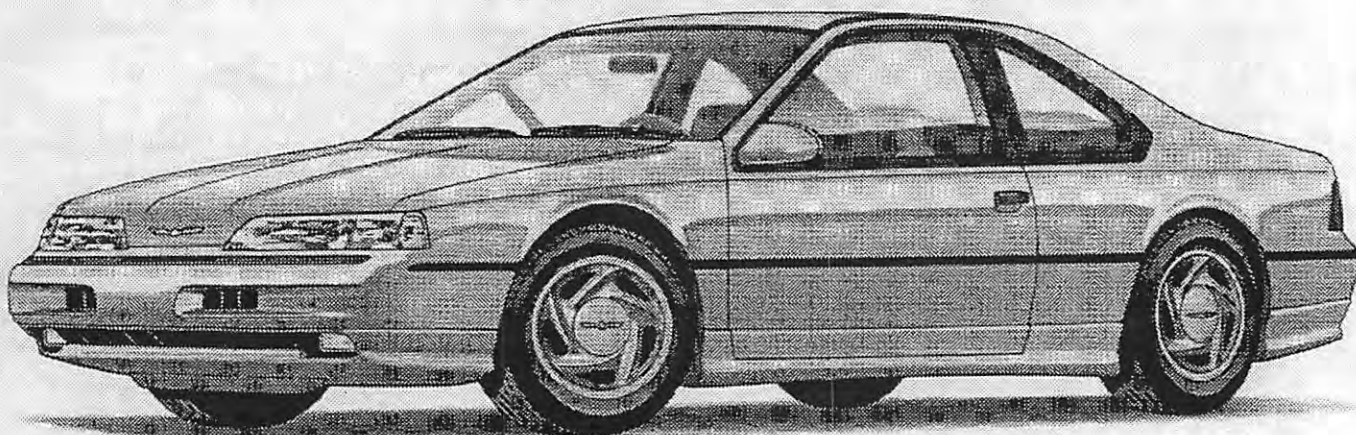


CHARGIN' THUNDER

VOLUME III

MARCH 1998

THE OFFICIAL NEWSLETTER OF THE SUPER COUPE CLUB OF AMERICA



*Dedicated to the Preservation and Performance
of the Thunderbird Super Coupe
1989 - 1995*

Bill Hull
President & Editor

Super Coupe Club of America
Phone: 804-974-6659
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RAM
CLUTCHES

HEADS-UP Performance



Holcomania!

COMP CAMS

ZOOM

COMPUGAR
NITROUS OXIDE SYSTEMS

3RD ANNUAL HOLCOMB 5.0 CIVIL WARS



APR. 18

TWO BIG DAYS OF CONSTANT ACTION!

APR. 19

FRIDAY NITE TEST-n-TUNE
\$5 To Get In - \$5 Unlimited Runs

SATURDAY, APRIL 18

BIKINI COMPETITION
\$250 TO WIN
ENTER AT GATE

5.0 CIVIL WARS

Sponsored by Holcomb Motorsports
\$250 LOW ET SPONSORED BY 5.0 MUSTANG

\$3,000 TO WIN
\$50 TECH CARD

Heads-up competition on the 1/4-mile.
\$1000 R/U / \$350 SEMI / \$150 2ND RND / \$100 1ST RND

FORD

CAR SHOW

Car Entry - \$10

SATURDAY ONLY!

HEADS-UP Performance

OPEN COMP

OPEN TO ALL FORDS - 3 qualifying runs, racer dial-in will be quickest run of the three, 2/10ths breakout allowed, no electronics, 10.5" tire, mufflers, pro tree with handicap, on the quarter-mile.

LOW ET AWARD **80% Payback** \$30 TECH CARD

COMP CAMS

5.0 STREET CIVIL WARS 1/4 MILE

LOW ET AWARD \$30 TECH. CARD **\$800 - WIN**

SANFORD FORD 5.0 TROPHY CLASS

Fords Only, Trophies to winner, runner-up, on the quarter-mile.
\$10 TECH CARD.

BURN-OUT CONTEST \$100 SPONSORED BY 5.0 MUSTANG

ALL EVENTS
1/4 MILE

Except Saturday Nite
Bracket Race

GAMBLERS 1/4 MILE BRACKET RACE

SUPER PRO
\$30 TECH CARD

FOOTBRAKE
\$20 TECH CARD

PURSE PAYS 100%

TIME ONLY
RUNS - \$10

SATURDAY ONLY

Super Coupe Club of America
1-804-974-6659

SAVE \$15 - PRE-ENTER BY APRIL 1!

EXCLUDES TROPHY CLASSES AND CAR SHOW

BOTH DAYS!
SWAP MEET & CAR CORRAL
Sell Used Parts & Cars
One Day Space - \$15
Two Day Space - \$25

SUNDAY, APRIL 19

**CONTINGENCY
AWARDS**

GAMBLERS BRACKET RACE

FORDS vs. ALL MAKES!

(on the quarter-mile)

SUPER PRO
\$30 TECH CARD

FOOTBRAKE
\$20 TECH CARD

PURSE PAYS 100%

FORD CAR SHOW

Car Entry - \$10

5.0 STREET WARS

HEADS UP - 9.99 BREAKOUT

**BURN-OUT
CONTEST**

\$100

**SPONSORED BY
5.0 MUSTANG**

COMPLIMENTARY BREAKFAST FOR VENDORS

SUPER COUPE CLUB OF AMERICA SHOOTOUT

T-Birds Only, 1/4 Mile, No Break-Out, Heads UP
\$10 TECH CARD

SUNDAY TROPHY DASH -- ALL MAKES

Dial Your Own - On the quarter-mile

Trophy for winner, runner-up, semifinalists, and low e.t.
\$10 TECH CARD

HEADS-UP Performance OPEN COMP

OPEN TO ALL FORDS - 3 qualifying runs, racer dial-in will be quickest run of the three, 2/10ths breakout allowed, no electronics, 10.5" tire, mufflers, pro tree with handicap, on the 1/4-mile.

LOW ET AWARD 80% Payback \$30 Tech Card

WORLD WAR I PRO STREET BATTLE

FORDS vs. ALL MAKES - ALL RUN

\$2,000 WIN

\$500 RUNNER-UP, \$150 SEMIFINALIST, \$75 QUARTER-FINALIST.

\$40 TECH CARD. \$100 BONUS FOR QUICKEST FORD;

\$100 BONUS FOR QUICKEST OTHER MAKE! SUNDAY ONLY!

