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OPEN EXHAUST

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



Inside This Issue:

Road Rally; Solo II Opener; Solo Results; Classifieds

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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

The Solo opener co-chair
Steve Couture on his
way to victory.

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DETROIT REGION SPORTS CAR CLUB OF AMERICA

Volume 48 Number 5

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LEGALS

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ADVERTISING

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	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. Most common PC/Windows graphics formats preferred. Camera ready (STAT) black and white artwork at publication scale are acceptable.

THE ROAD RALLY

ENJOY DRIVING THROUGHOUT THE COUNTRYSIDE

WHAT IS ROAD RALLY?

If you like automobiles and scenic drives in the country, chances are you will like Road Rallying. The basic idea behind most types of Road Rallies is the same: each participating team, consisting of a driver and a navigator, is given a set of written instructions which are used to follow a predetermined course. Each team drives the course independently, following the written instruction that they have been given. Road Rallies occur during all four seasons (spring, summer, fall, and winter) and in all types of weather conditions (sun, snow, and rain).

The most prevalent type of Road Rally is the Time-Speed-Distance (TSD) Road Rally. In a TSD Road Rally, the teams must not only follow the rally course, but are also challenged to maintain precise average speeds. This speed is always at or below the posted limit for the roads used. At various points along the route, unknown to the competitors beforehand, the cars will be clocked in. Since the organizers of the event have measured the course prior to the event, the exact time that each car should arrive at these checkpoints is known. Teams are penalized one point for every hundredth of a minute that they arrive late or early at the checkpoint. At the end of the event, the team with the lowest score is declared the winner. Since all speeds are at or below the posted speed limits, no special vehicle is needed.

Rallies usually end at a restaurant or other social establishment. Here competitors trade stories of their adventures and enjoy each other's company while waiting for the awards to be handed out.

ROAD RALLY FORMATS

Time-Speed-Distance Rallies:

We have already explained the basic premise of the TSD Road Rally. That premise being for the teams to try to

transverse the Road Rally course in as close to the perfect time as possible. Everyday cars are used and the course will traverse public roads at legal speeds.

Gimmick Rallies:

The Gimmick Rally is similar to the TSD rally in that the rally team will drive an everyday car on public roads. The difference is that the scoring does not usually depend on time, but on some other factor. There are several different types of Gimmick Rallies. One of these uses the idea of finding your way from point A to point B in the shortest distance. In the Gimmick Rally, the team usually has to answer questions about points of interest found along the way to be sure that they visit all the required points

along the way. Other Gimmick Rallies may require the team to find certain items, similar in nature to a scavenger hunt.

Pro-Rally:

Pro Rallying is usually characterized by the expression "real cars, real roads, real fast." The basic premise here is that two people drive their car over roads closed to the public as fast as they can. This sport requires specially prepared cars, mostly in terms of safety equipment and durability. However, the more competitive classes use extensive modifications to the engine to increase horsepower, and do the drive train, converting to all-wheel drive to get all that horsepower to the road. These cars also participate in special events

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such as the Mount Washington Hill Climb, where the object is to get from the bottom to the top of the mountain in the shortest possible time.

ROAD RALLY CLASSES OF COMPETITION

Most Rallies in New England offer the following four classes of competition. These classes are defined based upon equipment limitations. In all classes, radios cannot be used to assist in navigation or course following.

Class A - Equipped

Class A has no equipment restrictions. Most Class A contestants utilize specially designed rally computers called 'A' boxes.

Class B - Unequipped

Class B participants may use hundredth-reading odometers, but may not use cumulative calculators; or they may use a stock odometer in the stock location with no limit on computation equipment.

Class C - Seat of the Pants

Contestants may have no reference to or have any device capable of measur-

ing mileage. Stock odometers must be covered with tape during the event.

Class D - Novice

A non-championship class for the beginning rallyists who have accumulated no more than 50 rally championship points. Participants are limited to stock odometers in stock locations, and no limitations are placed upon computational equipment.

What can I expect on a Road Rally?

A day of scenic driving ending in an awards presentation. An opportunity to meet a group of friendly people whose interests are similar to yours. Plus the added spice of low-key competition.

