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Twelve Hours of Sebring

- Written by: Peter Doane

Endurance was the word, even for my trip down to the 12 hour ALMS race at Sebring. The plane to Orlando was delayed 3 hours (due to a spring snow storm) and I didn't get in at Sebring until midnight Tues.

At breakfast (a catering truck at the track) the next day, I was a little surprised to find that this team (Rand Racing) was made up of the same Franz Blam Racing (FBR) crew I had worked with last year. While the shop is very experienced with

Porsches (also Corvettes and Lexus) and endurance racing, I did not think they had ever handled purpose built racecars like the LMP2 Lola/Nissans. I knew Thomas Blam would be managing the team (car # 7) and he has lots of experience with all manner of endurance racing cars (including LeMans). My condo-mate (Gerry) was the new data acquisition guy who was an out-of-work computer programmer. He switched his part-time racing work into full-time when his real job was outsourced to India for the second time. Gerry is also an accomplished driver and race strategist. I was assigned to work car #7 with another temporary/new FBR person named Frank. He has been working as a race mechanic for 30 plus years (most recently with the GM Corvette team), but doesn't have a full time gig with any team, yet. Between the other manager (Jeff Braun for car # 8), the truck driver (nice yellow TransSport rig that was



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Solo 2 School

"The turnout was much higher than we expected!... but [the organizers] did the best they could. On top of the high turnout, there were two trailers left in 'our' lot, so Andre had to work around those in setting up the exercises and course." - Meg Meyer

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David Teal, Ed Jenks, JD King

Alternates

Terry Hanushek, Fay Teal, Jack Oliver

Pennsylvania Hillclimb Assn. (PHA) Reps:

Sue Salsberg, Dave Arron, Dan Cassino

Solo I: Fred Thum

Anthracite Race Assn (ARA): Terry Hanushek

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The South Jersey Region of the Sports Car Club of America, Inc. meets at 8 PM on the second Wednesday of each month at Fontana's Restaurant at 30 E. Main St., Maple Shade, NJ 856.321.130.

Board of Directors (BoD) meeting locations vary each month and are listed in the Calendar section. All members are welcome to attend any BoD meeting.

Events & Announcements



Tech. Inspection (for race cars) April 10th at 10am

Nick's Place

13 Horseshoe Lane, Mullica Hill, NJ
856-223-0934

From Barry Bridge, points west (I-295) or from NJTP

From the NJTP exit 2 plaza, head east on RT 322 approx 0.9 miles to first intersection. Turn right on Tomlin Station Rd (heading south), proceed for approx 1 mile to 1st intersection, blinking light / stop sign and turn left on Woodland Ave. (heading east) proceed for 0.3 miles to 1st development on left, Horseshoe Run Estates, turn left on Horseshoe Lane, go to 7th house on left, look for ugly old white Winnebago (no jokes about the Winnebago) tan siding w/ red shutters.

From RT 55 or east of Glassboro

Take Rt 322 west into Mullica Hill, as you pass the small lake on your left you notice a fork in the road, bear right, follow sign for RT 322 West / Rt 45 North. You travel 0.2 mile and come to a stop sign. Bear right (heading north), travel 0.3 mile to the 1st street on the left, Woodland Ave. Turn left on Woodland Ave, (heading west) travel approx 1 mile to 2nd development on your right, Horseshoe Run Estates, turn right on Horseshoe Lane, travel half way around the horseshoe, passing Saddle Court. My house is just after Saddle Court on your right.

From RT 45, North or South

Find Mullica Hill, find Woodland Avenue, see above.

Bring your License, helmet & driving suit, log book, racecar and a monetary tip for the tech inspector.

