

vol 48, no 7
AUGUST 2001

OPEN EXHAUST

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



Inside This Issue:

May Board Meeting Minutes; FSAE;
Introduction to Road Racing; Classifieds

DETROIT REGION OFFICERS & OFFICIALS

Regional Executive

Richard Cole
(248) 685-2853 (h)
(248) 685-3693 (fax)
P.O. Box 738
Milford, MI 48381-0738
rich_cole@yahoo.com

Assistant R.E.

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

Secretary

Eric Penn
(313) 341-5642
19134 Robson
Detroit, MI 48235-1949
EricPenn@aol.com

Treasurer

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

Director at Large

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

Director at Large

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

Director at Large

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

Director at Large

Mark Henderson
(313) 441-4521 (h)
1563 Walnut St.
Dearborn, MI 48124-4023

Race Events Director

Cynthia Kempton
1306 Somers
Grosse Pointe Park, MI 48230

Rally Events Director

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

Solo Events Director

Heather Shehan
(734) 528-7223 (h)
(734) 528-9553 (fax)
5534 Redbud Ct.
Ypsilanti, MI 48197-6645
heathershehan@peoplepc.com

Membership

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

Licensing

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

Archivist

Sandra Cole
(248) 685-2853 (h)
P.O. Box 738
Milford, MI 48381
sandy_cole@yahoo.com

Equipment

Contact the Regional Executive

Newsletter Editor

Tim White(810) 296-7820
22729 Lake Dr.
St. Clair Shores, MI 48082
open_exhaust@yahoo.com

Webmaster

Scott Jasmund
(248) 245-2330
scott@KineticRacing.com

Chief Course Control

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

Chief of F & C

Debbie Martens
(734) 421-2231
28988 Barton
Garden City, MI 48135
tdmartens@home.com

Chief Grid Marshall

Barbara Steencken
(248) 685-2773
300 Jacole Dr.
Milford, MI 48380-3920
steencken@provide.net

Chief Paddock Marshall

TBD

Chief Medical Officer

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

Chief of Fire & Rescue

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

Chief Pit Marshall

Linda Haslett
(810) 839-3188
3990 W. 12 Mile Rd #114
Berkley, MI 48072

Chief of Registration

Mary Shiloff
(810) 725-3057
7307 Dyke Rd.
Algonac, MI 48001-3011
mshiloff@algonac.k12.mi.us

Chief Technical Inspection

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

Chief Starter

Hal Goff
(734) 425-3354
13963 Cranston St.
Livonia, MI 48154-4248
hgoff@giffels-usa.com

Chief of Radios

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

Chief of Timing & Scoring

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

Pro Race Committee

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

Pro Rally Committee

TBD

TSD Rally

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

Merchandising

TBD

Voice of the Hotline

Marianne Mickle
(810) 677-1667
54823 Cambridge Dr.
Shelby Twp, MI 48315-1617
marianmickle@juno.com

CenDiv Champ Series Rep.

Bob Martin
(810) 636-7895
8072 Baldwin Rd.
Goodrich, MI 48438-9426

Worker Points Keeper

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

Public Relations

TBD



OTHER OFFICIALS

Director, Area 4

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

CenDiv Exec. Steward

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

CenDiv Scheduling Rep.

Liz Eslaire
(219) 483-7266
5720 Homewood Dr.
Ft. Wayne, IN 46825
lizjim@worldnet.att.net

CenDiv Licensing Admin.

Terrence Garrett
(317) 849-3543
9292 E. 131st St
Fishers, IN 46038
Terrance_Garrett@email.msn.com

CenDiv Pro Rally Admin.

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

CenDiv Road Rally Steward

Jim Mickle

(810) 677-1667
54823 Cambridge Dr.
Shelby Township, MI 48315-1617
JimMickle@juno.com

CenDiv Solo II Event Steward

Ann Keim
(502) 895-8602
3020 Lexington Rd.
Louisville, KY 40206
annk@iglou.com

National Points Keeper

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

CenDiv Champ Series Points

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

CenDiv Solo Safety Steward

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

SCCA Inc.

(800) 770-2055

Autosport HOTLINE

(248) 545-6733

Open Exhaust

MEMBER SERVICES

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

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

OPEN EXHAUST

THE OFFICIAL PUBLICATION

OF THE

DETROIT REGION SPORTS CAR CLUB OF AMERICA

Volume 48 Number 7

CONTENTS

Regional Business	
Officers & Officials	2
May BoD Meeting Minutes	4
Racing	
Road Racing: How to Get Started	7
Solo	
CENDIV Solo Event #6	6
Miscellaneous	
Advertising Rates	3
Publication Schedule	3
Classified Ads	11
Detroit's Business Exchange	10
Formula SAE	5

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
---	---------	------------

ABOUT THE COVER

Our RE still finds time for speed.
And the car's for sale! Check out the
classifieds.

