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OPEN EXHAUST

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



Inside This Issue:

**Board Meeting Minutes; National Convention Report;
Area 4 Director's Desk; Sno*Drift; Classifieds**

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Issue	Month	Deadline
1	Jan/Feb	December 8
2	March	January 26
3	April	February 23
4	May	March 23
5	June	April 27
6	July	May 25
7	August	June 22
8	September	July 27
9	October	August 24
10	Nov/Dec	September 21

2002

1	Jan/Feb	December 7
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ABOUT THE COVER

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April 2001

OPEN EXHAUST

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OF THE

DETROIT REGION SPORTS CAR CLUB OF AMERICA

Volume 48 Number 3

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LEGALS

Open Exhaust is published 10 times a year, with bimonthly issues for January/February and November/December.

Views expressed herein are those of the authors and not necessarily those of Detroit Region SCCA, or of SCCA Inc.

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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; please submit electronic files in Rich Text Format (rtf). Artwork should be captioned and identified for return. Please include SASE for return.

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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	2 1/2"	10"	\$50	\$127	\$196	\$352
or 2 Half Columns side by side						
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.

Detroit Region SCCA Board of Directors Meeting

9 January 2001
Holiday Inn (northeast corner of I-275 and 6 Mile Road)
7:30 - 10:00 pm

Attendees:

Dick Cole	Bob Goppold	Henry Hausler
Mark Henderson	Jody Jacobs	[Kim Lyon]
Pete Padden	Eric Penn	Heather Shehan
Mark Shehan	Bill Slabey	Chris Syfert
Carol Uller		

Call to Order

Dick Cole called the meeting to order at 7:39pm.

History 101

Dick Cole discussed his background and involvement with motor sports and SCCA.

History 102

Dick presented background information on the Detroit Region including the 5-year plan and committees that were established. They included 1. Calendar Committee, 2. Finance Committee, 3. Media Relations Committee. The committees have disappeared and need to be reestablished. The region needs a leadership development plan. The region needs to revamp the social committee. Dick suggested revisiting the Planning Committee Report and reviewing the bylaws and policies of the region. Questions and answers followed.

In summary, actions to be taken are to revisit History 102 and setup the Pro Rally, Finance, and Social committees. Review the bylaws and region policy.

Secretary Report

Pete Padden moved to accept the minutes from the December 2000 board meetings. Approved.

Treasurer Report

Worker points were discussed as to their shelf file. Dick suggested 5 years before they expire. The group discussed how to "age" the worker points.

Chris Syfert explained the treasurer's report. The Open Exhaust expenses have reduced due to posting the OE on the web page and by not mailing the OE to members that don't want it. Meeting costs have increased. The region needs to maintain low cost meeting sites. Jody Jacobs suggested the public library, which would be no cost. Group discussion. Bill

Slabey motioned to accept the treasurer report. Approved by group.

Gingerman Enduro

Henry Hausler gave the report on the Gingerman Enduro. They have a chief steward, but no budget yet. Discussion followed concerning the date, need for workers for corners, tech, pit, and refueling.

Enduro Budget

(Work in progress)

Enduro Plans

Need to get workers, budget, web site, lighting, a cutoff date and a contingency plan incase there aren't enough entrants to hold the event.

Membership Report

There were 2057 members reported for the year 2000. There were 2124 members in 1999. Dick Cole led discussion on why the Detroit region membership is down. The region needs a merchandise person, a point's keeper, an F&C chief, and a chief of sound.

Dues

Dick suggested revisiting the \$5 spouse dues. Will be revisited next month.

Secretarial Services

Plans

We need to get renewals and more members attending the membership meetings and awards banquet. Dick suggests a tech forum or something to bring people together from race, rally and solo and get them to attend membership meetings. We need to retain and get cooperation from members spouses.

Region Policy

Mark Henderson, Heather Shehan, Henry Hausler will review policies.