Good Luck & Good Travels
- Nick

2004 Autocross (Solo2) Dates

April 25th
July 11th
July 25th
October 24th
November 21st

Atco Raceway, 1000 Jackson Road, Atco, NJ 08004

Solo I & Hillclimb Events

May 29-30 Jefferson Circuit, WV BMR

June 12-13 Weatherly Hillclimb, PA NEPA

June 26-27 Pagoda Hillclimb, PA BMR

July 10-11 Giants Despair Hillclimb, PA NEPA

July 24-25 Rose Valley, PA SSCC

August 14-15 Duryea Hillclimb, PA BMR

September 4-5 Jefferson Circuit, WV BMR & NEPA

September 25-26 Weatherly Hillclimb, PA NEPA

November 20 Banquet TBA PHA

"New England Challenge" - 2004

**A Formula Ford NEDiv Series...
see page 10 for more details**

Tour de Sol (tentative)

Once again David Knowles has asked us to setup an autocross course at the Trenton Sovereign Arena (NJ) for Monday, May 24th. The event will draw alternative fuel cars to compete against each other.

www.NESCCA.com

Northeast Division Sports Car Club of America's webmasters are requesting your articles and photos. Also visit this site for information regarding SCCA racing events.

SJR On-line (meeting minutes)

<http://www.sjr-scca.org/>

Written minutes can be sent to those without internet connections.
Contact JD King @ 856-694-5012

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Visit the S. Jersey AutoX Forum:

http://groups.yahoo.com/group/sjr_autox/

Autocross / Solo2 info:

<http://www.autox4u.com/>

Volunteers Needed for Camden County College automotive clubs

The two clubs are the **Cougars Racing Club** and the **Mini Baja Club**. More necessary than the volunteers are possible donations of parts for either of the two projects.

Please contact either:

Samuel Resnick at (856) 216-1976 or
Tony Marchetti at (856) 227-7200 (ext. 4317), the professor in charge of both projects.

Many thanks for any help offered.

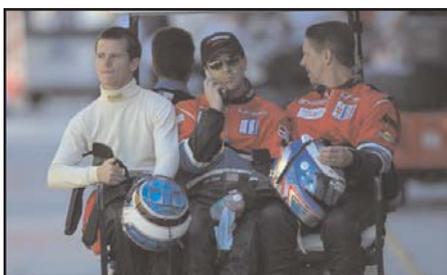
12 Hours of Sebring

Endurance



Cover Story, Continued from page 1

used for the early Lexus events last year), the owner's bus/motorhome driver, and a new tire person, there were many new crew faces also. Unlike last year (where I was given several t-shirts and 1 patch encrusted dress shirt that I cleaned and transported myself), this team had a very large supply of shirts in the truck that were cleaned regularly so it was just a mat-



The drivers were James Gue, Bill Rand (the owner), and Mike Fitzgerald (from the Lexus team last year) in the #7 car.

ter of grabbing a fresh one each day James' father (Mike) was one of the founders of ALMS (with Don Panoz) and Essex Racing where I used to buy Formula Ford parts long ago and to whom I sold my 1981 Van Diemen in 1984.



Marino Franchitti (Dario's brother), Derek Hill (American F1 champ Phil Hill's son), and Andy Lally were the drivers of the #8 car.

Aluminum monocoque tubs with large fiberglass body panels, a huge flat (no



The cars were as I expected though (and part of the reason I decided to work as a race mechanic again).

ground effects) carbon fiber floor, and a large rear wing. The 3.0 liter V6 Nissan motors were also purpose built racing motors from Advanced Engine Research (AER). Dry sump with 3 stage oil pumps, throttle body fuel injection, an ignition coil at each cylinder (at the top of the spark plug hole), all controlled by the AER programmable ECU. The intake is from a ram air snorkel over the driver's left shoulder (driver sits on the right side of the car) and regulated by an orifice at the front. While the motors, are not stressed members (part of the chassis), the bell housings/transmissions are. The rear suspensions attach right to the bell housing/transmission. There are two Z frame brackets that attach the bell housing to the back of the tub. Transmissions are Hewland sequential no-lift (ECU drops the revs when the load cell in the shifter feels the push/pull) 6 speed units. There is a good-sized water radiator in each side pod, but no oil rad/cooler, just an oil-to-water heat exchanger. Suspensions are push rod types front and rear with the springs/shocks (located on top of the tub and transmission) actuated thru bell cranks. Brakes are very large four piston AP calipers on steel rotors front and rear. The Momo wheels are held on with one large central lug nut that always tightens toward the front of the car

- Written by: Peter Doane

(RH thread on the right side and LH thread on the left side). One large 300 psi air connection at the back of the car/on the wing bracket drives all three air jacks (2 up front and 1 at the back).