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. Deadline for Open Exhaust is published elsewhere in the newsletter. Ideas, suggestions, comments, corrections and letters to the editor are welcome and appreciated, but Open Exhaust reserves the right to edit or exclude any submissions. Articles may be hand or typewritten, but electronic correspondence is highly preferred; please submit electronic files in Rich Text Format (rtf). Artwork should be captioned and identified for return. Please include SASE for return.

Send material to:
Tim White, Newsletter Editor
22729 Lake Dr., St. Clair Shores, MI 48082
open_exhaust@yahoo.com

Send address changes to:
Nancy Reichenbach
18600 Laurel, Livonia, MI 48152-2911
reichrace@hotmail.com

ADVERTISING

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

	Width	Height	1 issue	3 issues	5 issues	10 issues
Full Page	7 1/2"	10"	\$120	\$305	\$470	\$846
Half Page	7 1/2"	5"	\$69	\$175	\$270	\$486
Full Column 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

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

Attendees:

Dick Cole	Eric Penn
Pete Uller	Bob Goppold
Heather Shehan	Henry Hausler
Mark Henderson	Bill Slabey
Cynthia Kempton	Chris Syfert
Pete Padden	Carol Uller
Barbara Steencken	

Call to Order

Dick Cole called the meeting to order at 7:38pm.

Secretary Report – Electronic votes

The Memorial Day Solo budget was approved via electronic votes.

Treasurers Report – Budgets

Carol Uller submitted the 2000 Awards Banquet final budget. There was discussion about next years banquet as to where it will be held and the need for a chairperson. The Treasurers Report will be emailed

Heather Shehan submitted 2001 Pro Solo budget. Approved.

Race Report Driver School

Dick Cole reported that the driver's school was a successful event. 32 drivers attended. There was a 2-hour rain delay. There was discussion about a possible test weekend and a possible combined school—Waterford with SCCA.

Double Regional

Henry Hausler reported that the Double Regional is going well and is on schedule. There will be 15 lap races for all classes and 20 lap races for Formula Ford. Supps will be emailed. Discussion followed.

Enduro

Bill Slabey led discussion on the Enduro. Dick Cole noted that the Web site needs editing. Where it says, "rides at race speeds" must be removed.

Rally Report

Pete Padden noted that the Rally School is Saturday May 12, 2001. He's concerned about the number of entries. They have 4 cars and 8 people entered at the moment. The Road Less Trav-

eled rally was discussed.

Solo Report

Driver School
Heather Shehan reported that Solo School ran well. 67 drivers attended. CENDIV wants to borrow Solo radios for a Regional event.

RE's Report

SAE
Dick Cole reported that Formula SAE needs workers. 120 schools are entered. Detroit Region will borrow Saginaw Valley Region timing so we will have 3 sets to use during the event. SAE has been very happy with SCCA and commented that we are the "best group to work with" for events.

RE News

Dick presented the SCCA RE News.

Old Business

What do we need? Chiefs?
Dick Cole noted that we need a chief of sound who must hold a national license. Also we need an equipment chief. Discussion followed.

Hot Line

We need someone by the end of October to do the Region (800) 503-RACE Hotline. This involves updating the outgoing message. The answering machine will be provided along with a separate phone line. The person needs to be in the Detroit area.

Policy (other than equipment)

Heather Shehan reported that the By-Laws are being finalized.

Web Site

Dick talked with (webmaster) Scott Jasmund and suggested changes to the Region Web site such as a new opening page with a changeable photo. Rollout will be soon. Discussion followed. It is desired that the Region Website should have the look and feel of the Enduro site, it should have more photos, electronic forms, forums (i.e. EZ Board), a section for workers, and more defined links from the Region site to the Enduro site and back. The Region is paying for another website—Sno*Drift but it's run by a group of rallyists. They're doing a good job for a good price. We would like to keep a link from that site to the Region site and back. We would like to everything on one site. Pro Rally is not really associated with the Region.

We need to bring them back into the Region.

New Business

Equipment (Neither a Borrower or a Lender be?)

Henry Hausler presented a topic summary—"Neither a Borrower or Lender Be." Discussion followed.

Contact Person—Where does the request go?

There will be NO borrowing in the name of the Region without board approval first.

Usage—Who, What, When and Why

Equipment should be used for Detroit Region sanctioned events. If Detroit Region equipment goes to a NON-Detroit Region event, a Detroit Region member will go along with it. There must be a provision for repair, if needed. NO borrowing is allowed without a Detroit Region member going along with it. Discussion followed. A contract is needed.

Control—How

There will be NO borrowing in the name of the Region without Board approval. Inventory of equipment needs to be done. Each Board Member, Chief of Specialty, and Director will be polled as to what equipment they have. A checklist for equipment is needed. An equipment chairperson is needed.