Region Web Site proposal

Dick Cole, Bill Slabey led the group discussion. Needs to be updated with board information. Bob Goppold suggested a Web site committee as part of the media committee. Race, rally, solo forums were suggested. Heather Shehan will work with Kim Lyon on the Website.

2001 Board Budgets

Board members need forms.

Bob led discussion. There was a motion to continue with board meetings budget. Approved.

Bill Slabey suggested sending a "thank you" to SVT for their contribution to the banquet.

Bob submitted and discussed the scrutineer budget. Approved.

Solo Report (Heather Shehan)

(None)

Rally Report (Pete Padden)

Sno Drift is coming soon.

Race Report (Dick Cole)

Drivers School meeting was discussed.



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From the Driver's Seat:

Last month I talked about how the racing season was now underway. This month, the racing year has already experienced great tragedy with the loss of Dale Earnhardt.

I'm not an Earnhardt fan; not really a NASCAR fan. But in February I sat watching the 24 hours at Daytona and saw that he could do more than turn left. I developed an appreciation for him as a driver.

I could extol the virtues of Earnhardt, but enough other, better qualified, writers have covered that. Instead I ask that we all take a couple of minutes and remember what we do, why we do it, and those that have come before.

For me, the most sobering racing moment came in 1995 at Grattan. I wasn't driving that weekend, but I was up on the garages timing when the red flag came out. A man I had never met before, Gary Taylor, lost his life in the first corner. As a fellow IT driver that was a shock. It took me about a week to decide, yes, I'll get in the car again.

Our sport is dangerous, no doubt about it. But I for one thought long and hard about that before I ever strapped into the driver's seat. I've accepted the risk and do everything I can to minimize it. It's unfortunate that as a club racer I simply can't afford all of the latest and greatest safety equipment. I wish I could. A friend of mine, Charlie, is looking into buying an HANS device—if I could afford one I would too. As it is I'm buying a neck collar this year (something I thought about last year). It's no HANS device, but it's got to be better than what I've got now—a long skinny neck with no support.

I have also always worn a full-faced helmet. A few years ago Charlie and I decided that putting the visors back on our helmets wasn't a bad idea. Why? Simply another layer of protection. My eyes were the only part of my body not behind a protective layer and I thought that was kind of silly. On went the visor. I usually drive with it about half open; this gives me decent ventilation, the shield is in front of my eyes, and I can snap it shut if there was every a big fire. Fortunately for me, I have not yet used any safety equipment.

So as everyone has their memories of Dale, I'm asking you to take a moment and remember people like Gary Taylor and Mary Wollesen and all of the others whose names go unmentioned on *RPM Tonight*.

Now, I've got a race car to prep. See you on the track.

Other Business

Dick Cole, Mark Shehan led discussion of the road course at Milan Dragway, which could be used for lapping days if not races.

Dick discussed cruises to promote SCCA and suggested a cruise to Grattan with a \$5 per car fee.

Mark Shehan discussed banquet program, RSVP's, itinerary. Jody noted that more members are needed.

Mark Henderson suggested meeting topics to attract members:

Technical series
General meeting.

Some programs discussed to attract Race, Rally, Solo members were:

Race Doctor, Tire Talk, Car Tech 101, Kart2Kart, Rallying for Racers and Soloists.

Adjourn

The meeting was adjourned at 9:45 pm.

Detroit Region wins at National Convention

Unlike last year, this year's National Convention was loaded with informative sessions. It started on Thursday with two morning sessions aimed at providing the new and experienced RE with help for her/his overwhelming job and was followed by the annual meeting and BOD town hall. Friday brought us four concurrent tracks of meetings, administrative, club racing, rally and solo. Saturday was another full day, concluding with the annual awards banquet. With the great program, attendance this year was about 350, over 50% more than last year. I would expect that next year's will exceed 400 as those who attended take home good reports.

