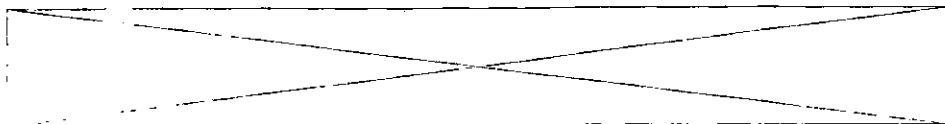


1984 Audi Coupe GT, Photo courtesy of Audi of America

1984 Audi Coupe GT

If you have information you would like to contribute to this page, please email it to models@audiworld.com. Please include the year and model which the information is for.



Colors and Available Options

Available Options:	n/a
Available Exterior Colors:	n/a

Technical Specs

Engine/Engine Design

Type:	5-cylinder, in-line
Bore:	3.12 in. (79.5 mm)
Stroke:	3.40 in. (86.4 mm)
Displacement:	131.6 cu. in. (2144 cc)
Compression Ratio:	8.2:1
Horsepower (SAE Net):	100 @ 5100 RPM
Torque:	112.4 ft. lbs. @ 3000 RPM
Cylinder block:	Cast Iron
Crankshaft:	Forged Steel
Cylinder head:	Aluminum alloy
Valve Train:	Belt-driven, overhead camshaft
Firing Order:	1-2-4-5-3
Cooling System:	Water-cooled, thermostatically controlled electric fan
Fuel System:	CIS fuel injection w/ oxygen sensor

Drivetrain

Type:	Front-wheel drive
Transmission:	5-speed manual
Gear Ratios:	Manual
1st	2.85:1
2nd	1.52:1
3rd	1.07:1
4th	0.78:1
5th	0.64:1
Reverse	3.17:1
Final Drive	4.90:1

Steering

Type:	Rack & pinion, power assisted
Ratio:	n/a
Turns (lock-to-lock):	3.4
Turning circle (curb-to-curb):	32.5 ft.

Suspension

Gloves, Shoes and Socks: (GCR Section 17.23.3, .4, & .8)

Socks must be made of accepted fire resistant material. Gloves and shoes may be made of leather, accepted fire resistant material, or a combination of both. Neither the gloves nor the shoes may have holes in them. The one exception is ventilation pinholes put in some shoes by the manufacturer.

Issuing the Logbook:**Number the Logbook:**

Once the required information is entered into the logbook and the car meets all of the required safety specifications, get the next available logbook number from the Chief of Tech. Write that number on the front of the logbook. Be sure to write legibly. What is written on/in the logbook will be used for vehicle verification for years to come. If the inspection was done in order to reissue a lost logbook, the rollcage should already be stamped with the original logbook number. Write the original number on the new logbook instead of issuing and stamping a new number. A letter should be sent to the region that issued the original logbook. The letter should simply inform them that a replacement logbook was issued for the car with that particular logbook number. That region can then put that in their records.

Stamp the Rollcage:

The logbook number must now be stamped into the rollcage. The number should be stamped where it will be easily visible and close to one of the inspection holes that were drilled in the cage earlier. The most accessible place for both the inspection hole and number is on the vertical part of the main hoop, on the passenger side of the vehicle.

When stamping a number into the rollcage, it is helpful to have a small pair of vice-grips to hold the stamps with. This prevents the stamp from ricocheting, and your finger getting smashed. Be sure that the stamp is as flat and stable, on the tube, as possible. Next, give the stamp one good, hard hit with a hammer. It may be easier to have one person hold the stamp and another person swing the hammer. If possible, the number should be sufficiently imprinted with the first blow of the hammer. It is hard to accurately line up the stamp with a partially imprinted number, and multiple blows can make the individual digits illegible.