Tires, serious sponsorship, and pit girl are from Yokohama.

Things started out rather innocuously Wednesday. We checked the alignment/toe on the #7 car (while it was on the set-up pad) before the morning session. The cars are moved between the trailer and the pits on rain tires and then slicks (the weather was gorgeous except for monsoon rains that I missed on Tues) are fitted for the track sessions. I was assigned to change the right side tires during the pre-race track sessions. The drivers in our car (#7) were complaining of a balky gear change and they were 3rd fastest (in class). The #8 car had some kind of problem and was very slow. Afterward I changed the shifter cable (it was a bit scorched from the headers) while others pulled the guts out of the transmission (pretty simple with a Hewland) so the factory/manufacturer rep could go thru everything. He found a few small items that weren't quite right, so we were hope-

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- Written by: Peter Doane

ful that it would resolve the issue. Instead of skipping the afternoon session to start the engine swap (like the #8 car did) we ran the #7 again to confirm that the shifting problems were fixed. The driver's reported that shifting was a bit better, but inconsistent. They moved up to 2nd fastest. The Hewland guy warned the drivers that shifting would never be as easy as before (the test sessions in Georgia) because they had switched from 4-dog dogrings to 8-dog dogrings to improve the longevity for the 12 hour race. AER also changed the ECU timing/revs for the no-lift shifts because one driver had reported no problem when he did lift off the gas to shift (which is supposed to deactivate the ECU control). We started the engine swap on the #7 car after the PM track session and both cars finished up around 2:30 in the morning. The #8 car's work got bogged down with opening the fuel cell to add plastic balls that reduces the capacity to ALMS levels (the cars were originally made for the Grand Am series which allows a bigger tank). We learned our lesson from that and found a way to insert the balls through the dry break fueling port on the #7 car. When I pulled the starter, I noticed that the stud for the cable connections was basically stripped. Unfortunately there were no spare starters, so we jammed it back on as best we could during the re-assembly process. The car had had a serious power-on push (once the shifting problem had been tamed), so the clutch type limited slip differential was also adjusted by removing a shim.

After a whopping 3 hours of sleep, we had at it again on Thursday. The AM practice session found car #8 in 2nd and car #7 in 3rd. The shifting on #7 was still not great, but there was no time (nor did we want to risk making it

worse) before qualifying Thurs PM. Because the #8 car wasn't dealing with shifter problems, they used the AM practice session to scrub in some tires. Franchitti (in the #8 car) did a qualifying lap time that originally gridded that car in 2nd, but the pole car flunked the stall test (cover the snorkel inlet/restrictor and stall the motor to prove there is no other intake air source for the engine) and #8 was promoted to pole. The shifting for car #7 was worse again and the qualifying position (5th) reflected as much. There was even less time before the night practice, so only minor maintenance work was done on the cars (like repairing a leaky transmission filter/hoses and defueling/filling the cars). One discovery, which was made before the night practice, was that the Motec digital dash unit on the #7 was not backlit. A small flashlight cable tie wrapped/taped down was the best we could do until the Motec people could be contacted. Luckily the shift light and the engine warning lights are separate from the other digital/LCD displays.