Henry will put the words together and email them to the board for a vote.

Adjourn

The meeting was adjourned at 9:43 pm.

THE HOTLINE

UP-TO-DATE
INFORMATION ON

DETROIT REGION EVENTS

(800) 503-RACE

Open Exhaust

FORMULA SAE COMPETITION - RACING AT ITS BEST!

by Nancy Schilke

Formula SAE's roots date back to 1979. The first competitive event, called SAE Mini-Indy, was held at the University of Texas Houston and was based on a variant of SAE's Mini Baja. Eleven schools competed the first year — the University of Texas El Paso won. However, due to the cost and amount of time necessary to build a car for this type of event, the competition was not held the following year. Later Dr. Ron Matthews (University of Texas Austin) worked with students at the university and the SAE Educational Relations Department to continue the original idea with rule changes. One plan was to make the event a true road-racing event. And instead of just building chassis, the engineering students would also work on the engines for the vehicles. So began the first Formula SAE competition.

The Concept The Formula SAE competition is for university engineering students worldwide. The students are members of SAE (student membership program). Their goals are to conceive, design, fabricate, and compete with small formula-style race cars. To achieve their first goal, they need to form a team, read and understand the rules, obtain a faculty advisor and submit their intention to the university. They then form a project development group, at which point they often meet a real-world challenge: collaboration and cooperation. Then the students set up their design team, which may or may not include all of their Formula SAE team members. Once the students have taken the first steps, the rest of the project involves problem solving, new systems application, creativity, quality and communication. Teamwork is the key.

The purpose Formula SAE engineering students hands-on experience and teaches them how manufacturing works in the real world. As the SAE regulations state: for the purpose of this competition, the students are to assume that a manufacturing firm has engaged them to produce a prototype car for evaluation as a production item. The intended sales market is the nonprofessional weekend autocross racer. Therefore, the car must have very high performance in terms of acceleration, braking, and handling qualities. The car must be low in cost, easy to maintain, and reliable. In addition, the marketability of the car is enhanced by other factors such as aesthetics, comfort, and use of

common parts. The manufacturing firm is planning to produce four cars per day for a limited production run and the prototype vehicle should cost under \$30,000. The challenge to the design team is to design and fabricate a prototype car that best meets these goals and intents.

The Competition The event is held over three days with three main judging areas: Static Events - Presentation, Engineering Design and Cost Analysis. Solo Tests - Acceleration, Skid-pad and Autocross. Track Performance - Fuel Economy and Endurance Track. As in the real world, SAE has set criteria and minimum acceptable performance levels. The scoring is based on how well each team has met the criteria, with the overall score determining the winner. Awards are also given to the top team in each judging area. This approach obviously works: many members of Formula SAE teams have gone on to successful careers in the field of engineering. To this day, many former competitors are active in the competition.

The Early Years In 1981, four teams competed at the University of Texas-Austin. The four schools were Steven Institute (New Jersey), University of Tulsa (Oklahoma), University of Cincinnati (Ohio), and the University of Texas-Austin (Texas). One of the judges was Jim Hall. Over the years, minor rule changes were made on the original SAE Mini-Indy rules from 1980. In 1985, Dr. Robert (Bob) Woods, Professor of Mechanical Engineering at University of Texas-Arlington, rewrote the rules to include a scoring system. Only minor changes have been made to the 1985 rules and most of the changes were due to safety and technology. In 1994 General Motors, Chrysler and Ford formed a consortium to support Formula SAE, focusing on what was best for the future of the event and the students. One of its first moves was to set one central location for the competition - the Pontiac Silverdome. It must have worked, as Formula SAE attracted 105 universities this year! "I am impressed with the consortium, the idea of having one singular location and the competition as a whole," Dr. Woods remarks. "The growth of the event is great." Woods also noted how the judging has become more organized.

Volunteers and the SCCA The consortium includes two representatives from each of the Big 3 — John Fernandez and Michael Royce from Daimler-Chrysler Corporation, John Valentine and Dave Youngren from Ford Motor