Issue Event Tech Sticker:

Front:	Independent MacPherson struts with negative roll radius; 21 mm stabilizer bar, coil springs
Rear:	Torsion crank axle, panhard rod, 18 mm stabilizer bar, coil spring struts
Brakes	
Service brake:	Dual-diagonal hydraulic circuit w/ pressure regulator, power-assisted, self adjusting
Front, size and type:	239 mm, Disc
Rear, size and type:	200 mm, Drum
Wheels & Tires	
Wheel size:	6j x 14 alloy wheels
Tire size:	185/60 HR 14 steel belted radial
Body	
Material:	Unitized steel construction
Corrosion protection:	n/a
Capacities	
Engine Oil:	5.3 U.S. quarts
Fuel Tank:	18.0 U.S. gallons
Cooling System:	7.4 U.S. quarts
Exterior Dimensions	
Wheelbase:	99.8 in.
Front Track:	55.1 in.
Rear Track:	55.9 in.
Overall length:	177 in.
Overall Width:	66.3 in.
Height (unloaded):	53.1 in.
Ground Clearance:	4.7 in.
Curb Weight:	2507 lbs.
Interior Dimensions	
Seating Capacity:	4
Front Legroom:	n/a
Rear Legroom:	n/a
Interior Volume:	n/a
Luggage capacity:	11.2 cu. ft
Performance	
0-50 mph (0-80 kmh):	n/a
0-60 mph (0-100 kmh):	10.1 sec.
1/4 Mile:	n/a
Top estimated speed:	109 mph
Fuel Economy	
City:	22 mpg
Highway:	33 mpg
Combined:	n/a

previously suggested 3 interior safety straps are required. Lexan windshields must be a minimum of 6mm (0.250") thick and all other Lexan windows must be a minimum of 3mm (0.125") thick. All windows must be clear and untinted. On open cars with low cut windscreens, any part of the windscreen in the direct line of the driver's sight must be clear and untinted. No side or rear windows may have any ventilation holes in them unless authorized in the class spec book.

Formula Car Visibility: (GCR Section 17.29)

All formula car drivers must have a minimum of (90) degrees of vision, with both eyes, to either side (total of 180 degrees) by turning his/her head, but not by raising his/her head from the normal position. To meet this rule, bodywork may be replaced with uncolored transparent material. Only structural items may interrupt the required field of view.

Mirrors: (GCR Section 11.2.1.R)

Mirrors shall provide the driver with visibility to the rear of both sides of the car.

Steering Wheel:

Steering wheel locks shall be removed (GCR Section 17.28, except SS & T). Any steering wheel may be used provided that it is not made of wood (GCR Section 11.2.1.U). Check for steering wheel freeplay by grabbing the steering wheel and moving back and forth vigorously. It should feel tight and the freeplay should not be excessive.

In-car Cameras: (GCR Section 11.2.1.AA)

Cameras and camera mounts shall be of a safe and secure design. The camera shall be secured at a minimum of two (2) points on different sides of the camera, neither of which attachments may be elastic or plastic. If a tether is used to restrain the camera, the tether length shall be limited so camera cannot come in contact with driver.

ENGINE COMPARTMENT:

Catch Tanks: (GCR Section 17.26)

All oil holding tanks, engine, and transmission/transaxle breathers must be equipped with a catch tank with a minimum capacity of 1 quart. To meet this rule

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1985 Audi Coupe GT, Photo courtesy of Audi of America

1985 Audi Coupe GT

If you have information you would like to contribute to this page, please email it to models@audiworld.com. Please include the year and model which the information is for.

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Colors and Available Options	
Available Options:	n/a
Available Exterior Colors:	n/a