I also noticed that the starter cable nut had come off, but w/o a spare, all we could do was jam another one on (this time a very small bit of safety wire was threaded through the nut to help fill the gap/jam the nut). Car #8 was listed as fastest for the night practice. Car #7 was 4th. Because of the long hours the night before and the fact that there was only one session at



11:30 AM Fri, we left right after the night practice (about 9:30 PM) and came in a bit later the next day.

Friday morning I pulled the shifter cable from car #7 again and tried to free up the movement a bit with some penetrating oil, but it was still not very good. The Lola rep agreed and "found" one (We had asked before and was told there wasn't one so suspected they were saving it for another customer) that was brand new. The cable that was put in on Wed was just a spare that came with the cars, not necessarily new. We all agreed that because the cable was about 3" too long that forcing it to bend in order to install it wasn't helping either. The Lola rep ordered a set of shorter cables, but they wouldn't be done anytime soon. The drivers in the one Fri session reported that shifting car #7 was much better, however the lap time was the slowest of the three LMP2 cars that went out because we were scrubbing multiple tire sets. Car #8 did not go out. The rest of Fri was spent getting the cars and all the spares ready for the race. I fixed the starter heat shield. We got a new starter, but I was over-ruled about changing it because the last repair seemed to be working. I also did a

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- Written by: Peter Doane

nut and bolt check on the suspensions and footbox hardware, marking each one that I confirmed was tight. Any loose nuts that I found were replaced because they were lock-nuts. Brake wear data indicated we would have to change the pads during the race, so it took a while to decide on a pad compound. I created safety wire lanyards for the nose pins so they couldn't get lost/separated from the nose and re-riveted the reinforcing plates for the holes. A lot of work went into wiring in new headlights and apex lights (point toward the corner apex), but nothing different could be done about the dash lighting. During the afternoon, all the drivers were seated at a table behind the trailer signing autographs. I kind of felt bad for them because whenever Phil Hill set foot anywhere near them, the people shifted over to him for autographs. If Dario Franchitti and his wife Ashley Judd had been there, I don't think our drivers would have been noticed at all. Later, the drivers practiced their driver changes (with assistance from Gerry/the data acquisition guy) and had us adjust the bungees that hold some of the belts out of the way and the drink bottle holder's location. The tire changers practiced changing tires and I practiced my race assignment (fuel vent hose man) with the fuel hose man. Several new folks arrived throughout the day and into the night to support the race. We finished up around midnight.

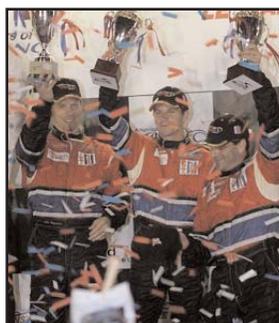
There was a warm-up session at 7:30 in the morning, so the wake up call on Saturday was about ½ hour sooner than usual. Nothing of any significance happened during the warm-up. The race was due to start at 10:30 that morning so everyone was pretty hectically trying to get the 2 pit stalls set up correctly and bringing the tires/fuel/spares/equipment

over from the trailer. I got to fill the gravity fed pit fuel tanks (one for each car) while wearing my nomex coveralls, helmet, head sock, gloves, and radio (earphones only, no microphone) and being watched by a crew member who wore everything but the helmet (goggles instead) and had a fire extinguisher in his hands. The fuel vent hose and lights were hung on a boom over the pit stall so I would be one of only 2 people (the other was the car manager with the board indicating where to stop the car) allowed over the pit wall before the car stopped. The others would come over the wall while the fuel hose man and I filled the car. They couldn't touch the car until we unhooked (which is triggered by fuel running up the vent hose and my pulling it out of the car). I was a little concerned about getting all my safety gear on in time if the driver called in unexpectedly, but never got the chance to see because the #8 car broke (front suspension mount pulled out of the monocoque) after only 12 laps and couldn't be repaired. Since the fueling/tire people for car #8 were more experienced, they were switched over to the #7 car. I spent the whole race acting as a back-up fueler (just stood by in my safety gear with an extinguisher most of the time), helping to refill the gravity tank after each stop, and shuffling 50 gal fuel drums in and out.