Thursday began with RE-101, a primer on what being a RE means, and introduction of the new RE's Handbook. The handbook was reviewed in detail. It contains a lot of useful information that, while available in the past, has never been put together in a user friendly format. Our own Dick Cole wrapped up this session with a well-done presentation.

RE-102 was next up. It was a very upbeat program on working with volunteers and how to put the right people in the right jobs. Some of the key points were that written job descriptions and goals are almost mandatory if you want to really succeed, and that you should start looking for your replacement as soon as you get the job. Barb Lundquist (Chicago Region) also stated that a 5 year strategic plan is absolutely critical. You should create the plan, then work the plan.

In the afternoon was the annual meeting. Steve Johnson, our new CEO, was introduced and promised to get us away from being the Secret Car Club of America. Those of you who had a chance to meet Steve at our October meeting know that he is a high-energy person, and it showed all weekend. As examples of what is coming: Fram is now the official filter of SCCA, and Sunoco has signed as the official racing fuel of the SCCA. Both of these manufacturers will be advertising their relationship with the SCCA where their products are sold. With every WalMart handling Fram, and many Sunoco stations in the eastern half of the country, our name will be in front of thousands of potential members every day. Also, Subaru will be giving a free membership to each person who buys a new WRX. It will be up to us to welcome these and other new members and integrate them into the club.

It was reported that our membership had grown about 4% to 56,500. Financially, it looks like the club will report an operating loss of about \$100,000 for the fiscal year ending March 31. Our insurance experience was quite good in 2000, unlike 1999, and our rates will not be going up despite a generally less friendly insurance market.

Also announced was a major study of the Web page. There are now people interested in paying us to do our Web page to get advertising access to our members. While the Web page improves daily, expect to see major changes within the next year. You can expect to be able to join or renew your membership, order member mailing lists and labels, order merchandise and rule books, etc. on-line.

Following the Annual Meeting was the usual BOD Town Hall. While many picky concerns were aired, the reduction in rating of the Senior License from being equivalent to a National to a Divisional was a real concern for many members. Good explanations were provided, and there will probably be no change in the decision. Those license holders who want to be able to be chief at a Nationals and Drivers Schools will have to renew their National Licenses.

Friday's rally session lasted all day, and could have been even longer if the room had been available. It will be next year. It started with Road Rally Safety Steward Training, which licensed 15 new people. Following that, was a presentation on Performance rally. It covered making the cars look good for the promotion of the fast growing sport of performance rally. It was also announced that each ProRally will have its own half-hour show in Speedvision. The next program was on starting a RoadRally program, which was well attended and ran short of time. Next year we will plan more time. Next was RallyCross and Organizing a ClubRally, both of which were well attended.

Saturday started with a good program on Crisis Intervention, or what to do for the people in case of a serious incident. Following that, Steve Johnson rolled out the program for building SCCA. The goals he outlined for the SCCA are: Increase SCCA awareness; Improve communications; Establish new relations and enhance current relationships (i.e., sponsors, track partners, sanctioning bodies, members, etc.); Improve operational excellence at all levels; Increase operating revenue for the National Office and SCCA Regions.

In support of these goals, he covered the key SCCA business strategies, including increasing communications, both internally and externally; attract and retain sponsors both nationally and regionally; retain and increase membership; and streamline and train operational consistency.

From what we have seen already, we are well on our way. Steve really understands what sponsors are and need, and is putting this knowledge to good use for good of the club.

The day and convention wrapped up with the annual banquet where Detroit Region member Dave Sanders won the most prestigious SCCA award, the Carl Haas Cup, formerly the Wolfe Barnato Trophy. SCCA's highest award, it is pre-

cont. bottom p. 7

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, bold sans-serif font. A stylized graphic element, possibly representing a car or a wing, is positioned between the two text elements.