Technical Specs

Engine/Engine Design	
Type:	5-cylinder, in-line
Bore:	3.12 in. (79.5 mm)
Stroke:	3.40 in. (86.4 mm)
Displacement:	131.6 cu. in. (2144 cc)
Compression Ratio:	8.5:1
Horsepower (SAE Net):	110 @ 5500 RPM
Torque:	122 ft. lbs.@ 2500 RPM
Cylinder block:	Cast Iron
Crankshaft:	Forged Steel
Cylinder head:	Aluminum alloy
Valve Train:	Belt-driven, overhead camshaft
Firing Order:	1-2-4-5-3
Cooling System:	Water-cooled, thermostatically controlled electric fan
Fuel System:	CIS fuel injection w/ oxygen sensor
Drivetrain	
Type:	Front-wheel drive
Transmission:	5-speed manual or 3-speed automatic
Gear Ratios:	Manual (automatic)
1st	2.85:1 (n/a)
2nd	1.52:1 (n/a)
3rd	1.07:1 (n/a)
4th	0.78:1 (n/a)
5th	0.64:1 (n/a)
Reverse	3.17:1 (n/a)
Final Drive	4.90:1 (n/a)
Steering	
Type:	Rack & pinion, power assisted
Ratio:	n/a
Turns (lock-to-lock):	3.2
Turning circle (curb-to-curb):	34.2 ft.
Suspension	

GCR Section 18.4.1 requires that Formula Cars and single seat Sports Racers have at least 15" between the vertical members of the main roll hoop at the point where the vertical members attach to the chassis.

The vast majority of Formula Cars / Sports Racers have a low front rollhoop. GCR Section 18.4.2 covers the front hoop requirements for these types of cars. The front roll hoop must be at least as high as the top of the steering wheel with the front wheels straight ahead. Cars of monocoque or composite construction shall have a steel cap plate, 0.080" thick, attached to the monocoque as a rub block. It should be as close the steering wheel as possible.

Formula Cars / Sports Racers that weigh less than 1500 lbs may use 1.000" x 0.080" tubing for the required braces. This allowance is given in GCR Section 18.4.3.

Once you have inspected the rollcage of the car and found it to be in compliance, the measurements need to be recorded inside the front cover of the logbook. Next, inspect the rest of the required safety equipment.

SAFETY EQUIPMENT:

Fire Extinguisher / System: (GCR Section 17.22)

All classes require a fire suppression system except Showroom Stock, Touring and Improved Touring. These three classes are permitted to have a fire extinguisher. Regardless of whether a car has a fire extinguisher or fire system, the components must be securely mounted and easily accessible. GCR Section 17.22.1 covers the requirements for a fire system. This section specifies that the minimum capacity shall be 5 pounds. The exception to this is GT-1. GT-1 cars shall have a minimum capacity of 10 pounds, per the GT-1 section of the spec book. A fire system must have at least 2 nozzles, one located in the driver's compartment and one in either the fuel cell or engine compartments. The use of 3 nozzles is suggested, one in each compartment. All cars using a fire system should use 2 "E" decals, one at the release location inside the car and one on the outside of the car in line with the release location.

GCR Section 17.22.2 covers the requirements for using a fire extinguisher. Cars using a fire extinguisher must have a 2 pound, minimum, extinguisher containing one of the specified materials and an "E" decal, on the exterior, in line with the extinguisher. Be sure that the mounting bracket is all metal and of the quick release type. In addition competitors should be encouraged to buy a fire system with an all-metal valve assembly.

Front:	Independent MacPherson struts with negative roll radius; 21 mm stabilizer bar, coil springs
Rear:	Solid axle trailing arm, coil over shock/spring
Brakes	
Service brake:	Dual-diagonal hydraulic circuit w/ pressure regulator, power-assisted, self adjusting
Front, size and type:	239 mm, Disc
Rear, size and type:	200 mm, Drum
Wheels & Tires	
Wheel size:	6j x 14 alloy wheels
Tire size:	185/60 HR 14 steel belted radial
Body	
Material:	Unitized steel construction
Corrosion protection:	n/a
Capacities	
Engine Oil:	5.3 U.S. quarts
Fuel Tank:	18.0 U.S. gallons
Cooling System:	7.4 U.S. quarts
Exterior Dimensions	
Wheelbase:	99.8 in.
Front Track:	55.1 in.
Rear Track:	55.9 in.
Overall length:	177 in.
Overall Width:	66.3 in.
Height (unloaded):	53.1 in.
Ground Clearance:	4.7 in.
Curb Weight:	2507 lbs.
Interior Dimensions	
Seating Capacity:	4
Front Legroom:	n/a
Rear Legroom:	n/a
Interior Volume:	n/a
Luggage capacity:	11.2 cu. ft
Performance	
0-50 mph (0-80 kmh):	n/a
0-60 mph (0-100 kmh):	10.1 sec.
1/4 Mile:	n/a
Top estimated speed:	109 mph
Fuel Economy	
City:	22 mpg
Highway:	33 mpg
Combined:	n/a