Car #7 had moved up to 2nd place (in class) when the engine started experiencing a problem re-firing after the pit stops. After 2 or 3 extra long stops, it was decided (or mandated by the officials) to pull the car back to the trailer to work on it. This was at approximately 1 or 2 PM. Many different things were tried

(like a new ECU) and there were far too many people swarming over the car so I just stayed back and looked over areas that weren't being worked on to see if there were any other issues. Eventually they did change the starter (sometimes it doesn't crank fast enough for the ECU to read the rotations on the crank) and that seemed to do the trick because it fired up again. Then everyone scrambled to get the floor back on (it was removed to get at the starter) and anything else that was removed. I think we lost about 30-45 minutes in the process and were very far back. The car was still very ornery about starting after every fuel stop (the AER guy was over the wall as much as the fuelers and tire changers), but eventually they worked out a procedure that got it going each time. Apparently it has something to do with the very low/lack of fuel pressure during the starter crank time and the ECU cutting ignition (assuming there is a severed fuel line). Eventually, through attrition, we moved back up to 2nd place in class, but there was no way to take first. The class leader had so many laps on us that he could have stopped because there wasn't enough time left to make them up. The owner got in the car for the last stint (he hadn't

driven more than 2 or 3 during the race) so he could cross the finish line. Between the podium celebrations and lugging everything back from the pits to the trailer, it was 1:30 AM before we got back to the condo.



My flight home the next day required a 6:30 AM wake up, so I was pretty much a zombie the whole day.



Club/Road Racing

Northeast Club Racing Dates for the 2004 Season



Database Compiled by: Gayle Hess

Date(s)	Venue	Region	Phone	Email
Apr 18	NHIS	NER	(508) 543-6620	www.ner.org
Apr 24-25	Summit	WDC	(804) 798-9777	cluboffice@wdcr-scca.org
May 8	Lime Rock	NER	(508) 543-6620	www.ner.org
May 14-16*	Pocono	NNJ	(860) 678-8356	www.scca-nnjr.org
May 22-23*	Nelson	StCt	(412) 714-3560	www.steelcities-scca.org
Jun 4-5#	Summit	WDC	(804) 798-9777	cluboffice@wdcr-scca.org
Jun 19-20	Pocono	TRI	(610) 282-3932	CANCELLED
Jun 19	Lime Rock	MoHud	(518) 885-0841	www.mohud-scca.org
Jun 26-27	Summit	WDC	(804) 798-9777	cluboffice@wdcr-scca.org
Jul 17-18	Summit	WDC	(804) 798-9777	cluboffice@wdcr-scca.org
Jul 17-18*	NHIS	NER	(508) 543-6620	www.ner.org
Jul 24-25	Watkins	Glen	(607) 734-1321	www.glen-scca.org
Aug 6-7	Lime Rock	NNJ	(860) 678-8356	www.scca-nnjr.org
Aug 7-8	Nelson	FLR	(585) 872-1503	www.flr-scca.com
Aug 14-15	Adirondack	Glen	(607) 734-1321	www.glen-scca.org
Aug 14-15*	Beaverun	StCt	(412) 714-3560	www.steelcities-scca.org
Aug 28-29*	Nelson	MVR	(330) 854-4889	www.mvr-scca.org
Aug 28-29	NHIS	NER	(508) 543-6620	www.ner.org
Sep 4-6*	Summit	WDC	(804) 798-9777	cluboffice@wdcr-scca.org
Sep 11-12*	NHIS	NER	(508) 543-6620	www.ner.org
Sep 18-19*	Watkins	FLR	(585) 872-1503	www.flr-scca.com
Oct 1-2	Lime Rock	NYR	(914) 674-2481	www.nyr.com
Oct 9-10	Summit	WDC	(804) 798-9777	cluboffice@wdcr-scca.org
Oct 16-17	Watkins	Glen	(607) 734-1321	www.glen-scca.org
Oct 16-17*	Nelson	MVR	(330) 854-4889	www.mvr-scca.org
Oct 30-31	Nelson	WNY	(716) 693-7199	www.wny-scca.com