Please remember: A Road Rally is not a race! Contestants are required to follow the course at safe and legal speeds. You are scored based on your arrival time at checkpoints along the course. An early arrival is penalized just as much as a late arrival, with special rules to compensate for delays on course.

What do I need to participate in a Road Rally?

The minimum requirements for competing in a Road Rally are a team of two people (a driver and a navigator) and a street-legal vehicle with certain minimums of automobile insurance. Besides these two important items, the Road Rally team will find assorted pens, pencils, and highlighters, a clipboard, a handheld calculator, and a watch that displays seconds are useful.

What if I don't want to compete?

If competing on a Road Rally sounds a little bit daunting to you, Road Rally workers are always needed. The most common type of Road Rally worker needed is the checkpoint worker. This job is primarily that of a timekeeper, documenting times rally cars arrive at the checkpoint.

Who can I contact for more information on Road Rallying?

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

RACE SEASON - THE NON-RACING WIFE'S PERSPECTIVE

Another racing season is upon us. With it comes the smell of burning tires, oil, and grime. As the wife of a racer, I never get used to racing season. In my view, spending a hot summer weekend in long pants watching people fix cars that didn't quite make it through practice is no way to spend a vacation. Sure, at least one weekend each year I go along with my husband and his friends, I cheer them on, I pretend to be interested in the rambling of mechanics and engineers. Every weekend I hope that they will be safe. One question, however, reoccurs frequently throughout the summer:

What do I do with my weekend as a single?

I am here to offer support for those wives that have not yet become accustomed to weekends alone throughout the summer. This time becomes days of self-indulgence without guilt.

First of all no cooking. Go places he hates to eat, order in, hit the drive-thru, EAT ICE CREAM.

What do I do to keep myself occupied between meals? The mall offers entertainment and ample air conditioning. Race weekends are a great time to update your wardrobe without facing a disapproving husband when you make 3 trips to the car to carry in the goodies. The mall also offers plenty of restaurant selections. I highly recommend Hudson's Express Yogurt to give you extra energy for trying on clothes.

Rent a romantic movie, the tear-jerker you have been dying to see. He won't mind. Watch it twice if you want. Popcorn with extra butter is required while viewing.

Do a few chores around the house. Please, don't overwork yourself, just enough that your husband will notice how productive you have been while he

was out playing.

Race weekends are also the perfect time to do things you have been wanting to do, but your husband doesn't. He left you, after all. And who has the expensive hobby? Time to lay the guilt and take advantage of the situation.

Be sure to watch the news, make sure you know who won the professional races over the weekend: they hate it when you know something that they don't.

Splurge. Indulge. Enjoy life. You get the picture. When he comes home he will be smelly, tired, and glad to see you. Race weekends give you that perfect time away to test the adage "Absence makes the heart grow fonder." Your husband will appreciate you more after a weekend with the grease monkeys.

-Written by Sarah White,
the Editor's wife, sponsor and account.



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DETROIT SOLO OPENER TURNS INTO A BOAT RACE!

The 2001 Detroit Region SCCA Solo opener kicked off the season in grand fashion. The event was held at the GM Powertrain Plant in Ypsilanti, Michigan on a slab of immaculate asphalt. The course contained sweepers, a hairpin, a speedy slalom, and lots of places where discipline and control were required to be fast; not a course intended for CP cars, for sure.

By 9:00 am the skies were blue and clear with temperatures on their way into the 70's. Being April in Michigan, however, means rain is always a possibility. Still, there was hope among the 167 combatants that everyone would get their runs in before Mother Nature inflicted her wrath.

Heats 1 & 2

The first two heats saw some tightly contested action. Street Touring (STS)

is always a popular class at any solo — the Detroit Region is no exception. On this day though, it would be a Fort Wayne Region driver that would steal the STS crown. **Ron Conrad**, driving his “new” (1986) Honda Civic Si edged out **Michael Cucciara** (Ford Focus) for fastest in class. **Alex Long**, who usually drives a SuperStock RX7, decided to race his daily driver Mazda MX6, and came in with a respectable 3rd place trophy.