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From the Director's Desk

February 18, 2001. News from SCCA Area 4 Director Pete Hylton;
pete@petehylton.org; www.petehylton.org

2001 Convention: Those of you who know me, know that I am not a great optimist nor am I a natural born cheerleader. However, I have to say that I came away from the 2001 SCCA National Convention feeling really pumped up about our club and our future. By almost everyone's assessment, this convention was the best in a long time. There were a number of interesting seminars, there was a lot of valuable training, and there were some really good presentations. Plus, there was a tremendous spirit and enthusiasm about our club. Everyone was excited about meeting our new President, Steve Johnson and the energy that he exhibits seems to infect the whole crowd. If you missed it, you missed a good one.

Staff Reorganization: For those of you who haven't heard, the leadership of our National Staff has been shuffled. All the same faces are there, but the roles have changed. In recognition of the increased responsibility and expertise that they have in their areas, Patc Henry, Tasha Goodale and Kurt Spitzner have been given the positions of Director of Club Racing Programs, Director of Solo/Road Rally Programs and Director of Performance Rally Programs, respectively. Howard Duncan will be using his strategic planning skills in the position of Director of Program Development, working with all three of the other Directors. With their increased responsibilities, they will now report directly to President Steve Johnson, as will Vice President Dennis Dean who will be in charge of overall business development. Dee Ann Knudsen continues as Vice President of Finance and Brenda Winters continues to oversee membership and licensing as Manager of Marketing Services. A new Sales and Marketing wing is being created to take advantage of Mr. Johnson's skills in that area. Sue Roethel (Member Services), Doug Reed (Sponsor Marketing), and Nancy McMaster (Corporate Services) will be part of this organization.

Finances: When Treasurer Tom Campbell gave this year's Financial Report, it looked a lot rosier than last year, thank goodness. A year ago the big concern was the \$800,000 that had to be pulled from the club treasury to cover losses at SCCA Pro Racing. Thanks to the major overhaul that the Board of Directors instituted last spring in Pro, this year they are projected to turn a \$150,000 profit. While it will take a long time to regenerate the lost cash, the path ahead of us is similar to the one which Enterprises faced after their restructuring during my previous term on the BoD, and it has been a success. Speaking of Enterprises, that operation is projected to end the year with a \$300,000 profit. As for the club portion of SCCA, we had hoped for a break-even year, but circumstances have brought that down to a loss of around \$100,000 based on our actual operations. This will be offset by the fact that we must book some of the surplus from the sale of our

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sented to the member who has made the most outstanding long-term contribution. When you see Dave, shake his hand and give him your congratulations. If you don't know who Dave is, you must not be familiar with Goodrich performance tires.

In addition, Jim Mickle was presented with the Divisional Road Rally Achievement Award, and the Region received the Regional Road Rally Achievement Award. This is the first time that the region has been recognized. Jim has won the Divisional award three of the last four years.

written by Jim Mickle, for a detailed transcript of the entire convention, visit the Web site at www.detroit-scca.org

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building in this year, so we will actually show a profit even though our operations lost \$100,000.

Success Stories: I'd like to touch on a couple of success stories. Obviously SCCA Enterprises continues to be a success story, consistently turning a profit now and paying down its debts. The reorganization of SCCA Pro Racing and the leasing agreement for Trans-Am with the Panoz-Sanchez Group is another. Performance Rally is another huge success story. Five years ago this program was on the verge of being eliminated due to financial and organizational problems, insurance issues, and lack of growth in both entries and sponsorship. Today the program is one of our shining stars. The organizational problems have been eliminated, the program has greater exposure than ever before, including a new TV package with multiple sponsors. Entries are up significantly and some events are being forced to institute entry limits. What a fantastic change this has been and what an exciting future there is for this program. Another success story I want to touch on is that of our friend Paul Pfanner. Paul began as an SCCA regional newsletter editor and grew his involvement in publishing into the Pfanner Communications business which has produced SportsCar magazine for us for a number of years. Paul grew the business more and launched Racer magazine and the associated businesses. The company, now called Racer Communications, has just announced that they have been acquired by Haymarket, the United Kingdom's largest independent publisher. Although they have a fully diverse portfolio, motor racing has always been the backbone of Haymarket's business, and Racer fits in well with this. Haymarket has acquired a 51% majority in Racer Communications and Paul Pfanner remains involved as the creative guidance in the organization. Congratulations Paul, working with you has been great for both organizations.

