
Ann Arbor, MI 48103-5653  
bobg666@hotmail.com

## Chief Starter

Hal Goff  
734-425-3354  
13963 Cranston St.  
Livonia, MI 48154-4248

hgoff@giffels-usa.com

## Chief of Radios

Pete Padden  
810-247-5895  
42446 Sycamore  
Sterling Heights, MI 48313

## Chief of Timing & Scoring

Michele Grimm  
734-572-8793  
4383 Oakengates Drive  
Ypsilanti, MI 48197-9024  
Grimm@rrb.eng.wayne.edu

## Pro Race Committee

Bob Pierson  
248-344-4793  
24877 Summit Dr.  
Novi, MI 48377-2934  
bpierson@jerviswebb.com

## Club Race

TBA

## Pro Rally Committee

Mike Bodnar  
19830 Mahon  
Southfield, MI 48075

## TSD Rally

Pete Padden  
810-247-5895  
42446 Sycamore  
Sterling Heights, MI 48313

## Merchandising

Marcus Merideth  
734-722-5158 (h)  
313-337-4138 (w)  
33707 Glen St.  
Westland, MI 48186-4595  
marcus@teleweb.net (h)  
mmeridet@ford.com (w)

## Voice of the Hotline

Marianne Mickle  
810-739-1667  
54823 Cambridge Dr.  
Shelby Township, MI 48315-1617  
mariannemickle@juno.com

## CenDiv Champ Series Rep

TBA

## Worker Points Keeper

Pat Pierson  
248-344-4793  
24877 Summit Dr.  
Novi, MI 48377-2934

## Public Relations

TBD



## OTHER OFFICIALS

### Director, Area 4

Peter Hylton  
7217 Creekwood Court  
Pittsboro, IN 48167-9798  
317-892-6572  
pete@petehylton.com

### CenDiv Exec. Steward

Kent Williamson  
616-459-5367  
525 Gladstone SE  
Grand Rapids, MI 49506

### CenDiv Scheduling Rep.

Terry Ozment  
18251 84th Ave., N.  
Maple Grove, MI 55311  
612-420-9596

### CenDiv Licensing Admin.

Bob Lyberger  
4929 W. Abbington Dr.  
McHenry, IL 60050  
815-344-2447

### CenDiv Pro Rally Admin.

Bruce Weinman  
3715 Knox Ave., N.  
Minneapolis, MI 55412  
612-529-6821  
bweinman@piper.hamline.net

### CenDiv Road Rally Steward

Jim Mickle

810-739-1667  
54823 Cambridge Dr.  
Shelby Township, MI 48315-1617

### CenDiv Solo II Event Steward

Debbie Fessler  
419-882-1089  
4818 N. McCord Rd.  
Sylvania, OH 43560  
jdfessler@juno.com

### National Points Keeper

Mark Waggoner  
815-968-3256  
1245 N. Main  
Rockford, IL 61103-6247

### CenDiv Champ Series Points

Kametta Kotyk  
10520 East MN Ave.  
Galesburg, MI 49053  
nettie51@juno.com

### CenDiv Solo Safety Steward

Bill Engle Sr.  
502-451-2240  
2906 Arlington Rd.  
Louisville, KY 40220-1312

### SCCA Inc.

303-694-7222

### SCCA Autosport HOTLINE

313-545-6733

Open Exhaust

# Member Services

**For info on...  
Membership Applications  
and Trial Memberships,  
contact:**

Nancy Reichenbach  
(248) 442-2084  
18600 Laurel  
Livonia, MI 48152-2911  
reichrace@aol.com

# OPEN EXHAUST

THE OFFICIAL PUBLICATION  
OF THE  
DETROIT REGION SPORTS CAR CLUB OF AMERICA

Volume 47 Number 9

## CONTENTS

|                                    |    |
|------------------------------------|----|
| <b>Region Business</b>             |    |
| Officers & Officials .....         | 2  |
| Advertising Rates .....            | 3  |
| Publication Schedule .....         | 3  |
| Board Meeting Minutes .....        | 4  |
| <b>Rally</b>                       |    |
| My Weekend with a Movie Star ..... | 7  |
| <b>Miscellaneous</b>               |    |
| From the Director's Desk .....     | 11 |
| Julian Gordon .....                | 12 |
| Street Racing .....                | 13 |
| Detroit's Business Exchange .....  | 14 |
| Classified Ads .....               | 15 |

## LEGALS

Open Exhaust is published 10 times a year, with bimonthly issues for November/December and January/February. Views expressed herein are those of the authors and not necessarily those of Detroit Region SCCA, or of SCCA Inc. Permission to reprint any material published in Open Exhaust is granted provided full credit is given to Open Exhaust and the author.

Deadline for Open Exhaust is published elsewhere in the newsletter.

Ideas, suggestions, comments, corrections and letters to the editor are welcome and appreciated, but Open Exhaust reserves the right to edit or exclude any submissions. Articles may be hand or typewritten, but electronic correspondence is highly preferred. Artwork should be captioned and identified for return. Please include SASE for return.

Send material to:

Tim White, Newsletter Editor  
22729 Lake Dr., St. Clair Shores, MI 48082  
oe-editor@home.com

Send address changes to:

Nancy Reichenbach  
18600 Laurel, Livonia, MI 48152-2911  
reichrace@aol.com

## ADVERTISING

Total price of an advertisement run in consecutive issues (add 25% for the back and inside covers):

|   | Width  | Height | 1 issue | 3 issues | 5 issues | 10 issues |
|---|--------|--------|---------|----------|----------|-----------|
| Full Page                                     | 7 1/2" | 10"    | \$120   | \$305    | \$470    | \$846     |
| Half Page                                     | 7 1/2" | 5"     | \$69    | \$175    | \$270    | \$486     |
| Full Column<br>or 2 Half Columns side by side | 2 1/2" | 10"    | \$50    | \$127    | \$196    | \$352     |
| Quarter Page                                  | 3 3/4" | 5"     | \$40    | \$101    | \$155    | \$280     |
| Half Column                                   | 2 1/2" | 5"     | \$29    | \$73     | \$112    | \$202     |
| Business Card                                 | 3 1/2" | 2"     | \$19    | \$49     | \$75     | \$135     |

Ad must be paid prior to publication. Camera ready (STAT) black and white artwork at publication scale or most common PC/Windows graphics formats are acceptable.

