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OPEN EXHAUST

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



RALPH W. RIDGE III
1947 - 2001

Inside This Issue:

Board Meeting Minutes, Runoffs, Solo, Classifieds

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Open Exhaust

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2001 Publication Schedule vol. 48

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

Ralph W. Ridge III working with a student at drivers school.

Photos courtesy Dave Hertzberg.

OPEN EXHAUST

THE OFFICIAL PUBLICATION

OF THE

DETROIT REGION SPORTS CAR CLUB OF AMERICA

Volume 48 Number 6

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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. Permission to reprint any material published in Open Exhaust is granted, provided full credit is given to Open Exhaust and the author.

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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 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. Most common graphics formats preferred. Digital images should be at 300 dpi. Camera ready (STAT) black and white artwork at publication scale are acceptable.

Detroit Region SCCA Board of Directors Meeting

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

Attendees

Dick Cole
Barbara Steencken
Heather Shehan
Mark D. Henderson
Jeremy Sutton
Eric Penn

Pete Padden
Cynthia Kempton
Jody R. Jacobs
Bill Slabey
Bob Goppold
Henry Hausler

Call to Order

Dick Cole called the meeting to order at 7:31pm.

Secretary Report

Electronic votes

It was decided that in the future the secretary would keep track of electronic votes and include them in the meeting minutes.

Treasurers Report

Dick presented the budget for the 2001 Detroit Grand Prix. It will generate a surplus of \$1,140. Dick noted that *if* the Detroit Grand Prix happens in 2002 the Region will ask for more return. The Thursday, Friday, and Saturday night parties are major expenses. The Region needs more reserves. Worker costs are ok. Discussion followed. Pete motioned to approve the 2001 Detroit Grand Prix budget. Heather seconded. Approved.

The Cast in Stone budget was presented. Mark motioned to approve. Bob seconded the motion. It was approved.

The March 2001 financial statement was submitted.

The Moonlight Monte budget was submitted.

Old Business

New Business

Worker Incentives

Dick noted that we have a new F&C chief who came up with some new worker incentives. Workers want to have their membership paid from working. Currently, using worker points to pay for membership won't cover it all. Only about half would be covered if the worker worked all the races in a season. Dick suggested using "funny money" for worker points instead of keeping track of worker points. One worker point is worth three dollars. Current members could "cash out" their current worker points. Discussion followed as to what to spend worker points on such as merchandise and/or membership. Dick suggested considering increasing worker points value. There is a need to define worker points in a document on the Region web page and/or the *Open Exhaust*.

RE's Report

Transponders

Dick reported that transponder sales started. 300 letters were sent to the Detroit Region race drivers. The process of selling transponders is taking longer than expected.

Hot Line

The Mickles (current voice of the hotline) will be gone during winter. The Region needs someone to take over the hotline. They need to be in the Detroit area. Send suggestions to Dick.

Web Site & Open Exhaust

There will be a meeting at (race) driver's school to discuss the web site. Scott, Tim, Kim and Dick are discussing it. The web site needs to be updated sooner.

The Open Exhaust is currently mailed to 300 members. Dick suggested a mailing of the Open Exhaust to the general membership once a year with ballots for members to continue receiving

it in the mail. The Open Exhaust should be a recruiting tool in at least one issue. Send ideas to Dick before (race) driver's school.

Dick presented the March 2001 issue of SCCA RENEWS. SCCA has redone region breakouts into small, medium, medium/large, large, and jumbo category sizes. Promotions at SCCA were discussed. There is an insert in Super Street magazine that showcases SCCA. There is no date for the fire school yet.

Policy & Bylaws

Report & Discussion

The membership chairperson should send membership reports to all chiefs of specialty and not just board members. We need to examine what is in the new member packets from secretarial services.

Bob inquired about a use of club equipment policy that specifies that club equipment be used for region-sanctioned events only. Scales are missing. Dick responded that the policy is in the bylaws already and that the board must approve of equipment borrowing.

Dick suggested the Region take credit cards. SCCA national should make the membership card a credit card and waiver, etc.

Reports

Jody and Mark discussed the possibility of doing a social outing on a Friday night or Saturday at Carrail. It would cost \$24 per person and there's a minimum of 50 and a maximum of 200. No kids under the age of 14 are allowed in Carrail. Catering would be through the Whitney only. Barb suggested making it part of a rally tour. It was suggested to have it during an October or November weekend. We will consider it in fall. We need to find out if there is interest.