LOW ET AWARD

**TRUE
BLUE**

**WORLD CHAMPIONSHIP
4.6 BRACKET RACE**

\$200 LOW ET - \$20 TECH CARD

TROPHY TO WINNER & RUNNER-UP

ZOOM

ZOOM GEAR SLAMMERS

\$100 LOW ET - \$20 TECH CARD

ZOOM COMPETITION CLUTCH TO WINNER

**REGISTER FOR
PARTS GIVE-A-WAY
ALL WEEKEND!**

TROPHIES TO ALL WINNERS & RUNNER-UPS IN ALL CLASSES!

THE SCHEDULE

SAT., OCT. 4

GATES OPEN 8AM

TIME TRIALS 10AM

ELIMINATIONS 1PM

SUN., OCT. 5

GATES OPEN 9AM

CHAPEL SERVICE 9:30AM

TIME TRIALS & QUALIFYING 10AM

ELIMINATIONS 1PM

ADMISSION: \$15 ADULTS; KIDS 12 & UNDER FREE
\$25 TWO-DAY ADULT. \$5 PIT PARKING, MAIN PARKING LOT FREE

ROCK
Rockingham Dragway

LOCATED AT U.S. 1 NORTH
ROCKINGHAM, NC 910-582-3400

HOTEL INFORMATION

Days Inn (910) 692-7581

Motel 6 (910) 944-5633

Sandhills Golf Lodge (910) 281-3165

ASK FOR THE ROCK RATES!

FOR COMPLETE INFORMATION

ON RACE RULES, CALL

HOLCOMB MOTOR SPORTS

PHONE: 910-739-0747

FAX: 910-739-0731

FROM THE BIRD'S NEST - by Bill Hull, Editor

March 23, 1998 - The SCCoA is growing faster than I ever imagined! 730+ members and still growing at the rate of one per day!(over 55,000 "hits" on the SCCoA web-site in just 10 months!) Things are fast & furious at SCCoA headquarter as well as at Coy Miller Race Engines - getting ready to "launch" the 1998 competition season - starting with the Kenny Holcolm shoot-out in Rockingham, NC April 17 & 18. Coy Miller is up to his neck with 3.8L SC engine & head rebuilds - 12 engines & 16 sets of heads to do!

Joe Sarcona's engine (CMRE #2) is being installed in his 91 SC this week, along with his Baer brakes, SCCoA 3-1/2" exhaust, battery relocated to trunk, & his 100HP NOS kit! Joe's engine dyno'ed 416HP & 478lb/ft of TORK! (see enclosed dyno print-outs - notice 400+ lbs/ft of TORK starting as low as 2400RPM!). However, when the nitrous button was hit at 3500RPM, the HP increased by 86, to 502HP & TORK jumped to an amazing 651lb/ft, an increase of 173lb/ft from 3500 to 4000RPM! What a BLAST! The engine loved the nitrous - although the 100 NOS kit was only supposed to realize 75 actual HP, it actually exceeded even the manufacturer's expectations. Reason - Coy Miller's head & cam combo actually greatly exceeds the capacity of the Eaton/Magnuson M-90 S-model blower! As fine a unit as the S-model is, it was never designed to support over 400HP. Using my custom Spearco intercooler w/ 3" mandrel-bent I/C tubes & my 1" raised SC top w/ 3" front-discharge outlet neck, the S-model could only maintain 12 lbs of boost up to 5000RPM, then boost dropped to only 10 lbs (10% O.D. pulley - 3 to 1 ratio). With virtually no restrictions thru out the entire engine system, the engine could simply out-flow the blower! As Coy Miller's computer program predicted 450+ HP at 15 lbs of boost, Coy was disappointed at the relatively low 12lbs of boost. I told Coy that if he wanted to see 15lbs of boost on the guage, install the stock intercooler & tubes, & he would probably see an increase in boost pressure, but a decrease in HP due to I/C system back-pressure & increased charge-air temperature. Sure enough, with the 3/4" raised SCCoA top, & stock I/C system, Coy saw 17lbs of boost on the guage @5000RPM, but the RTV sealer between the SC top & the blower actually blew out, causing a boost leak. Suspecting elevated boost pressure at the supercharger itself, we tapped into the SC top & checked the pressure reading right at the blower - an astounding 22 psi ! We then installed an exhaust gas temp pyrometer to check discharge air temps at the blower & found outlet air temps climbed to an egg-frying 460 degrees (melting the RTV sealer)! Horsepower dropped to only 330HP at 5000RPM, due to the increased air temps, stock I/C system air flow restriction & backpressure, & increased pumping losses due to spinning the blower too fast - exceeding the 16,000RPM max design limit of the S-model. As a matter of fact, to keep the blower belt from slipping, Coy had increased the tension on the nose drive of the blower, & combined with the excess blower speed & elevated heat levels, Coy wiped out a brand-new S- model! The blower blew a inner seal, started sucking SC fluid, & ended up with small flecks of metal in the SC fluid reservoir! Back to Magnuson Products for a complete re-build! OUCH!

Moral of story - the S-model blower is a very well designed, efficient, roots-type blower. However, it is only a 90cid capacity unit designed to support 230+ HP, not 450HP. The street roots-type blowers marketed by B&M & others are 177cid units. The Eaton M-112cid blower, as used by SVO on the 4.6L engines & the new Jaguar, although larger, do not produce but 6lbs of boost in these applications. Due to the lengthened case & rotor assembly, they are too "flimsy" to be turned in excess of 12,000 RPM, & actually flow LESS than the M-90 S-model! (the M-112 will not fit the SC anyway - source - Magnuson Products). Thus, we are limited to only a measly 415-420 HP & 480+ lbs/ft of TORK! Turning these blowers past their design limit is really self-defeating, resulting in excess wear, elevated charge-air temps, blower cavitation, & a decrease in

HP! Of course, at the flick of a button, an additional blast of big-time TORK & HP is available in the form of "liquid-super-charging" - the BIG, BAD, BLUE BOTTLE - N2O! I never thought I would ever need to go to the "crutch" - but, seeing as most of my "Fastest SC in America" competitors are using the "spray", I am being forced to do the same! THAT'S RIGHT - I am installing a Compucar, Inc., 90 HP, "wet" N2O system on my '90 SC. Like Joe Sarcona's "dry" NOS system, I am injecting the N2O & fuel into the intake manifold adapter, after the charge-air temp sensor & boost guage signal fitting - just before the manifold itself, taking full advantage of the "big chill"! HOLY COW! Can the mid-11's & 120MPH be in the future?! Will anyone ever be able to "hook" one of these "TORK-MONSTERS" to the track, much less to the street?? Neal Frisbee (current title holder & un-defeated SC champ) is definitely "out of retirement" & going thru his engine again & adding more nitrous! Neal has told me the "bar" has been raised to the above mentioned ET & speed levels. He told me he has a few more "tricks" up his sleeve, that from now on he is not going to open his hood for anyone to see his secrets, & all he has said is that his SC will look stock (from the outside), sound stock, & still be steetable! THIS IS BECOMING VERY EXCITING!