* = Double Event

= Enduro

v = Vintage Groups

For more information on this and other regional schedules visit: http://www.scca.org/amateur/club_racing/reg_schedule.html

My First Solo II Experience

A Road Racer's View of Autocrossing



By: Meg Meyer

Wow! I have been road racing for 5 years. I am pretty good at that. I have been saying for those 5 years, that I don't want to autocross. Not because I don't think it will be fun, or because I don't consider it 'real racing'. Because I am afraid I will make a fool of myself. After all, it takes me 2 or 3 weekends to become good at a track. Sometimes longer! How can I possibly be any good when I just get to walk around it once!

Well, SJR finally provided me with the perfect opportunity to try it out. We held an autocross driver's school on Sunday, March 7, at Atco. Ever since I bought my 2001 Jetta Wolfsburg (1.8T), I have been wanting to give it a try. So yesterday was the day.

The turnout was much higher than we expected! Grace said there were around 70 drivers! We figured on 40 or so. This created a bit of a scheduling problem, but they (the organizers) did the best they could. On top of the high turnout, there were two trailers left in 'our' lot, so Andre had to work around those in setting up the exercises and course.

In the morning, we broke into 3 groups, by numbers. Since I was number 27, I was in group one. We got to run the 'loop and slalom' course. Andre was our group's lead instructor. We went once with an instructor driving several people in each car that had 4 doors, then an instructor with just us in our car, then we got to try it for ourselves (with an instructor in the car if we wanted). I

blew the slalom the first time, because I wanted to keep turning! Oh well. I did much better the second time. Then it was time to switch.

Our group worked the next round, while group 2 was on the loop and slalom, and group 3 was on the braking threshold exercise. Since the groups were so big, we (group 1) did not get to do the braking exercise. I was a little bummed, but oh well. After lunch we were going to do a 'real' course. While the course was being setup, I walked with some friends over to look at some drag racers, and get some food.

Group 1 was first up. I was fairly early in line. Just as I was getting up there, Dave Hess came over. I asked if he would drive the run, and he kindly said yes. It was fun! Only problem I had was the seatbelt kept turning my head when we were going around the loops! (note to self: adjust seatbelt height the next time you are a passenger in your own car!) As we were driving, I forgot that we were going to loop around a second time. I was eying the exit. Dave kept turning, and the seatbelt kept pushing on my head, and I was thinking, where the heck are we going? (note to self: don't forget to take the second loop!) Dave turned a 39.202.

Well, after driving around to get back in line, it was finally my turn! What a blast! I did not hit a cone, or



Sam Resnick (instructor) showing a student how NOT to spin.

- Photo by Mike Louie

miss a turn, or anything. I messed up the second loop, and almost went off



A new student making his way through the end of

- Photo by Mike Louie



David Hess (instructor) showing student where the handle is. - Photo by Mike Louie



CHERRY HILL IMPORTS

JOHN KING

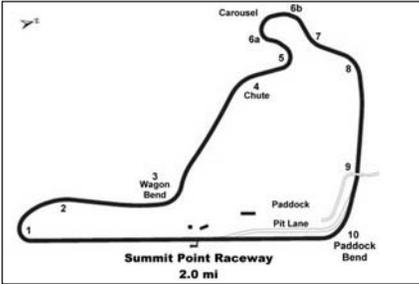
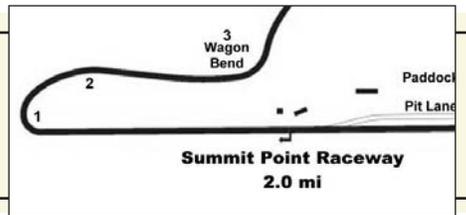
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2/04

Summit Point School

Hey Sue, how was it?...