Race

Drivers School

Cynthia reported there are six entries so far. IRP cancelled theirs so we may get some from there.

Double Regional

**THE
HOTLINE**

**UP-TO-DATE
INFORMATION ON**

DETROIT REGION EVENTS

(800) 503-RACE

Henry discussed the double regional.

Endurance

Jeremy discussed the enduro at Gingerman. He is finalizing supps and entry forms. Everything is going as planned. They have a second sponsor Spec Miata was suggested as a class. There is cross promotion with the 12 hours of the Sears Point and the Gingerman Enduro. Supps are going to Bill Farr, then to the national office.

Solo II

Solo School

Heather reported that the Solo School will be held at Flint for the driving portion. The classroom will be in Walled Lake.

Season opener

The Season Opener will be at GM Willow Run.

Truck Drivers

There is a need for a qualified driver for the equipment truck.

Rally

Rally School

Pete reported that the rally school is in good shape.

Events

Cast in Stone was discussed

Discussion

Dick discussed membership. Chicago and Detroit regions are about even in membership numbers. Detroit needs a membership recruiting drive. How are membership apps handled? Solo School takes membership apps. Bill suggested web membership registration with a credit card. Discussion followed concerning the need to grow the Region. Ideas were discussed such as the web site and Open Exhaust and to accept credit cards. We need something with an app form to hand to people. The business cards with the schedules on them were discussed. Denver's goal for 2005 is 20% increase in membership. More discussion followed.

Adjourn

The meeting was adjourned at 9:40 pm. The July board meeting will be on the 3rd Tuesday. No general membership meeting will be held in June, July, or August.

July 2001

September General Membership Meeting

An introduction to Pro Rally will be held at the September membership meeting. Bob Martin will be the head speaker and will be discussing all aspects of Pro Rally. Topics will include how to get involved, latest safety equipment, car preparation, working (registration, controls, scoring) and driving scenarios.

Also, a reminder that there will be no general membership meetings in June, July or August.

The next membership meeting will be September 18, 7:30 at the Holiday Inn (I-275 and 6 Mile).

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In Memory of
Ralph W. Ridge III

Sunrise
April 19, 1947
Detroit, Michigan

Died
May 26, 2001

Services
First Presbyterian Church
Trenton, MI
Thursday, May 31, 2001 at 11:00 am

Clergyperson
Rev. Don Giesmann

Internment
Oak Ridge Cemetary
Flat Rock, Michigan

Arrangements Entrusted to
Ralph W. Ridge Funeral Home, Inc.
2272 West Jefferson Avenue
Trenton, Michigan

*God hath not promised
Skies always blue,
Flower-strewn pathways
All our lives through:
God hath not promised
Sun without rain,
Joy without sorrow,
Peace without pain*

*But God hath promised
Strength for the day,
Rest for the labor,
Light for the way,
Grace for the trials,
Help from above,
Unfailing sympathy
Undying love.*



Detroit contingent at the Formula V 30th birthday party, Road America. Ralph is in the front row at right.

RALPH RIDGE 1947 TO 2001

GRASSROOTS SCCA
2001-05-29

It is with great sadness that we report the death of Ralph W. Ridge, III.

On Saturday, May 26th, Ralph W. Ridge, III, of Grosse Ile, MI., died of a heart attack while on the final lap of the Formula Vee race at Grattan Raceway just outside of Grand Rapids, Michigan.

The coroner described the cause of death as a massive heart attack. The heart attack occurred prior to Ridge hitting the guardrail at turn 9 entering pit lane.

Ridge was a member of Waterford Hills Road Racing Association and Detroit Region, SCCA. He was a longtime competitor in Formula Vee. Memorial Day weekend, he entered the Double Regional at Grattan Raceway near Grand Rapids, Michigan after a successful battle with cancer.

“As a member of Detroit Region, I personally can speak of the many times that Ralph Ridge went out of his way to help someone; to give everyone a reason to smile; to remind us all of how much fun racing was; and to be there to thank us at the end of the day. However, I will only mention one short story: Waterford SCCA Driver School several years ago — I was at turn 5 on a very, wet day with a river forming on driver’s left and a mud hole just beyond when a Formula Vee (not Ridge) came sliding off driver’s left into the river and then the mud hole. Needless to say, I got the car with the driver’s help out of the mud hole before it sank too deeply. My rainsuit was now covered with mud as was the rest of me. As I walked in for lunch, Ralph was there to greet me with a bucket of soapy water and lots of towels and a clean rain suit to use for the rest of the day. I met a very nice gentleman that day!”