NEW PRODUCTS - After realizing that even the SCCoA/Spearco intercoolers are too small for Coy Miller type engines, we are beginning design & production of "double-intercoolers". Neal Frisbee is the first & only person to prove that this will work, & found it very effective. The double-intercooler requires a complete, stock I/C, plus, as least another stock I/C core. As I have 12 stock cores left over from making SCCoA/Spearco intercoolers for Club members, all I need is one complete stock I/C (each) to make 12 double I/C's. The machine shop which modifies SC tops for us (as well as the SCCoA/Spearco I/C) will be doing the double-I/C's for us as well. Internal charge-air flow capacity & heat-sink (heat transfer & absorption) capabilities will be obviously doubled, but over-all flow capacity will be limited by the 2.4" inlet & outlet flange I.D. Therefore, I will port these restrictive passages out to 2.7" I.D., allowing full benefit of the increased internal capacity. Extrude-Honing of the I/C tubes is highly recommended to realize the full benefit of the double-I/C. Order one while you can - after my 12 cores are gone it will require 2 complete stock I/C's to do a double - & the price will have to be increased from \$800 + core to \$850 + 2 cores! Neal Frisbee came up with an ingenious idea on his double - he welded an "ice-tray" to the side of his I/C. (requires relocating battery to trunk). When filled with dry-ice, his I/C soon was coated with a coating of frost! Adding an ice-tray to the double I/C will be an additional \$150. The rubber inlet bellows is eliminated, but the double will still accept the SCCoA 10" fan. (one Club member is working on a I/C fan shroud, to increase the efficiency of the fan). Neal had to move his radiator over 1" to the passenger side, in order to make room for his "Big-Dog" I/C - only a minor inconvenience & easy to do.

As most of you know by now, I am an authorized after-market wheel wholesale distributor for several different brands of wheels. The Cobra/SVT wheels are selling well, as a matter of fact, all the silver-painted sets are spoken for (from my first order of 10 sets), but I can re-order any time. These wheels are of exceptional quality, with a silver-metal-flake paint job & fine finish. I am including 4 Ford blue-oval center covers with each set of wheels. I am also a dealer for McGard lug nuts, both regular & locking.

FATSHAFTS - The 5-speed SC's have a much beefier & stronger right-side half-shaft 1-1/2" vs. 1-3/16" on the left. AOD SC's have the smaller unit on both sides. These half-shafts are identical in length & are interchangeable side to side. Ford strengthened the right-side to compensate for the dreaded 5-sp "wheel-hop". In addition to having a larger O.D. the "Fatshaft" has stronger inner & outer CV joints. The OEM producer for Ford has ceased production of the Fatshaft, & Ford has superceded this part # with the smaller AOD half-shaft part# (which itself is larger than the half-shafts on regular 3.8L & even V-8 T-birds). However, they have in inventory, 22 of the bigger CV joint sets, & have agreed to re-start production of the Fatshaft (only 22 units) until the

22 CV joint sets are used up - that's it! I have reserved all 22 half-shafts for the SCCoA - Ford's retail price for this piece \$450, SCCoA price \$295 - while they last - remember OEM manufacturer & quality! These parts will not be available for 90 days, but if any of you Club members want a set of these, it is first come - first served.

SUB-FRAME CONNECTORS & CHASSIS STIFFENERS - The SCCoA, in conjunction with several long-time drag-racer friends (plus input from Kenny Brown Performance) is developing chassis support/sub-frame connectors (front & rear). At this point, making the power is relatively easy, trying to put this Monster TORK to the ground may well prove to be more difficult! HD aluminum drive-shafts are also in the future.

HEADERS - In response to several requests for cheaper headers, the SCCoA is now offering both short tube & LONG-TUBE headers in 16ga. mild-steel, as well as 16ga 304 stainless. The price for the short-tubes in mild-steel is \$100 less, \$595. The long-tubes, which are being prototyped this week (1-7/8" primaries, w/ 3", 3 into 1 collectors) will sell for \$995 in 304 stainless, \$895 in mild-steel. I strongly recommend Jet-Hot coating for the mild-steel headers, but as it is not a necessity (& will increase the cost to more than the stainless), you all can make up your own minds. Although the long-tubes are primarily for Coy Miller type engines, and cost more than the short tubes, no down-tubes are required (saving \$150), as they will end up with the 3" collectors aiming straight towards the transmission double-humps. Initial flow-bench testing by Coy Miller has shown an increase of 17 cfm per cylinder at only .3 valve lift with the 1-7/8" primary tube headers - it takes alot of head porting to pick up 17 cfm. Coy believes these big headers will realize at least 20 HP over even the SCCoA short-tubes at 5500RPM, due to the larger primaries & 3" collectors! These headers may be too big for less than 350HP engines, however, but do allow for more exhaust-porting.

EXHAUST SYSTEMS - the 2-1-2 cat-back exhaust system are selling very well - they are much more effective (mandrel-bent components front to back), lighter weight, & easier to install. I have stopped producing the Tru-dual systems for 89-91 gas tanks, as it is just too difficult to fit dual 2-1/4" pipes thru these tanks.

Other SCCoA parts news - The SCCoA member S-model blower price has been increased \$100 to \$1550 exchange - still \$100 less than Magnuson Products price to non-SCCoA members. Spearco has dis-continued production of the Intercooler Optimizer kit. A 250lph in-tank fuel pump is now available, along with the 155 & 190's - produced by the same manufacturer who makes Ford factory fuel pumps. Coy Miller main support girdles will be available within 30 days - he is having 20 units made on a CNC machine - billet steel - price \$429 incl. ARP main studs. I have become a Red-line synthetic oil dealer. I became interested in their racing synthetic ATF - a fully synthetic ATF with type F friction co-efficients (recommended by Art Carr), with no extra "slippery additives" & 50% greater viscosity at hi-temps for better shift & hi-stall converter function - plus the benefits of full synthetic - one-fifth the high-temperature evaporation & one-fourth the oxidation of petroleum-based ATF! SCCoA price, \$8 per quart.