Hey Sue, did you go to the Summit Point School?... How was it?

Yes, I did!!!!

School went well with an entry of roughly 60-65 drivers. Weather was sunny but chilly and windy on Saturday. Light snow, slightly overcast Sunday morning, chillier and very windy. Sun did manage to

peek through Sunday afternoon.

Sunday morning track was cold and green-green due to the fact that we had several rain storms pass through Saturday night and early Sunday morning – so it made for some interesting spins and mishaps during the first grouping.

Group 1 as small bore; Group 2 wings and things; and Group 3 was big bore. Drivers got it together in the second go round Sunday and, as Operating Steward for group 2, I decided I would throw a red flag.

I had one runner who managed to fly pass the red flag through turns

Response By: Sue King

5, 6, 7, 8 and then saw it at turn 9- needless to say, I embarrassed him (ever so slightly) at the debriefing and I had a few other drivers who saw it but didn't seem to react and motored along then finally came to a controlled stop. I took the red flag with me to debriefing and asked them (not once, but twice) what the flag represented. I gently reminded them of the importance of that flag.

Other than that, my group and the other two groups seemed to enjoy the remainder of the weekend- especially the starts and their actual 5 lap race. And did I mention – I had a good time, too? 



the course.



e "Oh-sheit"

course going into the slalom, but somehow managed to stay pretty much where I belonged. I later learned that I turned a 41.918. Not too bad for the first time!

My second run felt MUCH better. I felt like I did really good, even on the second loop going into the slalom. Unfortunately, I misjudged ever so slightly on the tricky exit, and knocked off 1 cone. My time was a 39.185! I was very happy with that. I wish I had had time to do one more run, but with all those drivers, it just wasn't possible. Besides, I let somebody take the tape from my numbers to put numbers on his car.

I worked for the next session, and even had fun doing that! We had to watch to see if cars knocked off cones, or went off course. When that happened, we had to use the radio to call it in, so the timing people could enter it on the computer. ("one cone, car 27", "off course car 27") (I like playing with radios!)

Now, if only the solo II events didn't keep falling on weekends when I am racing or working, I would show up to many more. I had a great time! My thanks to all the people who worked so hard, so I could play! 

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1989 Mitsubishi Mirage Turbo. SCCA logbooks included. Has been raced in SSB, then ITE, in SCCA Club Racing as well as EMRA. I most recently (this year) used the car for several SCCA Solo I hill-climb events. Cage, Koni coilovers, Panasperts, brand new Corbeau race seat and harnesses. Pics available upon request. \$2500. email Paul: pacmd3@yahoo.com (12)

1987 Alfa Romeo Milano Platinum V6,5spd.RWD. Good condition Has rear wheel well rust. The rest of underside is solid. The interior is good except for seam split on drivers seat bottom. The engine has new cam belt and revised tensioner, new water pump tune-up, and filter. The car comes with Dunlop D60A2 205/50/15 tires on Alfa alloy wheels. Koni Shocks, and new brakes. The car runs and drives SUPER!!! I've autorossed it, and its very fast. All the electronics work except the front turn signals (ground problem?) This auto will make a great 2004 Grassroots Challenge Car, HS Autocrosser, Daily driver, or a contender for the new Drifting Competition. \$750.00 takes it home! E-mail or call Jim Tornetta at jptornetta@hotmail.com, 609-893-5701 (12)

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Old issues of At Speed, Competition Press/Autoweek, Corvette News, Grassroots Motorsports(AKA Auto-X), North American Pylon, Sportscar(SCCA magazine), Track Record (Lime Rock newsletter), and Victory Lane. Still doing research for my book on Don Yenko (almost done), but also want to fill out my collections. Have many extra to swap. Email Charlie atcdoerge@bellatlantic.net or phone 732-928-2864.

Used helmets for Solo II program. Call Jim Tornetta 609-893-5701.

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