- nancys@motorsport.com

Ridge was born in Detroit, Michigan on April 19, 1947. He had just turned 54. Ridge married his special lady, Martha, on May 5, 2001.

Ralph Ridge will be missed by so many — workers, drivers, crew members, friends and family. The SCCA and WHRRI communities have lost a dear friend. Gone but never forgotten. Ridge

was not only a racer; he was a respected businessman, a good friend and an active community member in Trenton and the “Downriver” communities (area south of Detroit).

Motorsport.com extends our condolences to Martha Ridge, the Ridge Family, to the friends of Ralph Ridge III and to Detroit Region and Waterford Hills.

-article from www.motorsports.com

“Ralph was one of the many people I see only at the races. Those outside the sport would assume that because we competed against each other we were adversaries. Racing people know that this isn’t always the case. Ralph and I shared many things; the thrills of close competition, great food (his), parts(mine), generators, shade, his paddock lawn mower, and most importantly the race track. He was the kind of driver who knew how to safely share the road, you could count on him to leave you racing room, even on the last turn of the last lap. He wanted to win, and also to have your respect.”

- Tom Shaver, FV 01 - SCCA Central Division

Eagle One Added as SCCA Valvoline Runoffs® Sponsor

ENGLEWOOD, Colo.—The Sports Car Club of America's Club Racing department announced today the addition of Eagle One as an award sponsor for the SCCA Valvoline Runoffs®, held September 17-23 at Mid-Ohio Sports Car Course, in Lexington, Ohio.

Eagle One will sponsor the "Eagle One Best Appearing Entry Award" at the event, presenting \$1,500 to the competitor with the best appearing and detailed vehicle. With over 600 cars competing, the choice will be extremely difficult. In addition, the best appearing car in each of the 24 classes will receive an Eagle One appearance products bucket containing the brand's most popular products, including polishes, waxes and cleaners.

"There's something about certain race cars that makes them look fast," said Tony Puckett, Eagle One Vice President and General Manager. "A bright, shiny paint job, polished wheels, dressed tires and a detailed-out race machine tells competitors and fans that the team means business. Club racers, like other Eagle One consumers, are passionate about their cars and believe that to do a job right, you have to do it yourself. Eagle One is pleased to recognize the best appearing car at the Valvoline Runoffs."

Eagle One, a division of longtime event sponsor Valvoline, is an industry leader in the area of premium automotive appearance products.

"This is a significant award for our competitors," said Doug Reed, Marketing Manager for SCCA. "To have Eagle One recognize the time and effort put into every one of these race cars by their drivers and crews gives credence to the fact that this is a major event attracting notice by all racing fans, participants and sponsors. It rewards advance preparation and attention to aesthetic detail in addition to on-track performance."

The Runoffs, now in its 38th year, has become one of the leading road racing competitions in the world. With a contingency posting topping \$1.4 million dollars, the weeklong spectacle continues to grow and includes television coverage of all 24 Championship races on the Speedvision Network.

Door Prizes Needed for Valvoline Runoffs® Workers

Ron Sharp, Race Chairman for the 2001 Valvoline Runoffs®, needs a favor from Regions and any other interested individuals or organizations.

Ron does a super job providing a great environment for all participants. One of the ways he does it is through door prizes for the workers. Every evening at the worker festivities, he raffles off door prizes. He relies heavily on others to provide these door prizes for this event.

Last year there were 591 workers representing 68 regions who participated in the Runoffs. And last year Ron issued the same request to which only 26 regions out of 109 responded. Even though this was the highest response ever, door prizes still weren't as plentiful as Ron would like.

If your Region, race team, company, etc. would like to donate prizes, please send them to Ron at the address below by August 20th. After August 20th, ship to Mid-Ohio marked to Ron's attention or have them delivered to him at the SCCA Compound at Mid-Ohio. Any and all donations are gratefully accepted.

This is a great opportunity to show the family spirit that SCCA is famous for as well as to promote your region or organization.

Shipping address:

Before August 20th:
Ron Sharp
3127 Madison
Des Moines, IA 50310

After August 20th:
Mid-Ohio
7721 Steam Corners Road
Lexington, OH 44904
Attn: Ron Sharp

THANKS FORMULA SAE WORKERS!