The existence of the Homologation Certificate should be checked before each race and it should be verified against the chassis plate during each annual inspection.

ROLLCAGE: (GCR Section 18 & class spec book)

The first item to be inspected on a new racecar should be the rollcage. The rollcage is the most important piece of safety equipment, and it is difficult to rectify deficiencies at the racetrack. Any deficiencies in the rollcage must be remedied before a logbook is issued!

When preparing to inspect a rollcage look at GCR Section 18.1 to review the required basic design considerations and required tubing diameter and thickness. GCR Section 18.1.2 describes the head restraint requirements. Whether the head restraint is integral to the seat, as in high-back racing seats, or non-integral, as in low-back racing seats, it needs to be attached to the main rollhoop in such a way that it can withstand the specified rearward force, and covered with a non-resilient material of the specified thickness. A non-resilient material is one that does not return to its original shape immediately after being compressed. GCR Section 18.1.3 discusses the padding requirements of the rest of the rollcage.

GCR Section 18.1.6 lists the required tubing sizes and the bend requirements. If the bend requirements cannot be met, the cage shall be constructed of the next largest size of required tubing. One thing to remember when looking at the bends in a rollcage, a bend can be short with a sharp radius or it can long with a shallow radius. The radius of a bend can open up or tighten up along it's length. A bend can even be bent in multiple planes and still be considered a single bend. For instance, if the main hoop of a closed car has a sharp radius at one top corner, then opens up to a very shallow flowing radius that follows the roof, and then back down to a sharp radius at the other top corner. That is considered to be a single changing radius bend. A bend is considered to have ended at the point where the tube begins running straight again.

Paragraph D. of this section describes how the vehicle weight is determined for the purpose of determining the required tubing size for the rollcage. The Showroom Stock and Touring class cars are weighed without driver. Therefore, do not subtract the specified 180 lbs. for the driver when determining the vehicle weight.

Paragraph E. of this section lists the size and location of the required inspection holes needed to verify tubing wall thickness. If more than one type of tube is specified, such as the 2 rearward braces for the main hoop, you only need to drill a hole in one of those types of tubes. The Scrutineer should specify which tubes are to be drilled, if they have not already been drilled. After the holes have been



1986 Audi Coupe GT, Photo courtesy of Audi of America

1986 Audi Coupe GT



1552 Design Essen Banner Ad

Colors and Available Options

Available Options:	<ul style="list-style-type: none">• Automatic transmission• Clearcoat metallic paint• Perforated leatherette interior• Sunroof (tilt and removable)• Rear window wiper/washer system• Trim information computer• AM/FM Stereo/cassette, electronically tuned• Leather order• Power door locks• Heatable front seats• Power antenna with signal amplifier
Available Exterior Colors:	Tornado Red / Copenhagen Blue / Alpine White / Light Ivory / Zermatt Silver Metallic / Stone Grey Metallic / Graphite Metallic / Mahogany Brown Metallic / Sapphire Metallic / Calahari Beige Metallic / Titian Red Metallic / Oceanic Blue Metallic
Available Interior Colors:	<p>Kensington Velour:</p> <ul style="list-style-type: none">• Marine Blue• Quartz Grey• Brasil Brown• Sierra Beige <p>Savory Velour:</p> <ul style="list-style-type: none">• Quartz Grey• Brasil Brown <p>Leatherette:</p> <ul style="list-style-type: none">• Quartz Grey• Brasil Brown• Sierra Beige <p>Kodiak Leather:</p> <ul style="list-style-type: none">• Platinum Grey• Brasil Brown• Sierra Beige• Graphite

Technical Specs

Handbook 2: Logbooks, Annual Inspections, and Tech Stickers

A Scrutineer's first responsibility is to get safe cars out on the track. This handbook will help the Scrutineer fulfill his/her first responsibility by going over the steps that should be taken to issue a logbook to a brand new racecar or to a racecar with a lost logbook, to do annual inspections on cars with a logbook, and what to look for when issuing individual event tech stickers.