Company, Alba Colon and Jim Stewart from General Motors Corporation — and Steve Daum from SAE International. The event activities are coordinated by Creative Consulting Services: Kathleen and Larry McDonald and Tiphany Viotor. One of the keys to running a smooth event is working with members of the Big 3 and other major organizations including the Sports Car Club of America (SCCA). The students use teamwork to build their cars and the event organizers use teamwork to make sure the event runs smoothly for the students. Most of the "workers" are volunteers from SCCA, EDS, the Big 3, and other companies. Pattie Klimchuk, Arick Rushing and Phil Schilke are key members of the Detroit Region SCCA volunteer staff. Schilke has been a participant at 12 events. He is now in charge of the dynamic events which include acceleration, skid-pad, autocross and endurance. Schilke's job is overseeing the dynamic events. He, Ed Viotor and Dave Youngren design the autocross and the endurance track per the competition rules and guidelines. Schilke, SCCA Solo Safety Steward, is responsible for ensuring and maintaining the safety aspects of the dynamic events. Race control for the events is headed by Schilke, SCCA Flagging and Communications (F&C), and the station captains are from the SCCA F&C licensed volunteers. Klimchuk oversees SCCA volunteer worker registration, is the SCCA representative at meetings for the event, assists the SCCA event chairman, and assists the SCCA tech team. Rushing is the SCCA Event Chairman and he also oversees tech, timing and dynamic event equipment. The Vice President, Business Development for SCCA, Dennis Dean, has attended the event for the past four years. He remarks, "(We've seen) significant growth not only in entry numbers but also in quality of the cars. The top-to-bottom quality is much higher even for first year teams. Much fewer problems with the cars (oil spills, nuts and bolts falling off during competition). The level of engineering has definitely improved. The top-level university teams can be compared to professional race teams." How could this event benefit the SCCA? Dean says, "Some of the drivers already have SCCA experience by working with local regions and competing in SCCA Solo programs. A few of them have been or currently are SCCA club racers. This has definitely increased membership. Plus (we have) potential new members from either the universities or the local volunteers from outside of the SCCA. Working with SCCA members gives them an insight to our club." On the overall competition:

"Great event, one of the most enjoyable events. Watching the students work as teams and having fun while they do it." Attending the Formula SAE event for the first time in 2001 was Steve Johnson, President & CEO of SCCA, who was hired for the position in June of 2000. Johnson was impressed with the teams, the quality of the competition and the effort that goes into putting on the event. Johnson hopes to have more future SCCA involvement with the event and with SAE. In fact, one of the requests from the Formula SAE students is to allow Formula SAE to have its own designated class in SCCA Solo competitions.

University of Central Florida - Team story Adam Hussemann is one of the 15 members of the Formula SAE and Mini Baja team at the University of Central Florida (Orlando). Hussemann is the current Vice President and Treasurer for the UCF chapter of SAE. This is the second year for the team in F-SAE competition. Last year they finished 26th overall, completing all the events. The team even finished 13th in the Endurance event. This feat is quite remarkable for any team, let alone a team competing for the first time. This year, members of the UCFO team were part of the Gunnar Racing pit crew at the Daytona 24 Hours. At the May 12th Mini Baja event in Columbia, South Carolina, the team received the SAE HAWK award for Performance/Sportsmanship. Hussemann is a ME major with a minor in Business. He main focus is Mechanical Systems and as a senior he is looking forward to receiving his degree and returning home to St. Petersburg, Florida before continuing his education and career. "The SAE competition has allowed individuals to find their strong points which will help us in our selection of a career," states Hussemann.

Past Winners

1981 Stevens Institute of New Jersey
 1982 University of Texas at Austin
 1983 University of Texas at Arlington
 1984 University of Houston
 1985 University of Texas Arlington
 1986 University of Texas Arlington
 1987 University of Maryland
 1988 Cornell University
 1989 University of Texas Arlington
 1990 University of Texas Arlington
 1991 Virginia Polytechnic Institute
 1992 Cornell University
 1993 Cornell University
 1994 University of Michigan-Ann Arbor
 1995 University of Texas at Arlington
 1996 University of Texas at Arlington
 1997 Cornell University
 1998 Cornell University
 1999 University of Akron
 2000 Texas A&M University
 2001 Cornell University

CENDIV Solo Series Event #6

Velocitus Maximus 2

Wurtsmith Airport

Oscoda, MI

August 25-26, 2001

All Season Lakefront Cottage 517-739-8663	Linger Longer Landing 517-739-7860
AmericInn Lodge & Suites 517-739-1986	Manor House Inn 517-739-1977
Anchorage Cottages 517-739-7843	Margies on the Lake 517-739-9600
Aspen Motor Lodge 517-739-9152	Marlenes Landing 517-739-0651
Aurora Resort Motel 517-739-9801	Miami Beach Resort 517-739-8785
AuSable River Resort 517-739-5246	New AuSable Beach Resort 517-739-9971
Barefoot Beach Cottage 517-739-1818	NorEast Shore Resort 517-739-7633
Blue Horizon Court 517-739-8487	Northern Traveler Motel 517-739-9261
Captains Landing Resort 517-739-4482	Pink Shell Beach Resort 517-739-0739
Cedar Lane Resort Motel 517-739-9988	Rainbow Resort 517-739-5695
Chippewa Landing Resort 517-739-7008	Redwood Motor Lodge 517-739-2021
Coastline Cottages 517-739-7458	Sand Lake Inn 517-469-3553
Deerborn Cabin Resort 517-739-5412	Sandpiper Motel & Cottages 517-739-2108
El Cortez Beach Resort 517-739-7884	Shenandoah on the Lake 517-739-3997
Fishtales Family Cottages 517-739-7813	Super 8 Motel 517-739-8822
Holiday Shores Resort/Motel 517-739-5741	Surfside Motel & Condos 800-278-5060
Huron House Bed & Breakft 517-739-9255	Thomas Parkside Cottages 517-739-5607
JJs on the Beach 248-661-8232	Van Ettan Lake Cottages 517-739-5465
Lake Trail Resort 517-739-2096	Wallaces Lakeside Cottages 517-739-5999
Lakeland Resort 517-739-5875	White Sands Cottages 517-739-5786
Lakewood Shores Resort 517-739-2073	Old Orchard Campground 517-739-7814
Lillars Resort 517-739-4039	KOA Family Campground 517-739-5115