Many thanks to the Detroit Region members who worked the SAE event at the Silverdome, May 16-19, 2001. Our region could not accept this commitment without you!

Pattie Klimchuk
SAE Liaison

THE SOLO COMPETITIVE DRIVING IN YOUR STREET CAR

WHAT IS SOLO?

Originally and informally known as autocross, SOLO is the official name given to this form of motorsports competition back in 1968. SOLO is a timed competition where a driver and car attempt to traverse a course in the quickest time possible. The course can be an arrangement of cones or pylons in a parking lot, a closed actual road course, such as Lime Rock or NHIS, or a frozen lake bed. Competitors are usually given at least three runs per event on the course with the lowest time of each run being considered their best time. The lowest time within each classification of vehicle is considered the class winner for the event. Championship points can also be accumulated within an event that lead to annual class champions at the end of a season.

TYPES OF SOLO EVENTS

Within the SCCA, there are three types of SOLO events: SOLO 1, SOLO 2 and Pro SOLO 2.

SOLO 1

SOLO 1 is essentially a time trial in nature. Here the course is a closed circuit, such as a closed road course or a hillclimb. Man and machine are sent out one at a time to establish an elapsed time for their run, similar to the qualifying procedure in major event series such as the Winston Cup and CART racing. Due to the possibility of high speeds and greater personal safety risk, vehicles competing in a SOLO 1 competition may be required to have certain safety equipment such as roll bars, competition safety harness, helmets, and flame-retardant driving suits.

SOLO 2

In SOLO 2, the course is an arrangement of cones or pylons set up in a large parking lot. The object is still to traverse the course in the lowest time possible, but because of the arrangement of the course, precision and smooth driving are required more than blinding fast speed. Penalties will be assessed for running

over or displacing cones. Because the speeds are lower, safety equipment, for some classes, can be limited to a helmet and seat belts. (Although competition seat belts are highly recommended.)

PRO SOLO 2

Pro SOLO 2 is the SCCA's national level SOLO competition program. Pro SOLO 2 utilizes mirror image courses and a drag race start, complete with a "Christmas tree" of starting lights. Cars start side by side and accelerate together to a point where the courses turn away from each other. The competitors then charge through the turns in an attempt to be the first to the finish line. These events can make for great spectating.

CLASSES OF SOLO COMPETITIONS

Stock (S)

These cars are fairly close to cars that are driven on the street, and are usually dual-purpose automobiles. Permitted modifications include any DOT-approved tire; and shock that attaches to the stock mounting points; and exhaust from the catalytic converter back (subject potentially to local sound control); and brake pads; and front sway bar; any wheels of stock dimensions and offset; and addition of a race harness.

The stock class is split up into subclasses organized by performance. They are lettered A through H, in order of descending performance. There is also a class called Super Stock (SS).

Street Prepared (SP)

Street Prepared cars are allowed significant modifications over stock, but many are still dual-purpose cars. Some of the permitted modifications are: any legal modification in stock; any springs that fit stock attachments; any sway bars; any wheels and DOT-approved tires; any induction for the engine (except that cars that were originally normally aspirated must remain normally aspirated); and any exhaust including

headers. Compression ration and camshafts in the engine must remain stock.

Prepared (P)

Prepared cars are allowed very substantial modifications; they are rarely licensed for street use. Interiors may be gutted; cams and pistons are free; and suspension may be significantly modified.

Modified (M)

The Modified category is split into parts. A, B and C Modified consist of purpose-built racing cars, usually Formula Cars, Sports Racers, or "Specials." Usually these are open-wheel, single-seat car. D and E Modified are for very heavily modified production cars. In these classes, basically anything goes except that you must retain the original floor pan and driveline layout (a front-engined car cannot become a rear-engined car). D Modified is for cars with engines less than 2 liters and E Modified is for cars with engines greater than 2 liters.

What do I need to compete in SOLO?

To compete in SOLO 2, the phrase "Your car, your helmet, you're racing!" definitely applies. If you are going to compete in the Stock Class, all you will need is your everyday street car, the entry fee for the event, and a full face helmet that is at least Snell SA90 approved. The required helmet approval rating may vary depending upon the organization sponsoring the event.

WHOM CAN I CONTACT FOR MORE INFORMATION ON SOLO?