Some new specialty items are also available from the SCCoA. A beautiful solid cherry wood base is now available for the 24k gold plated pen & pencil holder set. I have ordered 100 SCCoA tire guages w/pocket clip, key chains w/built-in 6 ft tape measure (inches & metric), and coffee mugs. I have also found a great source for custom floor mats & seat covers w/ T-Bird wing logo &/or SC embroidered on them.

In response to Amsoil's challenge "Number 1 in synthetics" (see March 97 Chargin' Thunder), Mobil 1 has improved it's full line of synthetic products. They no longer include a note beside their claim of "fully-synthetic", they now claim 100% synthetic - no more "carrier-oil". I have also learned that the main ingrediant in Energy Release products is also included in "Prolong", "Motor-Up", & "Dura-lube" products - as the 10-year patent rights on ER was up in 1997 - their 10th anniversary. However, ER comes concentrated in 16oz bottles, allowing you to use it as you see

fit, the other brands comes "pre-mixed" & offer a different product for engines, transmissions, etc. ER is much cheaper at \$24 per bottle - I saw an 8oz bottle of "Motor-Up" for sale for \$25 at Auto-Zone last week! Following up on the report (again check Mar 97 C.T.) that Quaker State/Petrolon/Slick 50 had been taken to court by the FTC, I have learned that under an agreement with the FTC, Slick 50 will make the total value of \$10 million available to consumers who previously purchased Slick 50 products, in the form of rebates, coupons, or other incentives, PLUS pay fines of approx. \$800,000 for making false claims! Valvoline Company's statements about Teflon-containing TM8 Engine Treatment were false & misleading as well, according to the FTC. Statements such as "one treatment lasts 50,000 miles", or "Reduces wear by up to 75%", were unproven. At this point, there is only a consent agreement with a possible \$11,000 civil penalty per violation, between Valvoline & the FTC!

SCCoA chapters have been established in Ontario, Canada, by Wayne Ing, with over 25 members already. Several SCCoA events have already been scheduled. Bill Evanoff is starting a Mid-West chapter of the SCCoA. Bill lives in Cininnati, OH, & welcomes anyone in Ohio & adjoining states to participate in local SCCoA events, or just get together & shoot-the-bull. There are no dues involved. Bill's tel # is 513-697-6501 (6-9 pm EST), or E-Mail: bill evanoff@milacron.com. Another SCCoA member is starting a chapter in Florida. For those of you who cannot make our regular Club meets, this is a great idea! How about it California/West Coast??

Rich Thompon, SCCoA V.P., is planning on being in Dallas, TX April 4 & 5 & wishes to hold a "mini-meet" with interested SCCoA members (or any SC owners). Rich will be staying at the Motel 6, located at I-635 @ exit 26/27A - address: 2660 Forest Lane, Dallas, TX tel # 972-484-9111. E-mail Rich at richard.thomson @ wcom.com or call him at home at 703-968-6271

For people who want or need to have their SC's worked on/modified I can highly recommend five different locations: in the N.W. - Vern Pitts @ AFFORDABLE PERFORMANCE, Vancouver, WA. Tel: 360-695-5515, FAX: 360-695-9419 - in the Atlanta, GA area: FORD PERFORMANCE SPECIALISTS: tel: 770-577-3005, ask for Doug, Bob, or Tommy. In Pennsylvania - RAMSEY'S AUTOMOTIVE, 257 Old More Hall Rd., Malvern, PA 19355, tel# 610-296-8540, ask for Steve Ramsey. J.P. AUTOMOTIVE, 1020 W. Dekalb St., Camden, SC 29020, tel# 803-432-7233, ask for J.P. Sr. In Florida, ROGER VINCI'S HI-PERFORMANCE, Orlanda, FL, tel# 407-292-4500. All of these shops are familiar with Super Coupes!

Check out the SCCoA parts package deals! - expecially the 350 HP bolt-on special package deal!

Well, It's time to get this issue to the printer! 'Til May 98 Chargin' Thunder shows up in your mail box - with pictures from the Kenny Holcomb Shoot-out & more! Keep on Super-Coupeing & Flying Low! Remember, annual SCCoA membership dues remain at \$40, and EVERYONE, REGARDLESS OF WHAT DATE YOU JOINED, must renew this month, March 98, to continue receiving C.T. I just do not have the time to keep up with the paper work required to have membership re-newals spread out over each of the 12 months of the year. Those of you who have recently joined, have received at least the 4 '97 issues of C.T., plus membership card & decal. I think you will all agree, that even though you received issues of C.T. that are almost 1 year old (Mar 97 C.T.), it is still very current info, which is not available anywhere else. Picking up even a two year old issue of C.T. is not like reading a two year old issue of Time magazine or your local newspaper - this info is still applicable. For you web surfer's out there - for access to the SCCoA exclusive BBS on our web site - for "user name", type in scco, for "pass-word", type in blowntb, then click on "ok." - membership # is not needed for access.

Bill Hull

Mr. Bill Hull
2239 Banbury Street
Charlottesville, VA 22901

March 9, 1998

Dear Mr. Hull

Thank you for a great club! I have learned so much about my 94 SC that my mind can hardly store all the info. Through the club I have also been able to solve problems with my car without getting ripped off at the dealer. I try to do most of the repairs myself because my extended warranty only covers the powertrain now. Oh, by the way, I never want to change wires and plugs on this car again. That was a nightmare!

I have heard that there is a Ford event coming up out here at a theme park called Knotts Berry Farm. This is about an hour from my house and I would love to meet some other SC owners there. I'm sure the event was probably mentioned somewhere and I just missed it. If you have any info or telephone numbers on that please let me know.

My SC has been a dream in the making for some time now. I had a 94 and 95 V-8 but couldn't afford an SC of those years. I found my 94 used at a dealer and convinced my neighbor to buy it for a family car while he saved up for a vette. While he owned it I did all the maintenance for him so I knew the SC was well taken care of. It took a year and a half but I saved up and got some equity in my 95 V-8 and sold it, and then bought my neighbors SC. It is Crimson red with gray leather and a 5-speed and only 50,000 miles. Sure the V-8's were nice but I really wanted a 5-speed. Plus the extra horses and torque are awesome! I know it is sacrilegious but I have 2 corvettes too: a 78 Indy pace car edition and a 71 LT-1. My motto is as long as you drive an American car you're all right with me. American car owners are a dying breed out here in Southern California. Anyway thanks again for a great club. Enclosed please find my check for another year of membership.