Bruce Wentzel is always fast and fun to watch no matter which of his dozens of cars he's driving. Bruce is currently working on getting his '85 Corvette ready for a season of BSP. Unfortunately, Bruce was stricken with some bad luck as he had a brake rotor blow apart on his 3rd run, causing the front wheel to lock up. Bruce was able to get the car safely pulled off the course where it was

quickly repaired. He didn't take the course for his 4th run, but was still fast enough to win BSP with the quickest time in the 1st heat (44.311).

The 2nd heat competition was as good, if not better, than the first. In ESP, we always expect **Marcus Merideth** to be fast. And he was with a 44.707. He wasn't the only fast driver in ESP though, his new fiancée, and the region's solo registrar, **Jen Poloms**, came within a pylon of beating Marcus on her last run and winning the open ESP class in the Merideth Mustang (44.465 + 1 cone). You'll get him next time, Jen.

DS (a.k.a. Neon-Stock) in the Detroit Region has become a friendly rivalry between two red Neons, **Steve Couture** (“NASCAR” Neon) and **Steve Baumbach** (“rather-be-rallying” Neon). Steve B. beat Steve C. at this site in the rain last sea-



-Tom Jetton driving a SS-street tire BMW M-Coupe

son, so this time Steve C. was looking for payback. He got his revenge in convincing fashion, beating Steve B. by 1.161 seconds (45.989 to 47.150) and with 4 runs that were as consistent as any could be; a range of only .132 sec. between quickest and slowest runs. **Ben Horste**, the region's infamous HS Festiva driver, co-drove with Steve C. in the "NASCAR" Neon. He managed to finish 2nd (46.865) behind Steve C., and ahead of Steve B. Rumor is Ben wants to be known as Steve H., but that's still yet unconfirmed.

The FTD (43.310) was also set in the 2nd heat. **Adam Dean** brought out the yellow Corvette Z06 and blew away the field by a winning margin of 1.462 seconds. His fastest run was the only run in the 43's all day.

Heats 3 & 4

Just as we thought we might get every-one dry runs, the skies opened up and quickly turned the course into one of Michigan's largest lakes. The rain's timing managed to give those running in the 3rd heat just one opportunity to get a dry run. And it showed in the results. It seemed to have the biggest effect on Street Modified. Our 3 favorites to win the class, **Dennis Grant** (Far North Racing Eagle Talon AWD), **Aaron Miller** (Black Dodge Neon), and **Phil Davisson** (Green VW Scirocco) are 3 of the best Street Mod drivers in the country. Aaron went out and had a raw time of 43.1 on his first run! But, those pesky cones bit him again, 4 times. Dennis spun out to a DNF his dry run, leaving him with only wet times. That left Phil Davisson to take home the prize with a clean 45.195 on his first run. Looking over the wet times, Dennis Grant was fastest in class with a 49.646, but that wasn't enough to win on this day.

Also in the 3rd heat were the Junior Karts. Looking at these "kids" I don't



-James Freed in a really wet Miata

think we can call them juniors any more. These kids are taller than I am! And they're better drivers, too. The fastest of them was **JT McClintock**, son of the notorious **Mike McClintock**. JT put on the rain tires and scorched a wet 45.021, by far the fastest time in the rain. He must've learned to drive from his mother, **Carol**, who won DSPL in the family Dodge Omni GLH. Father Mike had to borrow a stock prepped car to run in DSP, and still managed to take home the 2nd place trophy.

We saved the best class competition for the 4th heat in the popular GST (street tire) and FST classes. **Tom Smart** led the pack in FST with a 52.084 on his last run. He edged out **Scott Davis** who had a 52.144. Following closely were **Rick Bohn** (52.171) and National GS contender **John McIver** (52.212). That's a difference of only .128 seconds from 1st to 4th place!

In GST was one of the most diverse classes we've seen in years (15 entries) with cars like a Pontiac Grand Prix, Saab 900, Acura CLS, and a 2001 Dodge Intrepid among others. I guess wider is better because the Pontiac Grand Prix came out on top with **Jon Butts** at the wheel (51.662) beating out **Richard Warden** driving a Saab 900 (52.002). In the "not your typical solo car" category was the Dodge Intrepid driven by **Eric Leonhardt** who took home the 5th place trophy (53.945) proving once again that

it's not what you drive, but how you drive it.