Before discussing the procedures covered in this handbook, let's go off on a slight tangent. The first few events of the year are very busy for Scrutineers because of all of the annual inspections to be done, and all of the logbooks to be issued. Scrutineers will often be at the track late Friday night, during the early season, getting all of the cars inspected. They will also be busy early Saturday morning inspecting cars so they can go on track. One way to help alleviate the early season rush is to encourage competitors to get their cars inspected during the off-season. If there is a racecar prep shop in the local area, the region could put together an inspection party and announce it the regional newsletter. The annual inspection party is a great way to get the new GCR and needed decals into the hands of the drivers. These parties offer a great opportunity to get a lot of cars inspected and to talk with other members about what they have been doing in the off-season. Now, on to the relevant procedures.

ISSUING A LOGBOOK TO A NEW RACECAR:

(new racecar or one with a lost logbook)

Let's assume that a competitor has a brand new racecar that needs to be inspected and have a logbook issued. The inspection procedures that are common to all cars will be covered first. Any inspection procedures that are unique to "production based" cars and/or formula cars/sports racers will be covered in the relevant section following the common procedures. The third and fourth items that will be covered in this handbook will be on performing an annual inspection, on all cars, and issuing an event tech sticker.

The parts of the GCR that a Scrutineer should be most familiar with when doing any inspection are; Section 11: Technical and Safety Inspection, Section 17: Automobiles, Section 18: Roll Cages, Section 19: Safety Fuel Cell Specifications, and Section 20: Driver's Restraint System. A Scrutineer will also want to look at the "safety" sections for the class of car that they are inspecting (GT, Production, IT, etc.). A Scrutineer should primarily concentrate on these sections, because the logbook and annual inspections are primarily safety inspections, used to make sure that the cars on track are safe. Inspections for the purpose of identifying non-compliant cars are done after qualifying, or the race, by order of the Chief Steward, or because a protest was filed. It is helpful for a Scrutineer to have a Technical and Safety Inspection Form to make sure that he/she, is

Engine/Engine Design

Arrangement:	Front mounted, longitudinal
Type:	5-cylinder, in-line
Bore:	3.19 in. (81.0 mm)
Stroke:	3.40 in. (86.4 mm)
Displacement:	136.0 cu. in. (2226 cc)
Compression Ratio:	8.5:1
Horsepower (SAE Net):	110 @ 5500 RPM
Torque:	122 ft. lbs. @ 2500 RPM
Cylinder block:	Cast Iron, tilted 27°
Crankshaft:	Forged Steel, 6 main bearings
Cylinder head:	Aluminum alloy
Valve Train:	Belt-driven, overhead camshaft
Firing Order:	1-2-4-5-3
Cooling System:	Water-cooled, thermostatically controlled electric fan
Fuel System:	CIS fuel injection w/ oxygen sensor

Drivetrain

Type:	Front-wheel drive
Transmission:	5-speed manual or 3-speed automatic
Gear Ratios:	Manual (automatic)
1st	2.85:1 (2.71:1)
2nd	1.52:1 (1.50:1)
3rd	1.07:1 (1.00:1)
4th	0.78:1 (----)
5th	0.64:1 (----)
Reverse	3.17:1 (3.08:1)
Final Drive	4.90:1 (3.08:1)

Steering

Type:	Rack & pinion, power assisted
Ratio:	16.8:1
Turns (lock-to-lock):	3.4
Turning circle (curb-to-curb):	32.5 ft.