Directions: Go North on I-75 in Michigan past Flint, Saginaw & Bay City. Exit Standish, Highway 23 North. Drive for 45-60 minutes past Tawas. Turn Left at the light by Burger King in Oscoda. Take this road for 1-2 miles. Turn left into Oscoda Wurtsmith Airport Complex. Follow signs.

Schedule of Events:	Friday registration	4:00pm – 8:00pm (dark)
	Saturday registration	7:00am – 7:30am
	First car off Saturday	9:00am
	First car off Sunday	8:00am

Fees:	Pre-Registration (prior to August 20)	\$25
	Registration (after August 20)	\$35
	Late Registration (at event site)	\$45
	Dinner Tickets	\$ 5 each

Checks Payable to: Detroit Region SCCA

Send Registration to: Jennifer Poloms
 33707 Glen Ave.
 Westland, MI 48186

E-mail all information to: registrar@detroit-scca.org

For other information contact: Eileen & Chris Lindberg
Lindberg1@home.com
 810-731-2087

ROAD RACING: HOW TO GET STARTED

There is a lot to do in this club. Just looking at the Road Racing environment, there are races to attend, monthly meetings of the competition board, annual meetings and special events. At a race, you can race, work a specialty, or watch. Try the ones that sound good. Don't get burdened down, float around a little. If you decide to race, realize that you don't have to race every event. You can come and crew for someone else or come as a worker. We need and appreciate each and every person.

A lot of racers work a specialty (flagging, grid, timing, etc.) on a regular basis. If you are a licensed worker, you can also participate in PRO racing events as a worker. So if you ever thought about going to a Busch race, F1 or Trans Am, we can help you get close to the action. And more than just watch, you will be contributing to the sport.

SO YOU WANT TO BE A RACE CAR DRIVER

Where to start? To drive a car in wheel-to-wheel competition in SCCA racing requires two things: an acceptable car, and a driver with an SCCA competition license.

Let's deal with the car first. You can borrow an SCCA prepared car from a friend. You can rent one from individuals or race businesses. Or you can build or buy one. I suggest that you hang around racing some before you decide to build or even buy on. Watch the class you intend to enter. Talk to the drivers. make some friends. If you don't enjoy the fellowship with the racers before you enter the class, you might no after.

Move slow, it costs less. If possible financially, rent a car for school. At the very least, make sure you have a competent crew with you. Coming to driver's school with a new car and no help is a great and proven formula for burn out and frustration.

Now let's talk driver's school. The rules for drivers getting a competition license are covered in the SCCA's General Competition Rules (GCR)—you're going to need this book. It covers license requirements (physicals, forms, etc.); safety equipment (driver's suit, helmets, gloves, shoes, etc.); and car safety equipment (roll cages, fire systems, fuel

cells, harnesses, window nets, etc.).

My suggestion? You wouldn't buy a street car without a test drive. Why not rent a car similar to the one you want to race? If you like it, you now have some feel for what you are building. If you don't like it, you've saved a lot of money. Before you make a move, set a budget. Now some people reading this won't need to, to them money isn't a concern. To most of you, it is a major concern. I've seen people leave racing because they got in deeper than they could afford. A little planning will help you avoid getting in too deep.

Allow as much time as possible to process paperwork. Remember, most of the SCCA people you deal with, all of those not in Denver, are volunteers. They do the form processing in their spare time as their hobby. Don't expect people to do everything now because you started late.

Get advice before you buy anything! There are lots of manufacturers out there with all kinds of race equipment, suits, fuel cells, etc. SCCA has very definite requirements. Other agencies, i.e. some circle tracks and drag racing, don't have the same — or in cases, any — rules. Don't believe the speed shop that says "Oh, everybody uses this stuff." Motorcycle helmets are meant for motorcycles, not race cars. Last year I saw one driver throw away a brand new fuel cell and another tear a complete roll cage out of a car because they didn't meet the safety spec. Save time and money, talk to someone and read the GCR.