## 2000 Publication Schedule

| Issue | Month     | Deadline    |
|-------|-----------|-------------|
| 1     | Jan/Feb   | January 21  |
| 2     | March     | February 11 |
| 3     | April     | March 10    |
| 4     | May       | April 14    |
| 5     | June      | May 5       |
| 6     | July      | June 2      |
| 7     | August    | July 1      |
| 8     | September | August 4    |
| 9     | October   | September 1 |
| 10    | Nov/Dec   | November 3  |

## ABOUT THE COVER

Julian Gordon  
1913-2000

Photo courtesy of Marianne Mickle

# Detroit Region SCCA Board of Directors Meeting

## 11 July 2000

Holiday Inn (northeast corner of I-275 and 6 Mile Road)  
7:30 - 10:00 pm

### Attendees:

Bob Goppold, Henry Hausler, Jody Jacobs, Kim Lyon, Bob Martin, Guy St. John, Jim Mickle, Pete Padden, Mark Shehan, Chris Syfert, Carol Uller

### Call to Order

Bob Goppold called the meeting to order at 7:30 pm

### Secretary's Report

Motion by Bob Martin to accept the Secretary's minutes as presented. Seconded by Pete Padden. Unanimously approved.

### Membership Report

The region has 2139 members as of the June 2000 membership galley from the National Office. There were 82 non-renewals.

### Worker Points Report

The latest worker points deck was distributed.

### Treasurer's Report

Motion by Carol Uller to accept the Treasurer's report as presented. Seconded by Henry Hausler. Unanimously approved.

### Budget

*New:* McKamey Autocross School and Detroit vs. NWOR Challenge Solo II budgets were presented. Motion by Chris Syfert to accept. Seconded by Henry Hausler. Unanimously approved.

### Old Business

Bob Goppold has agreed to work with Secretarial Solutions to resolve the membership mailing list concern. Bob noted that he would report back his findings at the next board meeting.

### New Business

*Banquet.* Mark Shehan agreed to pull together banquet facility costs/menus for January's annual Awards Banquet in time for the next board meeting. The board's first preference for banquet dates is the 3rd Saturday in January.

Jody Jacobs noted that she would pull together some alternatives to the Laurel Manor facility that has been used recently. Website

Kim Lyon agreed to work with Scott Jasmund, region webmaster, one-on-one in resolving the region website support issues.

Jim Mickle discussed the need to get information to the region website in a timely fashion and with accurate information.

Bob Goppold agreed to e-mail the website that the board has openings for Special Events Coordinator, general membership meeting coordinator and board positions.

### Elections

Bob Martin noted that Mark Shehan cannot serve on the board again in 2001 as this is his 6th consecutive year on the board in an elected or appointed position.

Bob Martin commented that the nominating committee was

adding Mark Henderson to the list of candidates for the upcoming election.

Kim Lyon noted that he was told at the road race at Grattan that there are previous board members who would be willing to be on the board in the future.

### General Membership Meetings

Jim Mickle noted that the general membership meetings are disorganized. Bob Martin mentioned that he thought that the members would like a monthly meeting rather than the sporadic meeting schedule we currently have.

Jim commented that "no-one is aware of when the meetings are moved" from their "regular" location.

In general the board agreed that the general membership meetings need to be scheduled for each month.

Bob Martin agreed to coordinate the general membership meetings for the rest of the year until a suitable alternate was found.

The board liked the idea of continuing the "How to get started" program for the February or March general membership meetings.

Chris Syfert agreed to help get speakers for future general membership meetings

### Open Exhaust Newsletter

Jim Mickle commented that he would like to see the latest event schedules and meeting agenda's in each issue of the Open Exhaust. He noted that this had been done in the past. Jim mentioned that the Open Exhaust needs to be published on time. He commented that the Open Exhaust needed more realistic deadlines for submissions. He noted that "no-one is writing articles". He queried where the Regional Executive articles was from this year's National Convention. Jim noted that this is required. He also note that event entry forms for events and articles for the events should be in each Open Exhaust.

Jody Jacobs agreed that the latest schedule of events should be both in the Open Exhaust and posted on the web site.

### Communication

Jim Mickle would like answer's to his e-mail questions ("to the leadership") in a timely fashion.

Kim Lyon noted at the Grattan race that he was told that some of the competitors feel that the Detroit Region Technical Inspectors are on "chronic witch hunts". Someone commented that the Detroit Region board is "lost" and is "going down the toilet". Kim commented that someone noted there are "books" on how to run the region. The board will investigate this.

Additional discussion was held during the board meeting regarding the direction of the board and its' leadership.

### Training new members

Jody Jacobs noted that she would like to see more training for the various positions within the region. More follow through is also needed.

Jody commented that the chief/experienced region members should give new members defined tasks to accomplish/roles

to get them more involved. We also need to do a better job of letting new members know whom to call if/when they have questions.

### Rally Report

Pete Padden mentioned that the August Madness TSD Rally has been cancelled. The POR Rally is on schedule. The route is completed for the Thumbs Up rally.

### Race Report

Henry Hausler noted that the race at Grattan went well. Unfortunately there was a little too much precipitation during the event. Henry commented that 55 cars participated. He mentioned that with the lower than expected turnout the organizers were able to provide separate practice and qualifying sessions (an unexpected good turn of events). Henry noted that they would try to schedule similar sessions at future races. Henry commented that we had really good worker turnout.

Bob Martin noted that the entry forms for the National race had been mailed out. The worker forms would be mailed out shortly. Bob commented that no pets would be allowed at the race.

### Assistant R.E. Report

Bob Goppold agreed to work on the various Open Exhaust newsletter issues that are on the table and to resolve the mailing list issues.

### R.E. Report

Marcus is out of the country on business, will return on Wednesday the 19th.

### Solo Report

Guy St. John commented that the Detroit vs. NWOR Challenge Solo II event is on and is scheduled for the GM Hydramatic plant at the Willow Run airport in Ypsilanti on Sunday July 30th.

Guy noted that we may be able to gain use of the Ypsilanti Ford plant for a future Solo II.

He commented that we no longer have use of the GM Proving Grounds in Milford for our Season Ender Solo II (due to building construction on the site), however, GM was trying to find an suitable alternate site.

It was commented that the Solo community should examine the rally schedule when planning events to make sure that they do not conflict.

Guy and Mark will jointly search for a new solo director for the 2001 season. If you are interested please let Guy or Mark know.