Sincerely,



Ben Zarski
Member # 659

February 25, 1998

Bill Hull - President
Super Coupe Club of America
2239 Banbury Street
Charlottesville, VA 22901

Dear Bill,

First of all, I want to thank you for taking the initiative to start this club. Your commitment to provide valuable information through the newsletter and locate quality suppliers of hi-po products provides Super Coupe owners the chance to make their 'Birds really fly

I am looking forward to three events this summer and hope to meet many other ambitious SC owners to compare notes with. The first is the World Ford Challenge in Bowling Green, KY, May 15-17. The second is the annual SC convention in Carlisle, PA in June. This will be the first year for me. The third is the main reason for this letter. For the past couple of years, I have spent the third weekend in July at Road America in Elkhart Lake, WI watching vintage car racing. But watching car racing is not the only reason I look forward to this event. The chance to drive your car on the track during the lunch hour exists. What a rush! I want to let other SCCoA members know about this event and see what level of interest there is to organize a mini meet. I am willing to coordinate this effort.

The event is the Merrill Lynch / Brian Redman International Challenge held at Road America in Elkhart Lake, WI July 17 - 19, 1998. Road America is a 4 mile long 14 turn road course built in the rolling hills of Wisconsin. It lies midway between Milwaukee and Green Bay on Wisconsin Highway 67...an hour from Milwaukee, three hours from Chicago. Practice sessions are held Friday and Saturday with the races held on Sunday. Ticket prices are \$15 - Friday, \$25 - Saturday, and \$30 - Sunday or \$55 for a Super Ticket (3 day ticket with free program). All tickets include admission to the races and access to the paddock. Half the fun is being able to walk around the paddock areas looking at classic automobile designs, listening to the exhaust notes of awesome powerplants, and smelling the fumes only race cars can make from hundreds of classic and exotic race cars.

The best part that I mentioned earlier is the fact that you can take your car out on the track during the lunch hour each day for an additional fee. I have not called them to confirm, but the cost last year was \$75 per day for the track touring session which is held during the lunch hour. Overall, you have about 45 minutes of actual track time with the other 15 minutes used for clearing the track before and after this touring session. The track time is called touring because that is the emphasis Road America puts on it (I am sure for insurance reasons), but most of those who spend the money to take their performance car on this track translate "touring" a little differently. During the first few laps as I adhered the best I could to the 70 mph speed limit they stipulate on the straights by not doing much more than 90 mph, I was passed several times by Corvettes, Porsches and Ferraris like I wasn't even moving. My fear was being black flagged which they will do if they see reckless driving. As the lunch hour grew closer to the end, I became more daring reaching over 110 mph with plenty of straight to go. This track is not only known for it long fast straights, but plenty of tight turns which is where the real fun is. Even with a 4,000 lb. SC on stock size tires and stock suspension, you really get a feel for how well these cars handle. Just make sure your brakes are in good condition. I warped my stock front rotors that day, and am looking forward to trying out my new KVR crossed drilled rotors and carbon fiber pads. There is an inspection check required of vehicles for the track touring sessions, but they are looking for obvious fluid leaks and safety issues with the car.

For those interested in getting together for a mini meet, watching some vintage car racing, and having the chance to drive your SC on America's longest road racing course, contact me through one of the following:

Mail address: N4251 Country Club Drive
Brodhead, WI 53520

Phone: (608) 862-1596 (Leave message if unavailable)

If you are interested in more information about Road America, its race schedule, Elkhart Lake area information, track map, and directions, you can visit their web site at <http://www.roadamerica.com> or call them at (414) 892-4576.

I look forward to hearing from anyone interested in getting together at this event, and would love to see several Super Coupes on the track this year. I was the only SC that I saw on the track last year, and 1 of 2 MN12 chassis Thunderbirds.

Joe Baldazzi
Member #527

Bill-

I sent away for the Holcomb information packet and included was a list of suggested lodging. I'll post it here for you and everyone who might need it.

1998 5.0 Civil War Suggested Lodging

Days Inn Southern Pines N.C. 1-800-972-3096
Speak to Debbie, ask for Holcomb rooms...

Holiday Inn Express Rockingham 1-800-465-4329
Days Inn Rockingham 910-895-1144
Regal Inn Rockingham 910-997-3366
Royal Plaza Inn Rockingham 910-997-6636
Super 8 Motel Rockingham 910-895-5231
InnKeeper Southern Pines 910-944-2324
Comfort Inn Southern Pines 910-215-5500
Fairway Motel Southern Pines 910-692-2711
Residence Inn by Marriot Southern Pines 910-693-3400
Sandhills Golf Lodge Southern Pines 1-800-334-4418
Richmond Co. Tourist Info 1-800-858-1688
Moore Co. Chamber of Commerce 910-692-3962

Regards,
Ron DiPaola

BORCO

TRAILERS

316 Brazil Lane
Johnstown, PA
814-322-4950

February 19, 1998

Bill Hull
2239 Banbury Street
Charlottesville, VA 22901

Dear Bill,

Hello my name is Bob Moore and I have been a member of the SCCOA since 1996. I have a 1990 Super Coupe Thunderbird.

The car is white with black leather interior, 5 speed, and has all options offered including CD & keyless entry. It currently has 99,000 miles. To date, I have done some performance additions, which consists of enlarging the blower top 1" so that it fits under the stock hood, 3 angle valve job with ported heads, gasket matched SCCOA, headers 2 1/2", down tubes 2 1/4", true duals 2 1/2", Dyno Max Super Turbo mufflers without converters, 3" fresh air pickup, and a K & N Panel filter. Since I have made these changes the car has really shown an improvement and the Boost dropped from 12 to 10 lbs. I am not sure how this will affect the performance since it has only been tested by the seat of my pants & tire smoke. I also had added Magnacore wires.

In the future I plan to change to a 190 LPH fuel pump, 36LB injectors, S model Super Charger 75 mm throttle body, 73mm mass air meter, 3.55 gears, move the battery to the trunk to make room for larger inter cooler with outside air pickup & larger radiator all (2) 2 1/2" into 4" into (2) 2 1/2". I am anticipating waiting to see how the car runs with all these improvements completed.

Could you please notify me when my dues are due.

Thank you for all your help in making these changes.

Sincerely,



Robert Moore

JAMES R. PEARCE
20 Whitby Road
Wexford East
Cherry Hill, NJ 08003
609/424-1137

February 1, 1998

SuperChips, Inc.

1958 North County Road 427

Longwood, FL 32750.

Attn: Mike Troyer, National Marketing Director.

Dear Mike,

I read with interest your recent offer to SCCOA members in our Newsletter.