Okay, you've done the paperwork. You have your log book. You've rented a car for school. What now? Get plenty of rest. Get to the track early. Clear your mind of problems. You need to listen and pay attention during school. One of the key phrases is that your performance at the driver's school must be satisfactory. If someone doesn't know the proper procedures for flags and safety, you wouldn't want them on the track next to you. One big mistake made by students is to think that all the schools teach is braking points and corner lines. There is a lot more to safe racing than going fast.

Why is there a requirement for two

schools? To let you digest what you learned and realize what you don't know. It also reduces student burnout.

Okay, congratulations, you got your permit signed off. What now? You need to do two regional races within a year to get a regional license and two racers per year to retain it. National licenses require four more races after the regional license.

ROAD RACING CLASSES

Choose the Class that Fits Your Action, Fun, and Budget!

SCCA Racing Classes

What follows will be a brief description of competition classes available within SCCA Road Racing. Some classes are both National and Regional class, while some are Regional only. Some are also legal in Pro Racing. Truthfully, it sometimes seems like the SCCA has a million different classes for competition between Pro, National, Regional and Club level classifications of vehicles.

Safety and performance specifications for each class of vehicle and the vehicles themselves are contained within the SCCA's General Competition Rules and Specifications book. Both the GCR and specifications change monthly with updates printed in the "Fastrack" section of *SportsCar* magazine. The book is reprinted annually.

Improved Touring

the Improved Touring (IT) class was developed by the SCCA and its regions as an inexpensive, entry level class. It also gave Showroom Stock competitors a place to race their vehicles that were no longer eligible for Showroom Stock. And if you are familiar with NASCAR short track racing, IT cars are extremely similar to Mini-Stocks. The Improved Touring class allows more extensive suspension and engine modifications than Showroom Stock.

While IT would initially seem to be more expensive than Showroom Stock, cars from the current and four previous model years are not allowed. So the base vehicle is much cheaper than a newer Showroom Stock vehicle. And because of the ever expanding popularity of the class since its inception, there are plenty of used IT vehicles available for reasonable prices.

There are four classifications of Improved Touring: ITS, ITA, ITB and ITC. These classes are based upon the perceived performance of the vehicles and are grouped to hopefully provide even competition across the class. In addition, some regions offer additional classifications of Improved Touring, such as ITE or IT Enduro, where older production-based race cars or cars that are legal for other series but don't fall into one of the existing classes are grouped. These region-only classifications give everyone the chance to compete, no matter what kind of production-based vehicle that they have.

Lastly, IT is a Regional-only class. This means that you can only compete in Regional Races with an IT car. Since it is not a National class, IT cars do not compete at National races, unless the event has created a special class for them. Because of this, IT is not a class that competes at the SCCA Run-offs.

Showroom Stock

Showroom Stock is affordable from a car preparation standpoint. Since there are a very limited number of modifications allowed, the cost to prepare a Showroom Stock vehicle is low. But since these are cars from the current and previous four model years, it is not exactly inexpensive to buy a car to prepare. And eventually, the car will no longer be eligible for the Showroom Stock class.

Currently, approximately 30 different cars are eligible to compete within this classes two categories: SSB and SSC. Examples of SSB cars are the VW Golf VR-6, Nissan 240 SX and Dodge Neon ACR Coupe. SSC cars include the Mazda Protege, Nissan 200 SX SER and Dodge Neon ACR Sedan.

Touring

The Touring category was created in 1996 and expanded into two classes, T-1 and T-2, in 1998. The T-1 class is home to such ultra high-performance vehicles as the Corvette C5, Dodge Viper, Porsche 996 and the Acura NSX-T. T-2 consists of high-performance vehicles like the Z-28 Camaro, Mustang Cobra, BMW M-3 and the Acura Integra. The rules within the Touring classes allow for aftermarket wheels and open muffler and exhaust systems, along with other options. Similar to Showroom Stock, no vehicles may be more than five years old. And there is currently a

professional series for Touring Class cars.

American Sedan

This class is home to late-model Chevrolet Camaros, Pontiac Firebirds, Ford Mustangs and Mercury Capris. All cars have production-based chassis with modified suspension and brakes. Engines are carbureted 5.0 liter V-8's that have been balanced. The interiors are gutted with full roll cages installed. In some ways, an American Sedan car is similar to a NASCAR Street Stock car.

Production

The Production Racing category consists of vehicles that retain the look and platform of the production vehicle that they are based on. After that, a multitude of performance modifications are allowed. Since many of the cars within this class are older European sports cars, a Production car is generally what comes to mind when "Sports Car Racing" is mentioned.

The Production category is divided into four performance categories: EP, FP, GP and HP. EP is the fastest category with HP being the slowest (a relative term). Although the class does consist primarily of European sports cars – MG Midget, Alfa Romeo Spyder and Austin Healy Sprite – recent rule changes have opened up the categories to new cars, such as the Toyota MR2, Mazda Miata and Honda Civic.