Insurance: Here's a bit of advance warning for you. A year ago we changed the way Club Racing event premiums were calculated, by eliminating the "cap" that limited how much premium large events paid. This was countered by a reduction in the per car rate. We are seriously looking at doing this same thing in rally and solo next year. Also, although provisions for "piggybacking" of events (running two events concurrently at a reduced premium) are no longer in the insurance manual, you may still do this as before. However, we are looking seriously at eliminating this for 2002.

Rumors: Yes, there is some truth to the rumor that conversations have been had regarding moving the National Office to Kansas. The city of Topeka has made an approach to us and the possibility is being evaluated to determine if it is in the best interest of the club. We are a long way from anything final here, but there is substance to the rumor. Yes, there is a strong possibility that more emphasis will be put on the marketing of our club. Steve Johnson has already shown us how we can benefit from strategic partnerships with folks like Fram and Sunoco. This is an area in which the club can grow in terms of income, exposure, and new members. Yes, as part of this, we are going to work with the Regions to show them how to benefit from our national marketing partners or even how to market themselves. And yes, I have been heard on various occasions this winter to say that I may not run for re-election to the BoD. Job changes that occurred during 2000 along with SCCA Archives responsibilities and my daughter's new go-kart racing career have complicated life quite a bit, and I am considering what is best for the future. No decisions have been made, but if anyone in Area 4 wants to talk to me about the situation, please seek me out at an upcoming event.

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.

3/01

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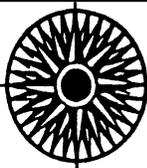


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Son of Sno*Drift

Saturday night one of my former TSD navigators and I ran the Son of Sno*Drift III that Scott Harvey Jr. put on out of Waterford, Michigan. Jim Oess and I ran a bunch of divisionals and nationals back in the 70's and had last rallied in 1984 when Jim decided he wanted to try out a Saab 96 he had bought in a weak moment. Normally I drove and Jim was the navie, but that time we switched seats and did a local winter-time rally. In spite of the fondness that Winky expresses for Saabs, Jim's was pretty marginal in body integrity. We found that on that rally the floor mats kept raising up under our feet. It turned out that the cause was a significant separation of the floorpan from the firewall and the snow kept finding its way in and piling up under the mats. Some subsequent testing with a tape measure showed that with the parking brake applied and the clutch engaged in first the Saab was a full four-inches longer in that stressed condition than when it was at rest. That was the Saab's first and last rally.

Anyway, something in Scott's announcement for Son of Sno*Drift made me give it some thought and I gave Jim a call. Apparently his memory wasn't any better than mine because he was willing to give it a try too. A couple of emails to Scott later confirmed the fact that with the much snowier than usual winter we have been having this year that the vehicles which populated Jim's and my driveways just weren't the right choice for an unpaved winter event. A few calls around and I found that Nationwide car rental would let me have a Blazer for the day for either 63 bucks with a hundred miles (39 cents per extra mile) or 64 bucks with unlimited mileage. Now there was a really tough choice. We picked the car up in Toledo Saturday morning, loaded up all our leftover deditching equipment from that previous rally life, bemoaned the lack of lights hanging off the front end and headed north. We discovered that the Blazer did have some nicely placed aimable map lights, a trip odo that the navie could easily see, plenty of creature comforts, and a selection of pushbutton-change-on-the-fly options for getting the power to the ground: two-wheel high, four-wheel high, four-wheel low and even four-wheel automatic (wherein some engineer from Detroit gets to choose what sort of constantly varying combination of driven wheels you will experience). Maybe not quite a Subie but not too awful as an alternative.