I originally purchased your chip from C&L Performance, along with the O/D pulley, K&N filter and, Vortech MAF.

After experiencing some detonation I returned the chip to you and, you modified the settings. Thereafter, the detonation ceased but so did the performance "off the line". I have to believe that the timing was advanced originally?

However, after reading all the SCCOA articles, I removed the chip for safety.

If I give you all my modifications to date, I would like my chip re-calibrated to try and gain some extra performance:-

K&N 7" Cone filter [air-box and resonator removed].

Overdrive Pulley.

73mm Vortech MAF.

70mm BBK Throttle Body.

3/4" Raised Supercharger Top [SCCOA].

Magnecore 8.5mm Plug Wires.

FlowMaster Force 11 Exhaust [Cat-back].

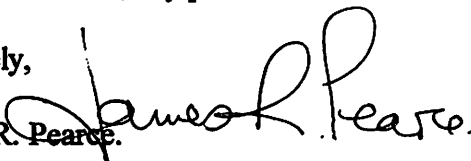
Intercooler Fan [SCCOA].

BBK 190 lph Fuel Pump.

When you return the chip, I would appreciate knowing the actual settings, so we can monitor performance and, any problems.

Sincerely,

James R. Pearce.



JAMES R. PEARCE
20 Whitby Road
Wexford East
Cherry Hill, NJ 08003
609/424-1137

February 24, 1998

SuperChips, Inc.
1958 North County Road 427
Longwood, FL 32750

Attn: Mike Troyer, National Marketing Director.

Dear Mike,

Thank you for returning my chip module to me re-calibrated.

Unfortunately, having installed it on Sunday Feb. 22 the car would not start and, the "check engine" light was on.

With a chip in place the EEC processor automatically gives a "511" failure code ; so I was unable to diagnose the cause.

In order to use my car for work the next day I had to remove the chip and, it then started and runs fine. I again checked the processor and received a "111" pass. code, so there were no recorded faults in the system, only the chip itself.

This is the third chip I've tried. The original gave serious detonation, the second gave no performance gain and, after reading various articles from SCCOA and Ford Engineers I removed it for safety.

Now this third one is a total failure and, having successfully installed two previous units I know the contacts and seating are fine.

I, therefore, return your chip for a total refund.

Sincerely,


James R. Pearce.

511 N. Wynnewood Ave.
Narberth, Pa 19072-1742
Phone (day) (610) 219-3615
Phone (evening) (610) 684-5092

January 30, 1998

Bill Hull
2239 Banbury Street
Charlottesville, Va. 22901

Dear Bill,

I just received my membership package and already I have a suggestion for you. For future members, don't include so many past issues of *Chargin' Thunder*. I stayed up way too late reading 'em and was late for work.

From what you've written, it seems you're a little over the half century mark and still going strong. If your idea of having **no energy** is working from 4:00A.M. to 10:00PM, then I wish I had a little less energy myself. I too am a few degrees ATDC on the 100 year lifecycle. I'm hopin' I have many left before the big valve job in the sky.

Getting down to business, I guess I'm going to start with stage one at the top. I have already increased my differential's gear ratio by 20% by going from stock 2.73 ratio to 3.27. Actually, I didn't do this first intentionally, but since I left some of the original gears at a stop light. I thought I'd take advantage of the opportunity... I'm also going to order on of those service manuals so I can ask fewer "obvious" questions on the Web BBS.

Please send me the following parts for my '90 SC 5 speed:

Haynes Thunderbird shop manual
Air-Lift air bag for right rear coil spring
Competition limited high performance headlights (blue)
Stage 1 special —
 Headers and downtubes with cats
 1200° Jet-Hot coating on headers
 2 1/4" into 3" back to 2 1/4" cat-back exhaust
 modified SC top (for 1990 Eaton)
 Dynamax Super Turbo mufflers

Keep up the great work

Paul Waldeier

COY MILLER RACE ENGINES
DYNO SERVICE / COMPETITION MACHINE SHOP
1046 MOORE STREET
HARRISONBURG VA, 22802
(540) 433-0545

Listing of C:\WINDYN\901\DATA\DATA0086.SFD
Printed on Mar 18, 1998 at 13:31:50
Calibrated on -----
Configuration name: SF901

Stored on Mar 17, 1998
Boost 12 LBS
oil temp 170°
Fuel Pres. 50-55 PSI

Test Description:
Test Type: 300 RPM Accel[
Job No.: 10444-2
Test Operator: Coy
Engine Owner: Joe Sarcona
Engine: 3.8 SCF-Gas 8.7
Cylinder Head: CMRE SCF
Induction System: CMRE SC
Jets: pri..42 sec. .42, Powervalve NA
Ignition Timing: 11 deg. spout out
Valve Lash: Int. .000 Exh. .000
Cam: Comp CMRE Hyd. roller
Cam Timing: 108 ICL
Oiling System: Factory SC
Test Fuel: 93 pump gas & Cam 2 *NO FMU*
Oil: 10W30
Plug Gap: .045
Plug Type: 514 Accel

Comments: 10 % SC Pulley

Boost fell to 10 LBS @ 5300

EngBor	3.841	inches
EngCyl	6	Number
CorPrs	29.92	InHg
SpdRat	1.00	Ratio
FuelSG	0.750	Ratio
FuelLV	18000	BTU/lb
VapPrs	0.8	InHg
DryBul	83	Deg F
InValD	1.850	In.Dia
ExPipe	2.00	In.Dia
IntLng	9.7	Inches
StrTst	138	second

EngStr	3.390	inches
CorTmp	60	Deg F
EngCyc	4	Cycles
CorVap	0.0	InHg
FuelHV	21000	BTU/lb
PmpRat	1.00	Ratio
WetBul	75	Deg F
ConRod	5.956	inches
ExValD	1.625	In.Dia
ExLong	36.0	Inches
IntMCd	0.350	Ratio

Listing of C:\WINDYN\901\DATA\DATA0086.SFD
Channel Group: Corrected Power Page 1
Printed on Mar 18, 1998 at 13:31:50