### Adjourn

Kim Lyon moved to adjourn the meeting at 9:30 pm - 1 -

Submitted by Mark A. Shehan

Created on 07/23/00 5:13 PM July 2000 Board Meeting minutes.doc



# Performance Driving & Autocross Schools

Have the time of your life on the track of your choice!

Learn the art of performance driving or improve your autocross skills at some of the most legendary race tracks in the U.S. Drive your own car or pilot a race prepared rental.

## AUTOCROSS SCHOOL

- Chief Instructor, Brian Priebe, 3-Time SCCA Solo II National Champion
- Classroom sessions, on-course instruction, data acquisition & trophies

Michigan Speedway ..... May 20-21

Gateway International Raceway ..... September 23-24

## SPORTSCAR PERFORMANCE SCHOOL

- Personal instruction & classroom sessions
  - Novice, Intermediate, Advanced & Accelerated open passing groups
- Putnam Park Raceway ..... June 17-18, July 29-30
- GingerMan Raceway ..... June 26-27
- Michigan Speedway ..... August 5-6
- Gateway International Raceway ... September 23-24

Call For Rates & More Dates 330-793-9451

Visit Our Website: [www.tracktime.com](http://www.tracktime.com)



Come Play with us at our Annual

# Charity Autocross!!!

to benefit the Karmanos Cancer

- Lawrence Technological University,  
Southfield, MI

- Sunday, September 17<sup>th</sup>

- Trophies awarded for Porsche & Non-Porsche Classes

- Registration 10AM, 1st car out at 11 AM

- Snell 85 or better helmets required,  
sorry.....no carts or bikes!

- \$3.00 a Run or 10 Runs for \$25.

- Refreshments will be available on site



# My Weekend With a Movie Star

By Bob Martin

I recently got the opportunity to run the Maine Forest PRO Rally with Perry King, a movie and television actor (*Lords of Flatbush*, *Riptide*, *Melrose Place*, etc) in a factory Hyundai Tiburon. This is my story...

I came home from an SCCA meeting one day back in July and looked through my phone messages when I saw a message from Doug Shepherd, fellow racer and rally driver. The message asked if I was doing anything for the Maine Forest PRO Rally and, if I had no plans, was I interested in a ride. I called Doug and he asked if I was interested in an all-expenses paid ride in the Maine Forest Rally navigating for one Perry King, TV and movie actor, in a factory Hyundai Tiburon running in Production class. Was I interested? For free, I would ride with almost anybody! He said "great, call John Buffum for the details".

I called John the next day and went over the details. I was to get to Rumford, Maine by the best way, all travel, room, entry and other expenses would be covered. Tim O'Neil would be maintaining the car. Perry has had plenty of experience road racing, including a race in an Indy Lights car, NEON Challenges, the 24 Hours of Daytona, etc. so we didn't think he'd be a total novice. He would be attending Tim's rally driving school the day before the rally, and but this would be his first time on a rally stage. I would use John's driving suit, as we are basically the same size and we wanted to look professionally prepared.

Personally, I had heard the name, but could not quite place it. I asked my wife about this and she asked "Perry King, from the movie *Lords of Flatbush*?" I then called one of my rally friends who asked "Perry King, the guy who wrecked the course opening car at the 1986 Olympus rally?" Uh-oh. I called another rally friend, who asked "Perry King, the guy who drove backwards down a stage at the 1986 Olympus Rally?" UH-OH! Called a third rally friend who asked "Perry King, the guy who drove backward down a stage at the 1986 Olympus Rally and nearly crashed into Markku Alain?" UH-OH!! Panicking, I called one of my non-rally friends, who asked "Perry King, the guy they drowned on Melrose Place? You know what that means, don't you?" OH NO!!! What had I gotten myself into?

The day to leave for the rally finally arrived. After an uneventful flight to Portland, Maine I went to the Budget rental car counter to pick up my car. Now, I had made these reservations online with no hint of what cars they offered or what I would get. They handed me the keys to a Hyundai Elantra! How's that for coincidence? I drove up to Rumford, found John Buffum and asked if he had seen Perry. No, he had not seen him, but he knew we were staying in Sandy River, just 15 miles up the road. I drove up to Sandy River, only to find out that Sandy River is a complex of hotels, not just one. I went to the first hotel, but it was closed, since it was a ski resort and this was the middle of July. A worker gave me directions to another hotel, which was open. There was no room in my name, but they did have a Perry King in *another*

hotel, "down the road, turn left and only five miles". I drove to this hotel to find that Perry had not checked in yet and that there was no room in my name. I left them a message and left for registration.

Now, I have been through a lot of registration lines, but this one made molasses in January look downright swift in comparison. However, since they were selling beer (well, they sold you a ticket, which you could exchange for a beer), and since I was visiting with friends who were also stuck in line, the wait was tolerable. After an hour and a half, I made it through the line and started socializing once again. After half an hour, I had not seen anyone that looked like a movie star, so I headed back to the hotel.

I got back to the hotel and found that Perry and company had checked in and had left for Registration. There was still no room reserved a room in my name. I asked if they had a room, was lucky enough that they did (at \$108 per night!) and checked in. I left a message for Perry to call me when he arrived and went to bed.

Perry called me later that night. Apparently, they had pulled into the parking lot at Registration about the same time I was pulling out. We made plans to meet for breakfast the next morning and I went back to sleep.

We met bright and early the next morning, Friday. The rally started downtown at 2:30, so we had a little time to kill. Or, so I thought. Movie stars, however, have a different schedule. It's called interviews, the press stage, photo ops and meeting the brass. But first, we had to find the car! We drove down to the Linnell Motel to find Tim O'Neil, who was, as I said, maintaining the car. We found Tim and asked him where the car was located. He pointed across the street and down, oh, a hundred feet or so. We started to walk when Tim said, No! he would bring the car around to us. Ah, my first taste as a pampered rally navigator. How sweet!

We got into the rally car and headed out for the press stage. At the start of the press stage, we get out of the car for interviews (well, Perry got out of the car for interviews, I got out of the car for a potty break) and some guy dives into the back of it. He was from SpeedVision and was putting fresh film into the on-board camera. Great! I'm going to be on SpeedVision! In the mean time, Perry was interviewed by several reporters while I, uh, prepared for the stage.