One highlight of the day was watching Ben Horste attempt to realign the finish lights in the midst of a torrential down-pour. There's Ben, doing belly flops in a 6" deep puddle, looking like he's practicing for the Olympic breaststroke competition. It was really a sight to see. Ben deserves a lot of special thanks for all his help as worker chief, equipment truck driver, co-course-designer, timing equipment repairman, and all around fun guy. Steve Couture (event co-chair) and I would also like to thank **Jen Poloms** (registrar) who works harder than most of us realize, **Pat Kernahan** for again being there start to finish and doing just about everything, and **Carol Uller** who ran Timing and Scoring flawlessly. Carol couldn't even take any runs in her brand new Pontiac Firebird because she broke her foot a few weeks ago (although it wasn't broken while kicking her husband **Pete**). She just came out to help us with the event. Hopefully that foot heals soon so she can drive that fabulous new car of theirs before this season is over.

Thanks

I want to give big thanks to GM Powertrain Willow Run for giving us a place to play. Sites are tough to come by, especially ones that are as nice as that one. Maybe next time we run there it won't rain on us!

-Larry MacLeod, event co-chairman

Detroit Region Solo II Season Opener Results

Results For: AM

1 John Burford

Results For: ASP

1 Micah Jones

Results For: ASST

1 David Chapp
2 James R. Garner
3 Chris Kondogiani
4 Boris Kokotovic

Results For: BS

1 Robert Knipe

Results For: BSP

2 Bruce Wentzel
3 Chris Scafero

Results For: BSPL

1 Mary Wentzel

Results For: BSST

1 Robert Gorski
2 Shawn Abela

Results For: CP

1 Edward Hosni
2 Bill Marley
3 Brian Spalding
4 Corry Johnson

Results For: CS

1 Patrick Kernahan
2 Jon Armstrong
3 Vance Johnson
4 Julian Verdejo

Results For: CSP

1 James Freed
2 Brad Wager
3 Michael W. Ziethlow

Results For: CSPL

1 Bethany Wager

Results For: CSST

1 Mike Burke
2 Jeff Sabatini
3 John Bucknell
4 Jim Thompson
5 Jim Scarpelli
6 Michael Cuthill

Results For: DP

1 Norm Anderson

Results For: DS

1 Steve Couture
2 Benjamin Horste
3 Steve Baumbach
4 Jim Gentz

Results For: DSP

1 Kevin Storch
2 Mike McClintock
3 Andrew Oury
4 Eric Penn
5 Ellery Pizarek

Results For: DSPL

1 Carol McClintock
2 Sharon Wolf

Results For: DSST

1 Spencer Rezkalla
2 Adam Busalk
3 Scott Brown

Results For: ES

1 Larry Macleod
2 Scott Wilson
3 Arturo Ania
4 Bob Proctor

Results For: ESL

1 Ruthann M. Wilson
2 Catherine Bergmann

Results For: ESP

1 Marcus Merideth
2 Jim Crider
3 Jennifer Poloms
4 Jay Pistana
5 Aaron Friedmann
6 Kevin Robinet
7 Jim Demmer
8 Dave Moore

Results For: ESPLST

1 Bonnie Johnson

Results For: ESPST

1 David Johnson

Results For: ESST

1 L. Frank Putman
2 Ben Attard
3 Linda Crockett
4 Stephan Prince
5 Xiu-Feng Chen

Results For: FM

1 Mark Silverberg

Results For: FS

1 Mark Shehan
2 Rick Bissell
3 Pete Uller
4 Harold Jr Koenig
5 Ian Harkins
6 David Stokes

Results For: FSL

1 Heather Shehan

Results For: FSP

1 Guy St. John
2 Robert Gal
3 John Steinmetz

Results For: FSST

1 Tom Smart
2 Scott Davis
3 Rick Bohn
4 John McIver
5 Kyle Broeker
6 Rick Slade
7 Jared Doyle
8 Dan Pierce

Results For: GS

1 Evan Moen
2 Benjamin Burke
3 Michael Barretta
4 Neeraj Bhagat
5 Michael Bailey

6 Gregory Parker

7 Zeljko Popovic

8 Ron Moen

Results For: GSLST

1 Janet Worden

Results For: GSST

1 Jon Butts
2 Richard Worden
3 Tim Tennant
4 Joe Buchwitz
5 Eric Leonhardt
6 Mark Angle
7 Mark Bishop
8 Gary Knipe
9 Bryan Brillhart
10 Dan Pepelko
11 Sean Lundberg
12 Edward Schoun
13 Basil Doerhoefer
14 Dan Martin
15 Jeff Walesch