EngSpd RPM	STPTrq Clb-ft	STPPwr CHp	BSAC lb/hph	FulA+B lb/hr	A/F Ratio	Air 1 scfm	BSFC lb/hph	VolEff %
2600	454.8	225.1	5.99	116.0	12.19	277	0.547	160.5
2700	456.9	234.9	5.84	117.9	12.17	282	0.533	157.1
2800	457.2	243.7	5.79	115.9	12.40	290	0.505	155.8
2900	461.8	255.0	5.73	117.8	12.41	300	0.491	156.0
3000	464.2	265.1	5.72	118.4	12.81	312	0.475	156.6
3100	474.4	280.0	5.64	126.8	12.63	324	0.481	157.
3200	<u>480.9</u>	293.0	5.71	129.1	13.23	343	0.468	161.8
3300	478.6	300.7	5.78	132.6	13.28	357	0.469	163.2
3400	478.1	309.5	5.79	139.6	12.87	368	0.480	163.1
3500	479.6	319.6	5.84	139.1	13.47	384	0.463	165.2
3600	475.3	325.8	5.92	151.2	13.03	396	0.494	165.9
3700	476.5	335.7	5.94	147.1	13.90	409	0.466	166.7
3800	480.3	347.5	5.90	151.2	13.87	421	0.463	166.9
3900	481.9	357.9	5.96	160.6	13.41	438	0.477	169.2
4000	478.6	364.5	6.01	166.7	13.21	449	0.487	169.3
4100	477.1	372.4	6.05	174.5	12.97	463	0.498	169.9
4200	475.6	380.4	6.11	177.2	12.71	477	0.495	171.0
4300	468.0	383.1	6.17	182.9	12.51	486	0.508	169.9
4400	470.0	393.8	6.18	185.5	12.69	500	0.501	170.8
4500	461.3	395.3	6.25	194.8	12.57	507	0.524	169.6
4600	461.4	404.1	6.29	200.8	12.54	522	0.529	170.6
4700	455.5	407.6	6.37	220.1	11.90	533	0.574	170.6
4800	453.0	414.0	6.37	218.6	12.18	542	0.562	169.7
4900	439.3	409.9	6.55	226.7	11.98	551	0.588	169.1
5000	435.6	414.7	6.58	224.9	12.28	560	0.577	168.3
5100	429.4	<u>416.9</u>	6.65	222.9	12.32	569	0.569	167.9
5200	421.0	416.8	6.78	222.1	12.53	580	0.567	167.6
5300	409.6	413.3	6.89	226.5	12.36	584	0.584	165.6
5400	401.9	413.3	6.99	228.5	12.57	593	0.589	165.0
5500	392.3	410.8	7.13	237.3	12.44	600	0.616	164.0
5600	375.1	400.0	7.41	254.8	11.94	607	0.679	163.1
5700	370.0	401.5	7.43	247.9	12.50	611	0.659	161.1
5800	362.7	400.6	7.52	258.6	12.04	616	0.689	159.8
5900	345.1	387.7	7.85	247.4	12.11	622	0.682	158.8
6000	333.3	380.7	8.03	250.7	11.97	625	0.704	156.9

Listing of C:\WINDYN\901\DATA\DATA0086.SFD
Channel Group: Exhaust Temperatures Page 1
Printed on Mar 18, 1998 at 13:31:50

EngSpd RPM	Exh1 degF	Exh2 degF	Exh3 degF	Exh4 degF	Exh5 degF	Exh6 degF	Exh7 degF	Exh8 degF
2600	1240	1270	1230	1190	1290	1300	70	70
2700	1240	1270	1230	1190	1290	1300	70	70
2800	1240	1270	1230	1190	1280	1300	70	70
2900	1250	1270	1230	1190	1280	1300	70	70
3000	1250	1270	1230	1190	1280	1300	70	70
3100	1250	1270	1230	1200	1280	1300	70	70
3200	1250	1280	1230	1200	1270	1300	70	70
3300	1250	1280	1230	1200	1280	1300	70	70
3400	1250	1280	1230	1200	1280	1300	70	70
3500	1260	1280	1230	1210	1290	1300	70	70
3600	1260	1280	1230	1210	1290	1310	70	70
3700	1260	1290	1230	1210	1290	1310	70	70
3800	1270	1290	1240	1220	1290	1310	70	70
3900	1270	1290	1240	1220	1300	1320	70	70
4000	1270	1300	1240	1230	1300	1320	70	70
4100	1270	1300	1240	1230	1310	1330	80	70
4200	1270	1300	1250	1240	1310	1330	70	70
4300	1280	1300	1250	1240	1310	1330	70	70
4400	1280	1300	1260	1240	1320	1330	70	70
4500	1280	1310	1260	1250	1320	1340	70	70
4600	1280	1310	1260	1250	1320	1340	70	70
4700	1280	1310	1260	1260	1320	1350	70	70
4800	1290	1310	1270	1260	1330	1350	70	70
4900	1290	1320	1270	1270	1330	1360	70	70
5000	1290	1320	1280	1270	1340	1360	70	70
5100	1290	1320	1280	1270	1340	1370	70	70
5200	1290	1330	1280	1280	1350	1380	70	70
5300	1290	1330	1280	1280	1350	1380	70	70
5400	1300	1340	1290	1280	1350	1390	80	70
5500	1300	1340	1290	1290	1360	1390	80	70
5600	1300	1340	1300	1290	1360	1400	70	70
5700	1300	1340	1300	1290	1370	1400	70	70
5800	1300	1350	1300	1290	1370	1410	80	70
5900	1310	1350	1310	1300	1370	1420	80	70
6000	1310	1360	1320	1300	1380	1420	70	70