The press stage was a one mile dirt road dead end. We ran in, were held by a control person, then we ran back. It was strictly a second gear stage. We went slow the first time through, and picked up a little on the second pass. By the third pass, Perry was picking up a little steam. I could tell he was not comfortable when the car got loose, but that is a function of seat time, and I felt he would quickly settle in. After the third pass, we had another round of interviews (well, see above) before the stage closed down. We went to lunch,

then on to the start of the rally.

The Maine Forest Rally starts in downtown Rumford. Parc Exposé is on one end of Main Street. In past years, all the cars in the rally would grid on this one block. This year, due to an entry of 108 cars, only the first 30 cars were gridded on the street, the rest parked in a dirt lot and waited for their start order. Since we were starting 73rd, we had over an hour to kill. I spent the time getting familiar with the computer. I quickly found out that the computer was wired through the ignition, meaning that when the ignition was off, the clock stopped counting! Oh, great. So, I went into the local drug store and bought a five dollar watch to keep time. I also found there was no easy way of adding or subtracting mileage, which I often do in a stage rally to compensate for wheel spin and/or wheel lockage, depending on the probe arrangement and the rally conditions. Inspecting the car even further, I found a flimsy jack, no wood base, no shovel, no tools, no spare parts and no come-along. But, since the goal was to go slow and finish, I guessed we would not really need these.

We finally got to the start, did another interview, and proceed on our way to the first stage. Well, actually, the second stage. You see, with 108 cars, the organizers were going to split the group into two, sending the odd starting order cars north the run two stages, and keeping the even numbered starting order cars further south to run two stages. The idea was to run two stages, service, then switch stages with the even start order cars heading north and the odd ones staying south. Sounded reasonable to me. But, noooooooo. The first cars couldn't run different stages at different time. "The conditions might change." "The road might get torn up." "The navigators wouldn't be able to check each other's times." "It was soooo unfair." Bowing to pressure from the front whiners, er, runners, the organizers dropped this idea and reverted to sending all the cars through the stages in sequence. However, the first stage lead into a dead end stage, and the organizers

were concerned about the limited amount of space for turning around and parking. So the organizers *dropped* the first stage, transited all the cars into the stage, turned them all around, and lined them up to run the second stage. How this alleviated the space problem, I don't know, since all 108 cars went in there anyway, turned around and still had room to park, but they didn't ask me, so we just did as we were told. So, now we were queued up to run Stage 2. But, being 73rd on the road, this amounted to waiting for an hour while the first cars ran the stage ahead of us.

As we finally approached the start line, Perry told me how this reminded him of the approach of curtain time in a play: 8:00 comes, the curtain goes up and you have to be ready to lay yourself on the line. Very apropos.

Our turn finally came up and Perry was off on his first real rally stage! He took the first two corners very nicely, in second gear and left foot breaking, just like in Tim O'Neil's school. He took the short straight nicely, staying in second gear. The next set of turns he took very nicely, still in second gear. The next, longer straight he took, staying in second gear, touching the rev limiter. Over some crests, around some corners, dodging some rocks, careful of the downed tree, more corners, more crests, more rocks, still in second gear. Another, long straight, *still in second gear!* "Perry," I said, "this car has a third gear" "Yeah, but I don't want to get confused downshifting in the corner." OK. I wondered what the engine was going to think about that. However, since the goal was to finish, and since I didn't want him getting confused by downshifting in a corner either, and since the engine had a rev limiter, I decide to shut up and keep quiet. More corners, more crests, more rocks, spectators, a bridge, then the flying finish! Perry had completed his first PRO Rally stage!

Stage 3 was an interesting stage, if you like rocks. BIG rocks. Lots of BIG rocks. You had lots of choices on this stage, like "Should I hit this rock, or that rock?" Here, Perry's second gear strategy worked like a charm. We passed 4 cars on the stage. All had severe suspension damage and were out of the running, but not us! We might be slow, but we were determined to finish.

Stage 4 was a longer version of Stage 3, but with more rocks! Bigger rocks, too. Creeping through this stage, we passed 4 or 6 more cars lying broken beside the road. We adopted a motto: Attrition is our friend. We dodged most of the biggest rocks, since, going slowly, we had time to react. One rock, one *huge* rock, however, headed straight for us. Both of us sucked air and tried to push our seats into the trunk. Perry steered like mad, and missed it! It was great! Since we felt really good about this, Perry actually sped up. During a long straight, he even shifted into third. Life was good. We finished this stage and headed back to town for the final MTC of the day, still in one piece, still in the running.



After checking I at the MTC, we turned the car over to Tim for servicing that night. We went to the pizza party, had a few beers, then went back to the hotel to get a good night's rest (I would tell you the story about checking the scores, being asked by a young, good looking lady which car I was with, saying King/Martin and her saying "Oh, so you're Perry King, nice to meet you", and where that went, but this is a family article).

The next morning, Tim delivered the car to us, and said he had made a few changes in the rear suspension. Driving out to Stage 5, the first stage of the day, the car felt much better. It had been a little squirrely, which we thought was done to allow us to get the rear of the car around easier on the gravel roads. Perry felt really good about the changes and I could tell he was a little more charged up. Stage 5 was a 10 miler and was a lot faster than the previous day's stages. Perry really picked up the steam, was using third whenever needed, and even found fourth! I saw 90 on the speedo! He was really smooth on the corners, fast on the straights, still conservative reading the crests, in other words, right where he needed to be. We made up time on the Production cars just in front of us and were looking at a strong run at third in class. The car was strong and smooth (thanks to a great cage by Vermont SportsCar and great suspension by Libra Racing) and we were feeling really confident.

Then came Stage 6.

Stage 6 was another 10 miler, fast, mostly gravel, some sand. Perry was fast and smooth, running like he had years of experience. When the brakes started smelling, he cooled them off. When the road conditions got rough, he slowed down, when they smoothed out he sped up. He was reading the corners and carrying just the right amount of speed through them, not too fast, not too slow. We started seeing dust from the car in front of us, which meant we were catching him. Perry warned himself about seeing the red mist, but he was still excited about how well he was doing.

It was a right-left combination. The right was open and fast, the left was shaded in the trees and a decreasing radius. Perry moved to the right to increase his line of sight around the curve, but when he went to turn left, the car went straight. It wasn't the car's fault. The car had run impeccably all day. It was just a matter of too much speed, too little road. We had maybe five miles per hour more than the turn would allow.

We hit a tree.