Grand Touring

Grand Touring (GT) cars are purpose-built, highly modified replicas of series-produced sports sedans. GT cars are permitted tube-frame chassis and performance is equalized by allowing cars with smaller engines to compete with a lighter weight thus creating equal power-to-weight ratios.

Aside from Super Production, GT-1 cars are the fastest of the category and are the closest to the SCCA Pro Racing Trans-Am series. These vehicles have a full tube/space frame and the make of the vehicle is determined by the bodywork (generally Ford Mustangs and Chevrolet Camaros) and brand of engine. In fact, the front-running GT-1 cars are usually Trans-Am cars from the previous Trans-Am season, and many GT-1 drivers compete in selected Trans-Am events throughout the year.

Each of the remaining GT categories (GT-2, GT-3, GT-4, GT-5) feature cars

that are progressively lighter and less powerful. Cars in these classes include the Toyota Celica, Mazda RX-7, Nissan 200SX, Honda CRX, Porsche 944 and Austin Mini Cooper, just to name a few.

Super Production

One of the newest classifications of racing in the SCCA, Super Production (SP) cars are also some of the fastest and most exotic. SP has simple rules: the car as configured does not comply with the rules for GT or Production. Some of the cars look like old Can-Am cars. Others are high-winged, twin-turbo Porsches. As you can see, Super Production cars are generally custom-built racing machines that were originally built for a purpose other than club racing. But since the series or class that they were originally built for is no longer around or has changed to make the cars uncompetitive, SP gives them a place to race.

Formula

The SCCA currently has six classes of open-wheel, single-seat formula racing cars: Formula Atlantic (FA), Formula Continental (FC), Formula Mazda (FM), Formula Ford (FF), Formula 500 (F500), and Formula Vee (FV). Generally all cars in all classes are purpose-built by a manufacturer, although Formula Vee does feature some home-built cars.

Formula Atlantic, Continental and Mazda cars all feature front and rear wings, are the fastest three classes and are also featured in Professional Racing series. A Formula Atlantic uses liberally modified 1600cc engines averaging 240 hp while the Formula Continental runs a basically stock 2-liter Ford engine averaging 140 hp. All Formula Fords run a 1600cc Ford motor, with the newer chassis featuring in-board suspension and advanced aerodynamic bodywork. The Formula Mazda utilizes a 'spec' chassis and a sealed rotary engine to ensure equal competition. At the lower end of the price and speed range you have Formula Vee, Formula 500 and Club Formula Ford.

The Formula Vee race car has the engine, drive train and suspension from (or based on) the VW Beetle. Formula Vee first appeared in the 1960s and quickly became one of the SCCA's most popular classes, both for its affordability and its promotion of individual creation and design.

A Formula 500 car is something of a

cross between a FV and a Go-kart. These cars are powered by a two-stroke snowmobile engine. They are generally faster in a straight line than a FV, but don't corner quite as well.

The Club Formula Ford category was created as a home for older Formula Fords that were no longer competitive against newer and more up-to-date FFs. Since FF has always been considered a stepping stone to higher levels of formula car racing throughout the world, there are plenty of CFFs out there in the racing world. On the down side, they will cost more to buy and require more maintenance than a FV or F500.

Spec Racer

Although it is usually lumped into the Sports Racer category, Spec Racer Ford is really a class unto itself. The Spec Racer was originally introduced as an entry level class where all the cars were equal. The class was an immediate success and provided racers both new and old with plenty of close racing. The cars were originally powered by a

Renault engine, but now must be powered by a Ford engine designed by Roush Racing.

Because of the class's popularity, there are plenty of Spec Racers out there to be bought, but also because of the popularity, they are not exactly cheap. The new ones have a price that is hard to consider entry level.

Sports Racer

These are purpose-built road racing cars featuring full composite bodies and, generally, open cockpits.

The C Sports Racer (CSR) and D Sports Racer (DSR) feature a variety of home-built and manufacturer-provided chassis where innovation is the key word. While these Sports Racing categories have certain rules and limitations designed to create a level playing field and control costs, these are categories where a creative and talented person or team with a dream and a design can create their vision of the "ultimate" racing machine.

Sports 2000 (S-2) is an open-cockpit rear-engined car using a modified Ford "NE" series 2000cc engine with a single overhead cam. This class also has a Pro Series called the "American City Racing League" which races primarily on the west coast.

So WHICH ONE IS FOR ME?

Given the wide range of classes and the vast number of cars within each class, you are probably wondering which class is right for you. The best way to figure this out is to come to the track, walk around the pits and talk to the drivers. They can give you information about the pluses and minuses of the class they have chosen. When you're ready to get your competition license and think you have an idea of which class you'd like to be in, rent a car from that class for your driver's school.

by Ken Hayes

Pit Talk

The official publication of the New England Region, SCCA

The First Quality Lightweight Jack to Slash the Price Barrier

Litening Jack

CIRCLE TRACK

Product of the Year!