Suspension

Front:	Independent MacPherson struts with negative roll radius; 21 mm stabilizer bar, coil springs
Rear:	Torsion crank axle, panhard rod, 18 mm stabilizer bar, coil spring struts

Brakes

Service brake:	Dual-diagonal hydraulic circuit w/ pressure regulator, power-assisted, self adjusting
Front, size and type:	10.1 in., Disc
Rear, size and type:	Drum

Wheels & Tires

Wheel size:	6j x 14 alloy wheels
Tire size:	185/60 HR 14 steel belted radial

Body

Material:	Unitized steel construction
Corrosion protection:	n/a

Capacities

Engine Oil:	4.0 U.S. quarts
Fuel Tank:	15.8 U.S. gallons
Cooling System:	7.4 U.S. quarts

Exterior Dimensions

Wheelbase:	99.8 in.
Front Track:	55.1 in.
Rear Track:	55.9 in.
Overall length:	177 in.

Overall Width:	66.3 in.
Height (unloaded):	54.1 in.
Ground Clearance:	4.7 in.
Curb Weight:	2507 lbs.
Drag coefficient:	0.39
Interior Dimensions	
Seating Capacity:	5
Front Legroom:	n/a
Rear Legroom:	n/a
Interior Volume Front:	47.1 cu. ft.
Interior Volume Rear:	36.6 cu. ft.
Luggage capacity:	11.2 cu. ft.
Performance	
0-50 mph (0-80 kmh):	6.8 sec. (8.4 auto)
0-60 mph (0-100 kmh):	9.3 sec. (11.5 auto)
1/4 Mile:	n/a
Top estimated speed:	115 mph (112 mph)
Fuel Economy	
City:	19 mpg (18 auto)
Highway:	25 mpg (23 auto)
Combined:	n/a

Standard Features	
Technical:	<ul style="list-style-type: none"> • 2 door coupe body style • 2.22L fuel injected 5-cylinder engine with electronic ignition, air shrouded injectors, electronic idle control, and hydraulic valve lifters • Close ration 5 speed manual transmission • Self adjusting hydraulic clutch • Front wheel drive • Power rack-and-pinion steering • Power brakes, vented disc/drum • Asbestos-free brake linings • 185/60HR 14 steel-belted radial tires • 6J x 14 spoke type ally wheels with flush center caps • Long life spark plugs • Long life exhaust system
Interior:	<ul style="list-style-type: none"> • Air conditioner • Tinted glass, banded windshield • Electronic cruise control with resume • Dual power mirrors with defog feature • Electric rear window defogger • Power windows • Leather 4-spoke sport steering wheel • Leather shift knob/boot • Front reclining seats, both with drivers seat height adjustment • Front open head restraints, rear integrated • Velour upholstery • Low-glare red instrument lighting • Tachometer • Quartz clock • Trip odometer • Coolant temperature gauge • Center console with voltmeter, oil pressure and oil temperature gauges • Intermittent wiper mode • 4-speaker stereo prep with signal booster antenna • Illuminated glove box, trunk, lighter, and ashtray • Remote trunk release • Lockable fuel cap and glove box • Illuminated passenger vanity mirror • Large carpeted door map pockets • Carpeted sides of center console • Front 3-point seatbelts • Rear outboard 3-point seatbelts, center lap belt
Exterior:	<ul style="list-style-type: none"> • Wide protective wraparound moldings • Aerodynamic halogen headlights • Integrated body-colored front and rear bumper aprons • Full width rear reflective light panel • Center high-mounted rear brake light

highly recommended. If the towing eyes are not mounted low and/or not able to lift the weight of that end of the car, the cars just dig into the gravel/sand trap when the emergency vehicle folks try to pull a car out. This can result in a dangerous failure of the towing eye, extra delays in "green flag" racing, and extra damage to the competitor's car.