The damage from the tree was slight. The fender and upper frame rail ahead of the shock tower were destroyed. The lower control arm was bent and the tire was pushed back into the frame, but this was not enough damage to stop a rally car. Not by a long shot. No, the damage was not enough to stop a rally car, but being high centered on the dirt that had been



plowed up into a narrow ramp leading up to the tree was. Both front wheels were in the air. The right side was sitting on a stump. The car wouldn't move.

I got out, put out a triangle and hooked up the tow rope. Almost immediately, a car stopped. Dick Corley was the navigator (I can't remember who the driver was. When you are a navigator you tend to think in terms of other navigators, not their chauffeurs). I hooked up the towrope, but the driver let the car roll forward, and the hook dropped out. I rehooked up the towrope, *and the driver did it again*. He then shrugged his shoulders and drove off. This was the only car to stop.

So, we went to digging. We jacked up one side of the car, dug out as much dirt as we could with our bare hands (remember, no shovel), piled rocks under the tire, jacked up the other side, dug some more, piled up more rocks under the tire, then tried to back off, only to shoot the rocks out from under the car. We jacked up the front end and started digging out that way. We were making some progress—if you call 3 feet in an hour progress—and were feeling like we could get the job done, when sweep arrived. Sweep was a monster Land Rover equipped with winches and pulleys and brush guards and lights and roof racks and big dirt tires. They pulled us off in thirty seconds.

We were, by this time, however, time-barred.

And we were a mess. We had spent two hours on our stomachs and backs digging dirt and rocks out from under this car and we looked it. We were sweaty and dirty and filthy and covered with sand and dirt and sweat and I had on John Buffum's driving suit, which had absorbed a significant portion of Western Maine. So, we ran out the stage then tried to bluff our way back into the rally, when who should stop us? You guessed it, John Buffum. "Hey, John", I said, climbing out of the car, "Do you want your suit back?" He took one

look, shook his head, and said "I'm sending you the cleaning bill."

After that, it was a matter of waiting until the stage was clear (Stage 8 had to be run), then driving out to find Tim who changed the lower control arm in 10 minutes, then driving to the finish. And doing interviews (see above). And watching the final, in-town stage. And doing more interviews. Then looking for Tim, who had disappeared with my rental car. Then drinking beer at the awards banquet. And having dinner. And drinking more beer. And buying John Buffum a beer because he did a great job organizing the rally. And, drinking another beer. Then, finding Tim, going back to the hotel, getting up the next morning and catching my flight back to Detroit.

Perry King is a wonderful guy to navigate for and a wonderful guy to be around. He learned a lot in this rally. He really enjoyed himself. The Hyundai was a wonderfully prepared car that could easily win the Production Championship (it's almost a shame it's just a media car). Tim O'Neil did a wonderful job working with Perry and his driving, and working on the car. Tim's crew was the greatest, looking out after our every need. The Hyundai people were all wonderful and really seemed to enjoy themselves. And John was a great sport over his suit. Hopefully, I will get the chance to do this again, but maybe without the digging part.



Please send new address **and** phone number to:

Nancy Reichenbach  
18600 Laurel  
Lovonia, MI 48152-2911  
reichrace@aol.com

## EARN WORKER POINTS QUICKLY!

3 points per day are awarded to those who work **Special Events**. If you are available to help at a weekday event, or would be willing to take a day off to do so, please call either:

*Pattie Klimchuk (810) 445-2968*  
or  
*Suzanne Royce (248) 394-0339*

# From the Director's Desk - August 14, 2000

News from SCCA Area 4 Director Pete Hylton  
7217 Creekwood Court, Pittsboro, IN 46167-9798  
Phone: 317-892-6572 Email: [pete@petehylton.org](mailto:pete@petehylton.org)  
Fax: 317-892-4206 Web Site: [www.petehylton.org](http://www.petehylton.org)

**The Future** I have just returned from the August SCCA Board of Directors meeting, and wanted to send out an update of what went on. First off, I want to say that I have been impressed with the activities of our brand new President, Steve Johnson. He has overcome my initial doubts about not having much SCCA background. He has attended numerous events in his opening weeks, meeting people, seeing how we do things, and even pitching in as a worker at races and solos. He has been calling Regional Executives and randomly selected members each week. He is definitely trying to find out as much about us as he can as quickly as he can. And he is making friends at each encounter with his obvious enthusiasm for the sport. When you get the chance to meet him I believe you will be pleasantly surprised, as I have been. Steve believes strongly that the SCCA needs a strategic plan for the future. The BoD agrees, and has asked the Planning Committee, of which I am Chairman, to work with Steve and the staff to formulate the philosophy, goals and implementation strategy which would make up such a plan.

Another issue of strategic concern is SCCA Enterprises. Although this arm of our organization has become profitable in recent years, that does not change the fact that many of us feel that SCCA should never have gotten into the car building business. For this reason, the BoD has announced that it will consider divesting itself of Enterprises in the next couple of years. No offer is currently on the table, and no decisions have been made. But we are going to look at the possibility and your opinions on the subject are welcome.

**Convention** The staff has taken to heart the comments that came out of last year's convention, and the format for the 2001 convention (Jan 31-Feb 4) will be much enhanced. There will be an emphasis on business, with a major RE training seminar, seminars for all specialties, and town hall meetings for all our activity areas. But there will also be a lot of opportunity for fun, with banquets, go-kart racing, a possible road rally, and other schemes yet to be announced. I urge every region to send at least one representative to keep your local club informed and involved.

**Solo** Several recommendations from the Solo Events Board were approved, including regulations to govern passengers riding in cars during Solo runs. For details please see the published minutes. I would like to point out that there is a proposal to realign the stock classes. This has been published for member input and your opinions will be solicited through the time of the Solo Nationals. Make sure your opinion is heard, because by October I expect that this could come to the BoD for action.

Speaking of the Tire Rack Solo II National Championships, a record number of entries are pouring in and we may hit a 1200 car limit. We may be looking at having to expand the event from four days to six in the future. National Tour events

and ProSolo National Series events are experiencing big increases in attendance this year too. In fact the ProSolos are averaging 170 cars per event so far, way up from the past. A monthly column on our Solo programs is about to begin appearing in Sport Compact Car Magazine. With exposure like this, who knows how high our Solo participation will peak.