On the drive up we read the generals, lied to ourselves about how much we remembered about the game, and tried to reacquaint ourselves with the operation of my Curta. We got to the start, looked over an interesting mix of vehicles - from a very used Datsun 510 wagon with lots of computer equipment and a ProRally Jeep, to a fairly new Audi, a couple of BMW's and everything in between - registered, found out we were car number 6 (what are we doing that far up in the field?), ran some of the odo check, returned to the restaurant, figured out factors for mileage and speed, listened to Scott's words of wisdom (?) at the drivers meeting and headed out.

At the end of the odometer check, we sat waiting for our turn and had a laugh about car 5 that had a tow strap attached to his rear hook and tucked into the rear deck lid. The first leg we tried to settle in, found a checkpoint not too long after the odo check and surprise, surprise, we got a one. Shoot, this ain't so hard. The next leg we had a nine and figured we had this stuff knocked. By the end of the third leg when we got a 107 we came to the realization that the leg times were figured from the outmarker of the previous control, not the checkpoint line itself. Okay, no biggie, we're just here for fun anyway.

The roads were fun, very wet, muddy, icy and slick enough to

be interesting, and it was obvious that four-wheel high was the way to go for this big American piece of iron. Speeds were easy to maintain for us even though I wasn't trying out any interesting cornering techniques.

Two-thirds of the way through leg four we crested a little ridge and there was car 5 nosed into the snow bank on the outside of a left hander. The driver was kind of watching while the navigator was digging. I always knew it took more intelligence to be a driver. We stopped, he pulled the end of his towstrap out of the back, threw it onto one of the towhooks that GM so thoughtfully provides on the front of the Blazer and we yanked them out immediately. We found out what "bought time" was for, a minute and a half and we were on our way. The checkpoint was a mile or two down the road and when we arrived the control crew was still getting set up, but Scott was there to assist. It was the only control of 24 that there was any kind of a problem at on the rally and they sorted through that one with no trouble.

The rally continued with a good mix of average speeds, elapsed time transit zones, and free zones and gave us a nicely paced workout of both driving and timekeeping efforts on interesting roads. Scott used transits in a couple of occasions on some of the "funner" driving roads so that you could basically go as fast as you liked and then wait at the end for your time to come up before proceeding. The rally was scored to the hundredth and we had some good scores (probably ten or twelve scores in single digits with a number of ones and twos), most of the rest were in the teens or twenties and we had a couple of fifties or sixties. How come we're sixty late when we thought we were early? Oh well, on to the next leg. I think we ended up third in Stock out of six and in the top half overall out of 21. Not too bad for a seventeen year layoff. The top few cars had low two digit scores for 24 controls, pretty decent. Heck, if we would have entered into Limited (allows correctable odo's which we didn't have), we would have won that class and even got to take home some nice plaques. Live and learn. After a buck and a half this morning at the car wash I had changed the Blazer from solid brown back to its original white and took it back to Nationwide without them any the wiser.

Anyway, thanks to Scott and all the control crews for their efforts; we had a ball. Maybe we won't wait another seventeen years before we try this again.

Written by Kent Gardam, Son of Sno*Drift car #6 (and the SCCA hasn't threatened to revoke it). We didn't win on Saturday but we got to sleep on Sunday.



Race Schedules

Detroit Region Road Race Schedule:

April 21-22: Drivers School, Waterford Hills
July 21-22: Race 2/Win 2, Double Regional, Grattan
Aug. 11-12: The Michigan National (w/ WMR), Grattan
Sept. 15-16: NEW! Single Regional and Enduro, Gingerman

CenDiv Road Rally Schedule:

May 5: Wisconsin Glacier Trails
*June 9: CAST in Stone - **NOTE date changed from 23rd.**
Sept. 7-8: Press-On-Regardless
Sept. 22: Yucatan Safari Tour
Oct. 6: Johnny Appleseed
Nov. 10: Thumbs Up XIII
Nov. 24: La Rallye Variform

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6. Fee for non-members is \$5.00 per ad per issue, payable to Detroit Region SCCA.
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8. Open Exhaust does not warrant the accuracy of classified ads.