On most sports racers, the rollbar is exposed so the tow truck can pick the car up by its rollbar as a last resort, but the drivers of sports racers should be encouraged to add towing eyes to their cars. However, many formula cars have their rollbar fully or partially faired in. There must be access holes cut in the fairing to allow the emergency vehicle personnel to easily put a strap around the rollbar. Towing eyes would be nice on the formula cars, but they are not always feasible.

Firewall, Floor & Bulkhead Openings: (GCR Section 17.21)

The firewall, floor and bulkhead must prevent the passage of flame, debris and fluid splashes into the driver/passenger compartment. This means no holes, except for small drain holes in floor to prevent accumulation of fluids such as rainwater or a fluid that is leaking from behind a bulkhead. Any holes that have wires or lines passing through them must also be sealed by way of rubber grommets or silicone. Duct tape may be used as a temporary fix for a weekend, but there should be a logbook notation to fix by next event.

Fluid Lines: (GCR Section 17.34 & 11.2.1.V)

Any fuel/oil lines, including gauge and vent lines, passing into/through the driver/passenger compartment must be steel tube, metal braided, or bulkheaded. Section 11.2.1.V states that the driver shall not be exposed to any header tanks or unshielded water lines. These two sections, together, cover all of the fluid lines that may pass through the driver/passenger compartment.

Windows (straps, clips, supports & Lexan): (GCR Section 17.33 & class spec books)

All closed cars shall run with both front door windows fully open (17.20). Some classes require the front door windows to be removed (Prod, GT & AS), while other classes require that the windows be rolled down (SS, T & IT). Windshield safety clips and rear window safety straps are required on all closed cars (except SS, T & IT; they are recommended in IT) and it is recommended that 3 safety straps be used on the inside of the windshield. Look at 17.33 for specified size and spacing. GT, Prod, and closed cockpit Sports Racers cars are permitted to use Lexan, or equivalent, for all windows. If using a Lexan windshield, the

8691 East Dry Creek Road
Apartment 824
Centennial, Colorado 80112

September 11, 2001

Human Resources Manager in Charge of Hiring

Dear Sir or Madam;

I am currently looking for a part-time, or full-time, position with a motorsports division, or, team while I am finishing my degree in Mechanical Engineering (ME / MET). I wish to expand my experience within the motorsports field. I have a methodical and analytical approach towards finding the solutions to problems. One of my strong points is the organization and streamlining of processes. I am also proficient in communicating with people of all levels of expertise.

I am currently attending Metropolitan State College of Denver (MSCD) in Denver, Colorado. I am majoring in Mechanical Engineering Technology (MET) and minoring in German. I previously attended Southern Polytechnic State University (SPSU) in Marietta, Georgia. While attending SPSU, I was on the school's Formula SAE team. Beginning in September 1998, I took over as Formula SAE team leader and President of the SAE Student Chapter. One of my jobs as team leader was to apply for, and manage our annual budget of approximately \$13,000.00/year. These monies were used to obtain parts and supplies for the building of the Formula SAE racecar. I was also responsible for contacting sponsors and suppliers, setting up team meetings, preparing and conducting public relations events, and the design and fabrication of racecar parts and systems.

While attending SPSU I began working with the Sports Car Club of America (SCCA) as a volunteer scrutineer for the Atlanta Region. Within the first year, I obtained the National license endorsement, the highest endorsement for volunteers, and was being groomed to take over as Chief-of-Tech for the Atlanta Region. I have also worked numerous professional races in addition to SCCA club races, including the 24 Hours of Daytona and the USGP.

In December of 1999, the SCCA National Office contacted me about filling the position of Assistant Technical Manager for Club Racing. I have been in that position since January 2000. For the past two years I have been second in charge of the Scrutineering specialty at the SCCA Valvoline Runoffs at Mid-Ohio. I also volunteer as an SCCA Steward on the weekends that I am not at races in my official capacity.

If you have any question, or need additional information please contact me at (303) 967-9625, or at (720) 331-4039. You may also e-mail me at acoalwell@yahoo.com. References are available upon request.

Sincerely,

Aaron M. Coalwell

Enclosure (1)