Now in Use in Winston Cup Series, Busch Series, and Craftsman Trucks

Full Factory Warranty!

- Winston Cup Style & Quality
- Lightweight 35lb, 3-Pump
- All Aluminum Construction
- 3400LB Capacity
- Advanced Hydraulics

ONLY \$ **599⁹⁵**

- Factory Warranty
- Low Profile

LITENING PRODUCTS

RUSS THEUS

248-356-9119 or 313-590-5611

Knurled Upper Handle for Easy Grip

Knurled Middle Section for Short Handle Uses

2-Piece Handle for easy packing & working in close conditions

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.

3/02

(248) 541-1117 (248) 646-1919
 FAX (248) 541-1116 1-800-287-2218

O. O. CORSAULT, INC.
 SINCE 1894
 WATER WELL CONTRACTORS
 MUNICIPAL IRRIGATION RESIDENTIAL
 GASWELLS

O. O. "Buzz" Corsault III 15101 W. 11 Mile Rd.
 President Oak Park, MI 48237

KEVIN LANGSTON,
 OWNER **313-383-2066**

**THE GEAR BOX
 TRANSMISSIONS**

633 SOUTHFIELD ROAD • LINCOLN PARK, MI 48146

STANDARD & ROAD RACE
 AUTOMATIC DRAG RACE
 TRANSMISSIONS REAR END SETUP
 STREE & STRIP

8/
 01

87/01

 **Cauley Ferrari**

Jeffrey V. Cauley

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

Jack Cauley


Jeffrey V. Cauley

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

(248) 855-9700 • Fax (248) 855-4762

America's Corvette Dealer 08/01

3/02



Call Russ Theus
 248-356-9119 or
 313-590-5611

Power 110 Racing Fuel

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

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

GT5 Semi-tube Nissan 1200. St. Louis track record. June Sprints pole, finished 2nd. National winner and 9th at Runoffs, all in last season raced (1999) with 54 yr. old driver. 3 strong National motors (Slover heads, Cosworth pistons, Ferrea, ARP), 2 Nissan competition 5-speeds, 5 rear ends (3.9 to 5.1). Bilstein/Eibach coil overs, fully adjustable suspension, Wilwood front brakes, Z-car finned rear drums, Accusump, fiberglass body. New spare exhaust header, misc. spring rates, 1200 block, many other spares. 12 wheels, usable rubber, rains. Will separate, or only \$6500 complete. Jim Gould scotchirish21@hotmail.com (413) 750-0770.

ITB Geo Prizm GSI. This car is usually a top five finisher with it's share of wins. Included in the package is another GSI street car, a body shell, spare doors and other sheet metal, spare engines and transmissions and a lot of other parts. This is a package deal and could afford someone a quick start to front place finishes. \$14,000. Richard Cole, evenings 248-685-2853. (Photo on front cover this month)

1991 GT1 Camaro ready to race. Go to www.execpc.com/~prinz/gt1 for details. \$18,000 or best offer! Joe Prinze (262) 675-0814.

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.**

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.**

1995 Neon ACR. Blue, Cold Air, Nice Stereo, Koni Sport Struts, Momo Steering Wheel, 48,000 Miles. Asking \$4,700. Frank Miller flmjr@compuserve.com (248) 646-9751.

WHEELS & TIRES

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.**

4 used 185/60R14 Yokohama A-008RS2 autocross tires, 50% even wears. On my Civic, it took off at least 3 seconds from street tires. \$60 or best offer. Frank Lin frank@proxid.com (810) 938-3877.

Wheels & R Tires. 14 x 6 AR 24's (5 x 100) with tires (most mounted). Khumo's 205/55X14, 4; Hoosier 195-55x14, 4; BFG G Force 205/55x14 and 225/50X14. Asking \$35 per wheel/tire prices based on condition. BFG R-1's 265/50X15, 4 for \$150. Dodge Dakota Wheels 15X8, 4 for \$200. Frank Miller flmjr@compuserve.com (248) 646-9751.

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.*

WANTED TO BUY

wanted: drscca license plate frame. I'm looking for a "new" Detroit region SCCA license plate frame to replace the faded one I have now. Surely someone has a spare one they don't need. Eric Penn ericpenn@aol.com (313)390-4707.

17 x 8 Mustang wheels. I am looking to buy a set of used aluminum 17 x 8 Mustang wheels. Mark Shehan markshehan@peoplepc.com (734) 528-7223.

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.*

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, 810-482-0125, Ldenomme6@home.com**



OPEN EXHAUST

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

CHANGE SERVICE REQUESTED

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

POSTMASTER:
PLEASE DELIVER
IMMEDIATELY



GT AND IT RACERS SUPPLIES INCLUDING:

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

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

AVERILL RACING STUFF, INC.

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

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