Solo or IT. Moving in 2 weeks - NEED TO SELL FAST. \$1,000 or best. Gordon King, gordonmking@aol.com, 740-928-1829.**

1998 Van Dieman FC. It's close to race season - this car is ready to go, just paint, trim it. Maintained by Continental Motorsports. Car has Pi2 with steering/throttle pots, AMB transponder, '99 front wings, updated motor mounts, aluminum pan to help get close to minimum weight even if driver is over 150 lbs. 3 sets OZ wheels, 1 mounted w/ new Avon radial rains, 22 gearsets, LD20 calipers, Penske triples, spare set hybrid '99 front wings w/ '00/01 endplates, some alternate springs, misc. spares. Fresh Quicksilver motor. New Tru-Bore alignment platform. \$38,500 for all. Nothing sold separate until car & motor are sold! Call Bob Layman, (248) 333-2972 or (248) 760-5733 between 10 am and 10 PM.**

RACE CAR

FORMULA 500 - 1997 Red Devil T-27 with Rotax engine, Digitron dash reading EGT/EGT/RPM/SPEED/WATER TEMP, roller secondary, 2 sets of mounted Hoosier slicks, 1 set of mounted Hoosier rains, new kevlar nose with mold, spare fiberglass nose, new kevlar A-arm covers, and custom built open trailer equipped with aluminum ramps, tire rack, and a lockable storage cabinet. A NATIONAL WINNING F-500 WITH A 3RD PLACE RUNOFFS 1999. \$12,000 Dave Mitsch (734)281-6730.**

RF83 VanDiemen Formula Ford for sale. Last raced 1989 season; car is in excellent condition. Extra body included, apx. 12 wheels, many gear sets also included, plus many spare parts. Price \$3,500.00. This will make an excellent school car and club racer. Contact Neal Maynard at (248) 437-2904 for more information.**

74 Capri GT3/EP/RS, new wheels, 8-pt cage, new fuel cell, fire system, new springs/shocks/brakes. Great starter car; \$2500. Scott (734) 699-6629, smmartin@u.washington.edu.**

77 SCIROCCO ITC Project. Just started on, roll cage is in, engine pulled, interior stripped. Have a spare 78 Scirocco (no title) for parts. NEED TO SELL FAST - MOVING IN TWO WEEKS. \$500.00 FOR BOTH. Bring your trailer. Gordon King, gordonmking@aol.com, 740-928-1829.**

85 GTI. Boge shocks and Eibach springs. Needs fuel pump. Great for

GT4 Rabbit. Former KAMEI Golf. VW Motorsports trans & LSD w/ 4.20. Bilstein, Wilwood, VDO, ATL, Mikuni. \$9,000 OBO. Also ITC Rabbit, \$1,500. Rob (937) 427-2805.**

Formula Ford. Euroswift SC93F. Fast, complete turnkey, best of everything! Penskes, Taylor gearbox w/ alum. diff., 9-31, 10-31 R+P gundrilled axles, lightened cvs, 2 exhaust - 1 hi-tech, 1 for WHRRI - stack tach, fresh Dixon motor, 3 noses - 2 short, 1 stepped - red gel-coat never painted. 3 sets of wheels, 26 gearsets, car stands, quick jack. Penske rebuild kit w/ tools. Complete spare package, setup sheets for all Cen. Div. tracks. \$19,500/OBO. Terry Abbot, (248) 777-9425 (h), (248) 442-3673.*

Jedi Racecar. ZX10 powered single seater, slicks, wings, nice looking car imported from UK. Pictures available. Appx 600 lbs, some spares, willing to part for race bike / project motorcycle for track days. David Lister, listers1@prodigy.net, (734) 207-7625.*

ITA Honda CRX. 1990 CRX Si, Sunbelt Performance motor w/ dyno results, OPM limited slip, 4.71 final drive, custom 8-point welded cage, light car - 1970 lbs. empty (2140 lbs. class min. w/ driver), many spares, CENDiv winner; all top 5 finishes at Waterford Hills, 6th at 2000 ARRC @ Road Atlanta. Asking \$11,500. Kris Houghton, 248-706-0773, crxracecar@aol.com.