I also wanted to let you know that The BF Goodrich Cen-Div Solo II Championship Series is beginning to solicit regions to host events in 2001. This series consists of eight events per year, spread around Central Division. The series is in it's 15th year and is home to most of the top competitors in this part of the country. It is also a great place for newer competitors to hone their skills as they move up the Solo competition ladder. If your region has a Solo program, I would urge you to consider contacting the series Co-Chairman, Marlene Obenour (219-637-2009) about the possibility of your staging one of the series events next year.

**Club Racing** A number of previously published proposals from the Competition Board were acted upon. One for car preparers to take note of is the redefinition of measurement standards used when interpreting dimensions. An announcement is also being made regarding the return to Yokohama tires for the Spec Racer program next year. Two things which did not see action were the GT Rules and fuel testing. The items which arose out of the so called "GT Summit" meeting are still being debated by the Comp Board, and it now appears that none of the possible GT rules revisions will be presented until next year, which means that they cannot be effective before 2002. As for fuel testing, the Competition Board has expressed a willingness to reconsider the current minimum dielectric constant value for racing fuel prior to the start of next year. However, yet another unpleasant fuel additive has arrived on the scene which has less effect on the DC and therefore complicates the issue somewhat.

A mid-season review of Club Racing car counts was reviewed. Of those classes which were flirting with the minimum number last year, all appear to be making it this year except for T1. This class, which the BoD created on its own initiative a couple of years ago, has never made the necessary numbers to achieve or maintain National status. It was supposed to lose that status if it could not make the required 3.5 car per race average this year. While the class average had more than doubled from last year, it was still clear that 3.5 would not be attained. However, some Board members still felt that the class had viability and that the two fold increase in entries this year justified an extension of the time limit to make the required average. For that reason a motion was made to give T1 two more years to make the 3.5 average. I was one of four members who adamantly voted "no" on this motion, feeling that it was well past time to admit that the initial BoD decision to create the class had been a bad one. However, by a narrow margin, the motion passed prolonging the life of T1.

# Julian Gorgon

10/26/1913 - 6/10/2000

A trophy was created back in 1976 in honor of a Gentle Giant named Karl Pel. The year after its creation, it was presented to another Gentle Giant: Julian T. Gorgon, my father. Sorry to say, he was taken from us on June 10, 2000, by cancer.

In cleaning out his home, we found many many items that reminded us of his life and interests. At least four briefcases held items that he used for SCCA events. He held licenses as a Scrutineer and Flagging and Communications. He assisted us in many rallies, races and solo events. He always loved being around cars so when Jim and I became involved in SCCA, his eventual participation was a given.

It was fitting that he was the first recipient of Karl's trophy as the two men were the best of friends—because of the SCCA. They were very much alike in that they both had the knack to be able to find a “cure” for any problems that arose, always in an unassuming manner. They were both average in stature but “Big” in character. As the O.E. article of Feb. 1976 stated, “Julian had a devotion and worked every event sponsored by the Detroit Region and helped other regions with their events as well.” I'm sure had he not developed Macular Degeneration, that took his sight, he would have been out working current events till his dying day.



I'm glad that he was a “saver” as we found many items and articles relating to the Region, rallies and races of that time period in those briefcases.

In recent years, whenever he knew that Jim and I were involved with an event, he would ask about people he remembered, like the Royces, Siegmunds and Pat and Orval Turley. He loved to tell the grand kids about how he caught the Polski Rally Team off guard when they were trying to convince Jim and the Tech Crew that they didn't understand something that was technically wrong with one of their rally cars. Dad held back to see how long this was going to go and he then stepped up and began talking to them in their language. They almost fell over with embarrassment. They were fluent in English and were trying to get away with something. In one of the briefcases, I found the Polski Team flag and some other items they gave him before they left the city.

He was proud of his family and that fact that all seven of us developed into adults that he was proud to be with. He was a tool designer at Fisher Body, a model railroader, and a Junior Achievement Advisor for over 20 years. In later years, he was the “Properties Person” for the Warren Art Society. He received recognition as the “Citizen of the Year” by the City of Warren a few years ago. He taught us all a lot about dedication and to work without being in the limelight. Those that knew him, knew this of him: He was a humble man.

## Street Racing - a story

I borrowed my wife's Geo Metro last night. One liter of raw power, 3 cylinders of asphalt-tearing terror on thirteen-inch rims. It's stock, alright, nothing done to it, but it pushes the barely 2000 pounds of Metro around with *authority*. I'm always catching mopeds and 18-wheelers by surprise. . . .

I was headed back from Baskin Robbins with my manly triple-latte cappuccino blast ("No Cinnamon, ma'am, I take it *black*"), when I stopped at a streetlight. As the Metro throbbed its throaty idle around me, I sipped my bold beverage and wiped the white froth my stiff upper lip. I was minding my own business, but then I heard a rev from the next lane.

I turned, made eye contact, then let my eyes trace over the competition.

Ford Festiva — a late model. Could be trouble.

Low profile tires, curb feelers, and schoolbus-yellow paint. Yep, a hot rod, for sure.

The howl of his motor snapped my reverie, and I looked back into the driver's eyes, nodded, then blipped my own throttle. As I tugged on my driving gloves and slipped on my sunglasses (gotta look cool to be fast, and I am *damn* cool, hence . . . ), the night was split with the sound of seven screaming cylinders.

Then the light turned. I almost had him out of the hole, my three pounding cylinders thrusting me at least a millimeter back into my seat, as smoke pouring from my front right tire, my unlimited slip differential was letting me down! I saw in the corner of my eyes, a yellow snout gaining, and I heard the roar of his four cylinders. He slung by me, right front wheel juddering against the pavement, and he flashed me a smile as his .7 extra liters of motor stretched its legs. I kept my foot

gamely in it, though, waiting for the CHECK ENGINE light to blink on in the one-gauge instrument panel. I saw a glimpse of chrome under his bumper, and knew the ugly truth: He was running a custom exhaust- probably a 2-into-1 dual exhaust; maybe event cutouts! Damn his hot-rod soul! The old lady passing us on the crosswalk cast a dirty look in our boy-racer direction. . . .

Yet still I persisted, with my three pumping pistons singing a heady high-pitched song, wound fully out. Though only a few handfuls of seconds had passed, we were nearing the crosswalk at the other side of the intersection, and I heard the note of his engine change as he made his shift to second, and I saw his grin in his rearview mirror fade as he missed the shift! I rocketed by, shifting, and nursed the clutch gently in to keep from bogging, keeping my motor spinning hot and pulling me ahead, now trailing a cloud of stinking clutch smoke. Not ready to give up so easily, he left his foot in it, revving, and I heard one wheel *almost* chirp as he finally found second and dropped the clutch. We careened over the crosswalk, now going at least 15 miles per hour. A bicyclist passed us, but intent on the race as we were, neither of us batted an eye.