Results For: HS

1 Peter Jacobs
2 Ryan Harrington
3 Dan Lenda
4 Matthew Lazier

Results For: HSST

1 Dan Gardetto
2 Keith Knudsen
3 Steven Dertch
4 J Kyle

Results For: JC

1 Jeremiah T. McClintock
2 Matthew Lewis
3 C.J. Demmer

Results For: SM

1 Phil Davisson
2 David Kyte
3 Frank Miller
4 Anthony Copper
5 Mac Crossett
6 Dennis Grant
7 Vivek Malipatil
8 Donald Elzinga, Jr.

9 Aaron Miller

10 Steve Elzinga

11 Richard Bjornson

12 Jeff Colwander

Results For: SM2

1 Brian Cunningham

Results For: SS

1 Adam Dean
2 David Woods
3 Bill Venner
4 Bill Mashinter
5 Tom Woodhouse
6 Ted Godett

Results For: SSLST

1 Terry Smith

Results For: SSST

1 Charles Tobel
2 Kirk Luckscheiter
3 Gary Smith
4 Richard Simmons
5 Randy Forbes
6 James Jetton
7 Jerry Powell
8 Scott Lange
9 Abdul Qurahsi

Results For: STR

1 Robert LeFebvre

Results For: STS

1 Ron Conrad
2 Michael Cucchiara
3 Alex Long
4 Bruce Eddy
5 David Moser
6 Christopher L. Davis
7 Russ Ferguson
8 Zack Keenan
9 Matt Luckow
10 Matthew Johnson
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4. Ads may be edited.
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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

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.

ITA RX7. 15 Gallon ATL fuel cell w/ foam and bladder; Mazda Comp Brake Ducts; Panasports w/ mounted Hoosiers; Mounted Rains; G-Force Tri-Link; G-Force turn in spacers; Panhard Rod; Autometer Pro-Comp gauges (Fuel pressure w/ isolator, 5" Tach w/ shift light, Oil pressure, Oil temp, Water temp); Camber plates; Front coil-overs; Koni Adjustable struts, custom built strut housings; NASCAR style door bars in a custom cage; LSD / Disc brake rear ('85); Newer rebuilt engine - Carbon apex seals, lightest rotating mass combination.; New clutch plate / pressure plate; Stainless braided fuel / oil / brake lines; Video camera mount; Custom PersonaGrip steering wheel, w/ quick release; Racing Beat racing header, 3" custom exhaust, SS muffler; Dual MSD ignitions; K&N Air Cleaner; Kirkey Aluminum Seat; Strut support bar; Hood pivots as from factory, or pull 2 pins to remove completely; Aluminum crank pulley; Wheel studs; Wink Mirror; Simpson Cam-Lock belts; 79 Blueprinted Carb. Set up for Radio system, Lap timer, and Driver cooling system, which are not included in price. 2000 Tech and log-

book, 2001 legal. Spare parts also included: 2 complete cars ('83); 1 trans; 1 engine; Drive shaft; Spare rear hatch glass; Boxes of spare parts; 6 good spare Mazda Alloy wheels; All kinds of good technical data. Any or all of the spares are yours with the car. Car is clean, legal, fun, and fast, looks and handles great, easy to drive. Best of everything. Moving to FF or F500. \$15K + invested, sell for \$8K. Phil Green, philip.w.green@jci.com, 616-394-6855.*

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 i10 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.*

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, crxracecar@aol.com, 248-706-0773.**

Formula Continentals. Many cars to choose from, all in great shape. 2, 2000 Magales, turn key, \$32,000. 1999 RF-99-2 Van Dieman, turn key, \$32,000. '97, '95, '94 Van Diemens also available. Ele Bardha, 917-975-5276, BMGracing@aol.com**

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 / Hoosier tyres. Much More. John Fimentj, fimentj@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 be-

fore 10PM at (248)427-0236 or email at sibley@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

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 cali-

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pers, 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).**

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,, dwaleke@hmscollc.com, 810-979-3142.**

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

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.**

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.