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87 GTI 16v for sale. Motor and trans work good, would make great solo car \$1300. Also have 1985 GTI 8V motor and trans; runs good, could be made into solo car or used for parts. Guy Haggard, (734) 641-8690**

1993 MAZDA MX6 LS, V6, Red, 5 speed, Borla Exhaust System, Adjustable KONI's, K&N, Extra set Enkei wheels and snow tires, A/C, Power windows & Locks, Cruise Control, AM/FM Cassette, 3 Solo II National Championships, \$5,500. John McIver, (313) 322-5967 Work, (248)437-9808 Home.**

1995 Audi S6, Canadian Model, imported to US in '98; serviced by Audi for 1st 79,000 KM, complete service record. At 79,000 KM modified by Auto Europe: RS2 manifold, Stage 2 chip upgrade, 3 bar sensor, Porsche big red (Brembo) brake calipers, A8 front rotors, A8 H & R springs, Koni adj. Shocks, extra BBS wheels w/ Kumo Victor Racer tires. Canadian model is mix of '95 & '95 1/2 w/ addition of rear swaybar, daytime running lights. Car built in late '95, only 73 Canadian models built that year; car is outstanding all around performance sedan. \$27,500 or best. Dan Watkins, 734-737-1218 (d), 248-691-4429 (e), 248-703-6651 (cell).

1996 Pontiac Trans-Am WS6. Dark green metallic w/ taupe leather; WS6 ram-air; new Bridgestone Potenza RE71 tires, 275-40/17; 6-spd manual; rear spoiler; t-tops; 10 speaker premium sound system; very good condition, stored winters; only 29,800 miles, street driven. Asking \$18,000. Call Norm Maasshoff, 810-268-5076, maasshoff@aol.com.

1999 Dodge Neon R/T. 2-dr, 5-spd, red w/ silver stripes, pwr windows / locks / mirrors / sunroof, tilt steering, cruise, CD-player, DEI alarm system. Excellent condition, 25,500 miles. Asking \$10,400. For more info go to <http://206.18.204.67/neonrt.htm>. Daniel Waleke, 810-979-3142, dwaleke@hmscollc.com.

WHEELS & TIRES

(4) Saturn 15" sawtooth wheels from a 1991 Saturn SC coupe. \$100. Eric Penn, (313) 390-4707, EricPenn@aol.com.**

All Wheels from Mazda MX6, 15" X 6.5", 5 Bolt, 114mm. Set of very lightweight, silver mesh, BBS, \$700. Set of Enkei 7 spoke, \$500. Set of Slotted Polished Aluminum wheels, \$400. Used BFG R1 G-Force Tires 245/45/15 and 225/50/15, priced individually. John McIver, (313) 322-5967 Work, (248)437-9808 Home.**

Need to clear out my garage! 4 Sawtooth rims, good condition, \$150 OBO. 4 Sawtooth rime in good condition w/ center caps, \$175 OBO. 4 Kumo Race tires, 205-50/15, only 2 autocrosses, great condition, \$300 OBO. 2 BFG R1 race tires, good condition, \$50 each. Others also available. Pete Uller, 734-542-6975, uracing@aol.com.

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Sparco Evo2 seat, fiberglass shell, same as Evo seat but for bigger people. Never used in a race just installed for packaging studies - \$400. Sparco Monza Steering Wheel, 3 spoke, 350mm diameter, slight dish, Grey. Again, Never used - \$125. Sparco 5-Point Harness, black. Never Used - \$125. Please contact Chris at (248) 646-5184 or cmarth@earthlink.net.**

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