Heather Shehan
(734) 528-7223
heathershehan@peoplepc.com

-article courtesy of Pit Talk, a publication of the New England Region SCCA

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 CAR

Fiesta Clearance Sale! 1978 Ford Fiesta S and a whole bunch of spares for sale. Solid body, cosmetically blemished, solid structurally. Car has fresh wheel bearings, front hubs, halfshafts and brakes all around; freshly recored radiator. Alloy wheels. Remains of #2 sparkplug need to be drilled out, otherwise ready to run. Spare set of steel wheels with Dunlop Graspic HS-1 snows mounted, never used. Package includes: complete (disassembled) 1.6L Kent engine, radiator (needs recoring), several sunroofs (steel and glass), doors, hatch, assorted pieces of glass, European XR2 rear spoiler, spare set of factory alloy wheels, radiator fans, heater boxes, heater cores, clutch cable, throttle cable, master cylinder and booster, instrument clusters and literally boxes of other miscellaneous Fiesta bits that are increasingly hard to find. My loss is your gain! I'd like to see \$1000 for the lot, and I'll even deliver to your Metro Detroit area location in the Black Gryphon Racing enclosed transporter. This would make an ideal salt car, starter car for a new driver, ice racer or replacement shell for your ITC Fiesta that's barrel-rolled a few times at Waterford. Contact Jim Crider at autojim1@hotmail.com or 248-981-8961.

1995 Mustang Cobra-R #52. No engine. Built up from a shell. Top 5 runner in 2000 Motorola Cup GS, finished 3rd at Road America. Bilstein shocks, Accusump, dry break

fueling setup, Tremec 5-speed. Just add engine and race! Contact Larry Rehagen, lrehagen@msn.com, 734-522-5172 after 5:00PM Eastern.*

1985 Chevy Corvette GT-1. 3 time regional champion, holds track records at Firebird, Phoenix International & Las Vegas speedway in SP class. Very reliable and fast with new annual, race ready. Extra body parts & molds, engine parts, in-car lap counter & stop watch. Engine: 362 cid, alum brodix heads completely flowed, JE Pistons, Carrillo rods, dry sump, just freshened. Trans: super t10 4 speed, just gone through. Rear end: posi track w/390 Gears (new). Suspension: coil over, lots of modification and reinforcement. Brakes: Zr-1 rotors & calipers, adjustable frt & rear. Steering: GM modified rack (new). Clutch: tilton triple disk clutch (new). Contact Jim Tamisea 480-833-5177 for prices and pictures.**

68 Vette. Autocross / Vintage / Race. 350 / 12.5:1 cr with 1965 Rochester Fuel Injection, Roll bar / front & rear struts, 15 X 10 American Vectors / Hooser tyres. Much More. John Firment, firmentj@aol.com, 248-553-3023.**

1995 FSAE Solo Formula Car. 1998 Detroit A Mod champion, 1993 Suzuki GSXR600 engine, strong, rebuilt in 1998, carb rebuild in 2000, new Carrera shocks front and rear, meets A Mod rules, competitive with C Mod Fords, some spares available, all design/setup info/receipts available. Flat bed trailer included. Asking \$6000. Contact Greg evenings before 10PM at (248)427-0236 or email at sibleyg@aol.com.**

Formula Vee. Fresh engine this season some spares. Best looking vee in the region. Call Dave @ 734-728-9891 for details.*

GT-1 Camaro \$12,500. Tube Frame GT-1 w/ '92 body, adjustable coil over suspension, 9" Ford R/E, Muncie, Approx. 425 HP SBC, very good condition w/o any damage. \$12,500. Jim Szilagyi, 810-724-3127.*

1998 Pontiac Grand Prix GT-1. Turnkey, Howe chassis w/ high-tech 358 Chevy engine. Complete car w/ spares. \$18,500 OBO, partial trades considered. Call K & K MotorSports 507-223-5075 days, 507-223-7311 evenings.*

STREET CARS

1971 Corvette. Convertible with hard top, 350 cid, 4-speed, headers, black leather, steel cities gray, ss brakes & brake lines, body off rebuild, epoxy primer chassis, new spindles,

rebuilt trans & diff, new motor ~410 hp,(have original block), much more! \$18,000. Dave Hunstad 248-650-9271.**

97 Honda Civic. 4-dr, sun roof, 5-speed, 43,000 miles, silver, excellent condition, \$10,750/obo. Bob Siegmund, 248-477-7288.*