Four 245/45-17 BFG Comp T/A ZR tires, oem take-offs from a 1996 Mustang, only about 25 percent worn. \$100. Eric Penn, epenn@ford.com, 313-390-4707.

PARTS

Clearing out garage. Single cam front swaybars for "S" cars, 7/8 dia., \$50 OBO. Duel overhead cam front swaybar for "S" car, 15/16 dia., \$50 OBO. Prices negotiable, you pay shipping. Pete Uller, 734-542-6975, uracing@aol.com.**

MSD Ignition. 6AL system w/ magnetic pick-up and MSD Blaster 2 coil, all brand new in box, never used. \$200. Rick Kristoff, 248-474-0683, rek46@aol.com.**

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

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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

Draw Title 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 28 ft Southwind Motor Home. 454, headers; roof air; awning; generator; reinforced hitch. Great tow vehicle; sleeps 5. \$15,000 OBO. Gari Chaffin, 248-932-3090 x119.**

1990 24ft. enclosed trailer. White; wedge nose; finished interior; cabinets; used for GT3 car; new tires. \$2,995 OBO. Paul V. Young, 248-363-8872, paul.v.young@gm.com.**

1983 Chevrolet Suburban. Engine 305 4 brl carb. PW, PL, PB, PS, headers, dual 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.*

WANTED TO BUY

Mustang race wheels. 17" X 8" wanted for 2001 Mustang; must be lightweight like Forgelines, Volks or SSR (17 lbs. or less). Stiffer than stock Mustang GT front anti-sway bar wanted, like Steeda, etc. John McIver, 248-437-9808**

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 an '88 MR2 so it doesn't have to be very large. Matthew Denomme, Ldenomme6@home.com 810-482-0125, .

MISCELLANEOUS

MR2 manual steering rack, class II hitch, stabilizer bar, two 3SGTE transaxles. 4' x 4' utility trailer suitable for set of tires/wheels and some equipment. '99 Explorer class III hitch. Mark, markshehan@peoplepc.com, 734-528-RACE.

Garage cleaning. Ford 4.0 L V6 engine, 36,000 miles from a 92 Explorer (will also fit Ranger or ?) \$400 or offer. Also have 2 clean fenders for a 92 Explorer \$100 for pair or offer. ITA or ITS Wheels 14x7" 4 on 113 mm alloy from a Toyota Supra, also fit RX7, 240Z, Corrola GTS, \$80 for set of 4 or offer (includes some street rubber). Alex Szilagyi, aszilagyi@worldnet.att.net, 313-582-2131 day.*

Complete Driver's Equipment Package - \$300/Obo. Including white Bell "Sport-II EC" Snell SA-95 rated helmet (size large), red w/white billboard Racequip single-layer SFI 3.2A/1 driver's suit (size large), Nomex underwear tops and bottoms (size large), high-visibility orange RJS double-layer gloves (size medium), and Nomex socks. I received all of this in a package deal with my latest race car and, unfortunately, none of it fits me. All equipment is in excellent/like-new condition and has obviously been only slightly used and very well taken care of. I will consider separating, but would prefer to sell as a whole. Jim Krom, jkrom31877@aol.com, 248-398-2519.*

440 KAW Engines. We have 3 Kawasaki 440 engines, two built by Greg Olson. Asking \$900 each. Gerald Ryan, 810-385-7971.**

Yamaha Pit Scooter. \$500. Gari Chaffin, 248-932-3090 x119.**

Driver suit. Fits 6' 1", 180 lbs. driver, one \$100 (black), one \$200 (white/blue), will sell either. Gari Chaffin, 248-932-3090 x119.**

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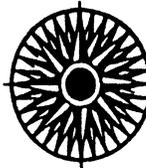


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