He pulled slowly abreast of me and, neck-and-neck, we made the shift to third, the scream of motors deafening all pedestrians within a five foot circle. He nosed ahead as we passed 30 miles an hour, then eased in front of me, taunting, as we shifted into fourth. I was staring up the dual 6" chrome tips of his exhaust, snarling, my cappuccino forgotten, as he lifted a little to take the next corner.

I saw my opportunity, and counting on the innate agility of my trusty steed, I pulled wide into the number two lane and kept my foot buried in carpet. Slowly, I inched around him, feeling my Metro roll slowly to the left as I came abreast in the midst of this gradual sweeping turn. I felt the Geo ease onto its suspension stops, and felt the right rear wheel slowly leave the ground—no matter, though, because my drive wheels, up front, were pulling me through the corner, and around the Festiva.

The Ford driver beat his wheel in rage as my wife's car eased past him on the outside, my P165/85R13's screaming in protest, as we raced to the next light. We coasted down, neck and-neck, to the red light. I tightened my driving gloves, ready for another round, when this wimp in the next car meekly flipped his turn signal and made a right. Chevy (Suzuki) superiority reigns!

I drove off sipping my masculine drink, awash in my sheer virility, looking for other unwitting targets. Perhaps a Yugo. Or maybe even a Volkswagen Van!

—Anonymous

The logo for Soenen Motorsports features the name "SOENEN" in a large, bold, italicized sans-serif font. Below it, the word "MOTORSPORTS" is written in a smaller, all-caps, italicized sans-serif font. A stylized graphic element, resembling a checkered flag or a racing stripe, is positioned between the two lines of text.

**Quality Race Car fabrication, maintenance and chassis set up.**

**Welding services, custom headers & oil pans and computerized tubing bender.**

31831 Schoolcraft Road  
Livonia, MI 48150  
734-762-4315 Fax 734-762-4320

Visit our website at [www.soenenmotorsports.com](http://www.soenenmotorsports.com)

The logo for the Sports Car Club of America (SCCA) features the letters "SCCA" in a large, bold, italicized sans-serif font. Below it, the full name "Sports Car Club of America" is written in a smaller, all-caps, italicized sans-serif font. The entire logo is tilted at an angle.

**ADVERTISING ON THE  
DETROIT REGION HOMEPAGE**

[HTTP://WWW.DETROIT-SCCA.ORG/](http://www.detroit-scca.org/)

BANNER ADS ON THE REGION WEBSITE  
ARE AVAILABLE FOR  
ONLY \$75 FOR THREE MONTHS!

PLEASE EMAIL SCOTT JASMUND AT  
SCOTT@KINETICRACING.COM

**THE  
HOTLINE**

**UP-TO-DATE  
INFORMATION ON**

**DETROIT REGION EVENTS**

**(800) 503-RACE**

**DETROIT'S BUSINESS EXCHANGE**

Blocks like this are reserved for Detroit Region members who wish to advertise their full or part-time businesses that are owned and operated by them. Each block costs \$30 and is good for the shorter of one year or lapse of membership.

Ads can be changed at any time for \$30 which renews their duration as well. Design your own ad or send your business card to Open Exhaust BE, Tim White, 22729 Lake Dr., St. Clair Shores, MI 48082.

*Kevin Langston,  
Owner* **313-383-2066**

**THE GEAR BOX  
TRANSMISSIONS**

633 Southfield Road • Lincoln Park, MI 48146

Standard & Automatic Transmissions      Road Race  
Drag Race  
Rear End Setup  
Stree & Strip

8/01



**Cauley Ferrari**

Jeffrey V. Cauley

7070 Orchard Lake Road  
West Bloomfield, MI 48322  
Telephone 248-530-9600 Fax 248-530-9601  
www.cauleyferrari.com

08/01



**Jeffrey V. Cauley**

7020 Orchard Lake Rd.(Between 14 & 15 Mile Rd.)  
West Bloomfield, Michigan 48322

(248) 855-9700 • Fax (248) 855-4762

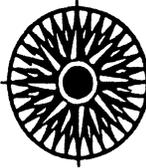
*America's Corvette Dealer* 08/01



Call Russ Theus 3/01  
248-356-9119 or  
313-590-5611

**Power 110 Racing Fuel**

Available in 30 gallon drums. \$4.25 per gallon.  
(plus \$15 drum deposit)



**Big Sky Motorsports, Inc.** 5/01

DESIGN & FABRICATION SPECIALISTS  
ALUMINUM & STAINLESS WORKS

SCOTT SOUTHERS      PH: (734) 641-7794  
FAX: (734) 641-6535



**KART 2 KART** 3/01

INDOOR KARTING & CONFERENCE CENTER

**TONY ECKRICH**

882 LAKESHORE RD.  
GROSSE POINTE, MI  
48236

313.886.5150  
313.886.8019 FAX  
ECKPECK@AOL.COM

# CLASSIFIED ADS

Classified Ads are published free of charge for Detroit Region members. Subject to the following stipulations:

1. Members are permitted 2 ads per issue at no charge.
2. Ad will run for 2 months unless cancelled.
3. Print CLEARLY or type.
4. Ads may be edited.
5. Members must include name and membership number with ad.
6. Fee for non-members is \$5.00 per ad per issue, payable to Detroit Region SCCA.
7. Items must be personal property and not connected with any business enterprise.
8. Open Exhaust does not warrant the accuracy of classified ads.