WHEELS & TIRES

14" Hoosier road race/autocross compound tires, 14"/15" aluminum & steel wheels, misc. 2nd gen MR2 parts for sale. Mark Shehan, 734-528-7223.**

4 used 195-60R15 Bridgestone Potenza RE92. Great for autocrossing! \$15.00 each. Mark Henderson, 313-441-4521.**

Formula Ford Hoosier dry tires (20.0 x 7.0 - 13 & 22.5 x 7.5 - 13 -R25). 14" Hoosier autocross & road race compound radials. 14 & 15" aluminum & steel wheels. Mark, markshehan@peoplepc.com, 734-528-RACE.*

PARTS

Neon Parts. I've got a bunch of Neon parts left over from my Neon racing days. Most are used but in very good condition, perfect for race spares or street car: new radiator and hoses, DOHC throttle body w/ sensors, DOHC injectors, throttle cable, left and right halfshafts, left and right front lower control arms with stock bushings, Mopar hard front engine mount, flywheel/clutch disc/pressure plate, 16.1 steering rack, front brake calipers with new pistons, front rotors, new front and rear brake pads (street material), misc. front and rear springs, left and right headlamp assemblies, 2 right taillamps, rear steel inner bumper, Mopar Technalon fitted car cover (like new). Call or e-mail for details and prices. Kevin Stepinski, 734-782-9615 or kevin493@home.com.*

TRUCKS & TRAILERS

Tow Beast/Family Truckster For Sale. 1995 E-350 Club Wagon, 85,000 miles, 5.8L V8, E4OD automatic trans., 4.10 LS differential by Rieder Racing, Gale Banks "Ram Air" low-restriction air cleaner w/ K&N, GB "Power Pack" exhaust (cat-back); Chateau trim; single color paint (not two-tone) tan metallic with tan cloth interior; quad captain's chairs; rear seat bed (with 3rd panel that makes bed a full queen size); rear heat & air □ heat'll roast you, A/C will freeze you; privacy glass; Alpine AM/FM/CD unit with removable faceplate (factory AM/FM/Cassette included), 6

speakers; 4-wheel ABS (recently serviced), alloy wheels with Load Range E Michelin LTX M/S tires (spare tire matches); power windows and locks; remote keyless entry; tilt wheel; cruise control; drawTite trailer brake controller; class IV hitch receiver. This thing has had two owners, both racers who know the importance of having a dead-solid-reliable support vehicle. It's had Mobil 1 since new, with changes every 3-4K miles. It's a strong runner, has a few cosmetic blemishes (a couple of dents and dings), and although Kelly Blue Book says it's worth \$13,360 retail, I'm asking \$10,500, reasonable offers considered. The van is located in Waterford, Michigan (Detroit area). Jim Crider, autojim@att.net or 248-981-8961.

Draw Tite Class III hitch for '98-current Expedition / F150. Complete welded assembly, hardware and wiring harness socket, \$70. Dave Dekker, ddekker@exhibitworks.com, 734-367-8226.**

1986 Chevy Suburban. 3/4 ton, 454 cid, Stout Automatic Overdrive Trans, New Michelin MTX M/S (Load Range E) on 8 lug 16" Aluminum Rims, Hitch and Brake Controller, Power Windows and Locks, Tailgate w/ power glass, 135k miles, Will tow a 7000 lbs. trailer with ease, Located in Ann Arbor MI, \$4,750 or best offer. Scott Radabaugh, 734-663-8490, scott@radabaugh.org.**

1983 Chevrolet Suburban. Engine 305 4 brl carb. PW, PL, PB, PS, headers, duel exhaust(new), 4000 miles on new tires, brakes and front shocks. Class 3 hitch. New paint. Air shocks in the rear. Runs and drives very good. Used to tow 24 foot 2 car trailer for 2 seasons. \$1900. Call Tracy 419-283-3779.**

TOOLS & EQUIPMENT

WANTED TO BUY

Legend Race Car. Been searching for Legend Race Car, but haven't had much luck. If anyone has an idea of where i could find one for sale please e-mail! Thank you. Zach & Tom Gladfelter, FreshLikeZ@aol.com, 248-651-5367.

Used 14" Racing Tires. I am looking for some used 14" racing tires for Auto-X. I want to try my car out in the H stock race tire class this year, but with a baby on the way I cannot afford new tires. John Lyons, x97lyons@worldnet.att.net, 810-412-0369.**

Flatbed trailer. Need a car trailer fast, \$1200 - \$2000, able to haul

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