## RACE CARS

1991 Red Devil Formula 500; new Rotax engine, Aaen pipe, new belly pan, new rebuilt primary clutch, roller secondary, updated front suspension, updated rear brakes, rear suspension has either watts link or panhard bar, spare spindles, shocks, shock rubber, rotors, and more. Mounted rains and 2 sets of mounted slicks. 46,500. also another Rotax engine available for parts, has a good upper and lower end, crack in the block. \$600. Call Paul Burke days (248) 857-4001, evenings (248)

656-2724.\*\*

## STREET CARS

1970 Triumph TR6. White. Pampered and loved, no rain or snow. Low mileage, rebuilt suspension. Michelin redline tires. Email for photo and info: charles.hailey@eds.com. (248) 524-1273.\*

1997 Saturn SC2. Original owner. Dark blue with black cloth interior, 5-speed, A/C, power windows & locks, remote keyless entry & security, cruise control, AM/FM cassette with equalizer (factory wired for trunk mounted CD changer), Momo carbon-look shift knob, carbon-look strut tower brace, 16" wheels w/ Pirelli P205/50R16 tires, H&R springs (lowered 1.3" F / 1.1" R), SPS 16.5 mm 3-way adjustable rear stabilizer bar, REMUS muffler with 90 mm carbon fiber outlet, K&N air filter, Blue ion 80 watt low beam bulbs. Transferable 5year/60k mile extended warranty, package includes original 15" Teardrop III alloy wheels and Firestone P195/60R15 tires, PLUS 15" SL2 alloy wheels with R1's mounted. Fully documented service history, Mobil 1 engine oil used exclusively, Red Line D4-ATF fluid in transmission. 40,400 miles. \$10,500 or best offer. Call for test drive - Chris (810) 739-5784

1970 Triumph TR6, white, pampered and loved; no rain or snow; low mileage; rebuilt suspension; Michelin redline tires; \$6,900. Email for photo

and info: charles.hailey@eds.com, (248) 524-1273.\*\*

1986 Corvette Coupe. dark red metallic/tan leather. Manual trans., Bose stereo, glass roof, Z-51 suspension. New BFG Comp TA z-rated tires. 54,300 miles; stored; 2nd ownver, full documentation. Car is very fast. Perfect for auto-x or lapping days. Asking \$12,500. Call Mike at (734) 433-9401, leave message. SndwchGod@aol.com.\*\*

## WHEELS & TIRES

2000 Corvette Wheels - set of four GM factory original silver Corvette wheels and center caps. Fronts are 17 X 8.5, rears are 18 X 9.5. Wheels are in LIKE NEW condition. Pressure sensors are not included. \$1,100. Call Dennis at (734) 464-0989.\*\*

4 Revolution ultralight 13X6 4 bolt 4" wheels, never used, mounted with Yokohama A008R 205/60R13 tires (only 1 heat cycle); \$650. Frank (248) 393-4471.\*

Volkswagen wheels/tires: 4 silver GTI wheels with 205/55 VR14 Pirelli P600s; 4 Anthricite GTI wheels with 185/60 HR14 Goodyear Eagle GTs;

3 Teardrop GTI wheels with 205/55 VR14 Pirelli P600s; 1 silver GTI wheel. All are in excellent condition, make an offer. Rick Branka (248) 588-9625\*.

One 16 foot trailer. Two tire racks, two braking axles, large storage box on front. New tires and rakes this spring. \$1750. Call Marcus Merideth at (734) 722-5158.

## TRUCKS/TRAILERS

1999 GMC suburban SLE, 4 X 4, loaded, 3.73 axle, towing package, 11,000 miles, \$28,500. Call Dennis at (734) 464-9089.\*\*

## WANTED TO BUY

Wanted: Snell SA-90 or better helmet. Call or email charles at charles.hailey@eds.com, or (248) 524-1273.\*\*

## MISCELLANEOUS

Worth Driving Suit, used, fits 150 lbs. driver, good shape. \$50.00 Mark (517) 845-4182 nights, (517) 845-3033 Days.

## LICENSING

For information on . . .  
medical forms, novice permits  
or crew licenses, contact:

Kim Lyon  
2627 Bradway Blvd  
Bloomfield Hills, MI 48301  
(248) 646-0262

## IF YOU WOULD LIKE TO SUBMIT YOUR OWN CLASSIFIED AD:

SUBMIT THE TEXT OF YOUR AD AS WELL AS THE CLASSIFICATION (RACE CARS, RALLY CARS, SOLO CARS, STREET CARS, TRUCKS/TRAILERS, WHEELS/TIRES, PARTS, TOOLS/EQUIPMENT, MISCELLANEOUS) PRIOR TO THE PUBLICATION DEADLINE (FOUND ELSEWHERE IN THE ISSUE) ALONG WITH YOUR NAME, ADDRESS, TELEPHONE NUMBER AND MEMBERSHIP NUMBER TO:

TIM WHITE  
OPEN EXHAUST CLASSIFIED  
22729 LAKE DR.  
ST. CLAIR SHORES, MI 48082  
OE-EDITOR@HOME.COM

# OPEN EXHAUST

42916 Ten Mile Rd, Unit 12  
PMB 260  
Novi, Michigan  
48375-5420

**CHANGE SERVICE REQUESTED**

BULK RATE  
U.S. POSTAGE  
**PAID**  
SOUTHFIELD, MI  
PERMIT #621

POSTMASTER:  
PLEASE DELIVER  
IMMEDIATELY



## *GT AND IT RACERS SUPPLIES INCLUDING:*

- KONI SHOCKS
- LECARRA STEERING WHEELS
- PANASPORT-LIGHT, RACING WHEELS
- PYROTECT WINDOW NETS, BELTS
- RACEPART GAUGES, TEMPERATURE, PRESSURE
- MECHANIX WEAR
- REDLINE SYNTHETIC OILS
- ROLL BAR PADDING
- SPARCO RACING SEATS
- SUPERTRAPP MUFFLERS
- WILLANS SAFETY HARNESS
- FUEL SAFE FUEL SYSTEMS

 **STUFF**  
**averill racing**  
parts and service for serious racing

AVERILL RACING STUFF, INC.

632 AJAX DRIVE • MADISON HEIGHTS, MI 48071  
PHONE: (248) 585-9139 • FAX: (248) 585-9242

- A.P. CLUTCHES, BRAKE CYLINDERS
- AURORA RACING ROD-END BEARINGS
- BELL RACING HELMETS
- CUSTOM ALUMINUM FABRICATION, WINGS
- EARL'S BRAIDED HOSE, FITTINGS
- FORMULA CHASSIS REPAIRS, ALIGNMENTS
- GIRLING HYDRAULICS
- HEWLAND GEARBOX PARTS, REPAIR
- HIGH TEMPERATURE BRAKE FLUIDS
- HYLOMAR SEALANTS
- MOMO FORMULA STEERING WHEELS
- RACING BATTERIES
- REYNARD AND ULTRA-REYNARD PARTS
- WORTH AND OTHER DRIVER'S UNIFORMS