Corrected Power

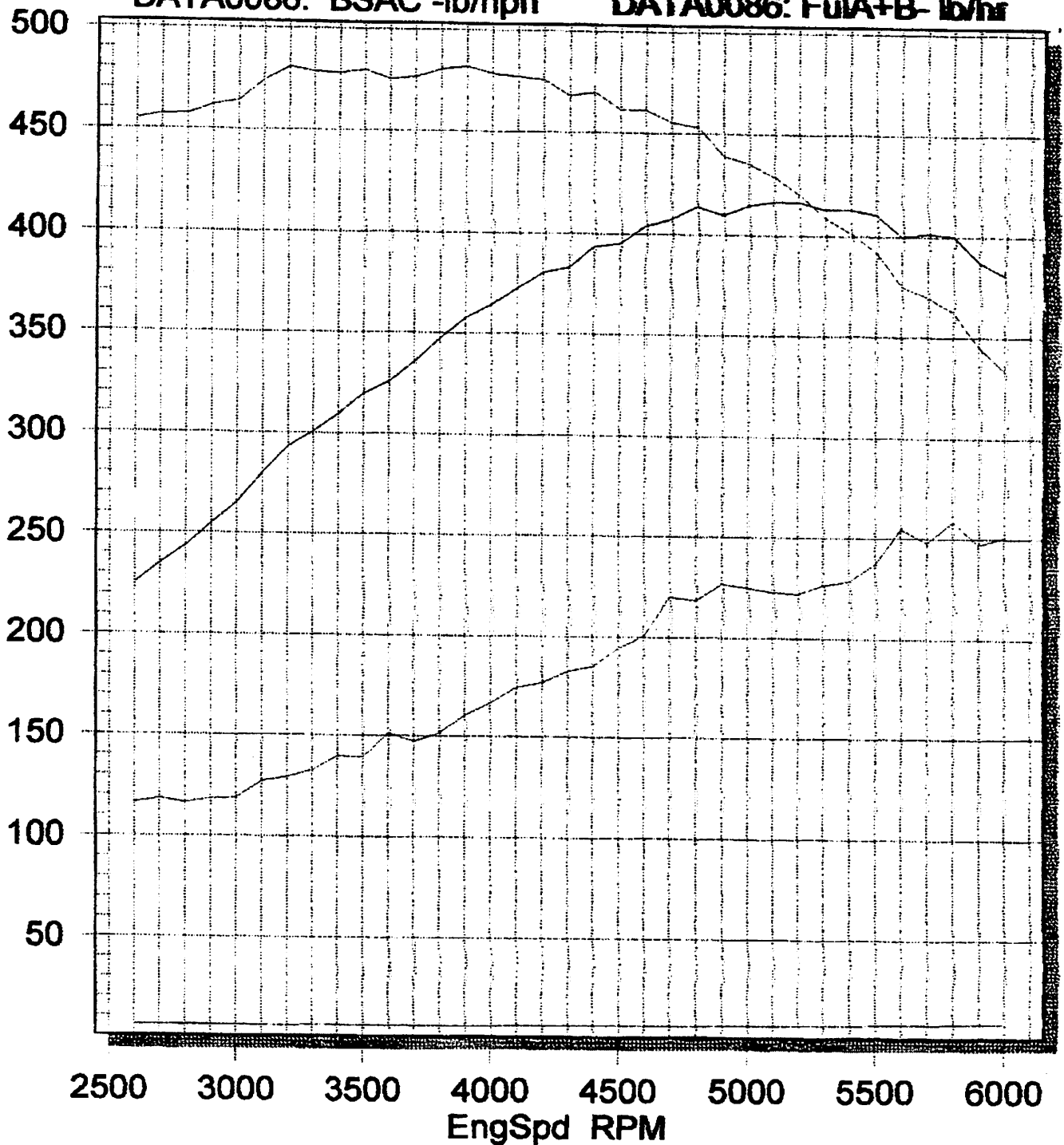
DATA0086,

DATA0086: STPTq-Clb-ft

DATA0086: STPPwr- CHp

DATA0086: BSAC -lb/hph

DATA0086: FulA+B- lb/hr



Coy Miller Race Engines

Date: 03/18/98 WinDyn™ - SuperFlow Corp. © 1996 Time: 13:32:15

COY MILLER RACE ENGINES
DYNO SERVICE / COMPETITION MACHINE SHOP
1046 MOORE STREET
HARRISONBURG VA, 22802
(540) 433-0545

Listing of C:\WINDYN\901\DATA\DATA0087.SFD
Printed on Mar 18, 1998 at 13:33:14
Calibrated on -----
Configuration name: SF901

Stored on Mar 17, 1998
Boost 12 LBS
oil 170"
Fuel Pres.

Test Description:

Test Type: 300 RPM Accel

Job No.: 10444-2

Test Operator: Coy

Engine Owner: Joe Sarcona

Engine: 3.8 SCF-Gas 8.7

Cylinder Head: CMRE SCF

Induction System: CMRE SC

Jets: pri..42 sec. .42, Powervalve NA

Ignition Timing: 11 deg. spout out

Valve Lash: Int. .000 Exh. .000

Cam: Comp CMRE Hyd. roller

Cam Timing: 108 ICL

Oiling System: Factory SC

Test Fuel: 93 pump gas & Cam 2 *with NOS*

Oil: 10W30

Plug Gap: .045

Plug Type: 514 Accel

Comments: 10 % SC Pulley

EngBor	3.841	inches
EngCyl	6	Number
CorPrs	29.92	InHg
SpdRat	1.00	Ratio
FuelSG	0.750	Ratio
FuelLV	18000	BTU/lb
VapPrs	0.8	InHg
DryBul	83	Deg F
InValD	1.850	In.Dia
ExPipe	2.00	In.Dia
IntLng	9.7	Inches
StrTst	1717	second

EngStr	3.390	inches
CorTmp	60	Deg F
EngCyc	4	Cycles
CorVap	0.0	InHg
FuelHV	21000	BTU/lb
PmpRat	1.00	Ratio
WetBul	75	Deg E
ConRod	5.956	inches
ExValD	1.625	In.Dia
ExLong	36.0	Inches
IntMCd	0.350	Ratio

Listing of C:\WINDYN\901\DATA\DATA0087.SFD
Channel Group: Corrected Power Page 1
Printed on Mar 18, 1998 at 13:33:14

EngSpd RPM	STPTrq Clb-ft	STPPwr CHp	BSAC lb/hph	FulA+B lb/hr	A/F Ratio	Air 1 scfm	BSFC lb/hph	VolEff %
2600	448.5	222.0	5.98	125.3	12.22	271	0.605	159.5
2700	451.6	232.2	5.85	125.4	12.50	277	0.579	156.9
2800	460.1	245.3	5.75	130.2	12.39	287	0.569	157.1
2900	463.7	256.0	5.69	125.2	12.21	296	0.525	156.8
3000	464.8	265.5	5.74	132.9	11.79	310	0.537	158.6
3100	469.8	277.3	5.67	128.0	12.88	320	0.495	158.2
3200	481.0	293.1	5.71	140.2	12.92	341	0.514	163.4
3300	477.1	299.8	5.77	143.8	12.98	352	0.515	163.8
3400	478.5	309.8	5.78	148.0	13.11	364	0.513	164.5
3500	488.2	325.3	5.60	152.1	12.93	370	0.502	162.4
3600	514.6	352.7	5.22	152.9	13.00	374	0.466	160.0
3700	567.1	399.5	4.74	151.0	13.55	385	0.406	159.9
3800	650.1	470.4	4.38	155.2	13.44	419	0.354	169.5
3900	<u>651.5</u>	483.8	4.38	159.0	13.14	431	0.353	170.0
4000	<u>609.8</u>	464.4	4.73	178.1	12.74	448	0.411	171.8
4100	594.7	464.3	4.81	178.2	12.94	454	0.412	170.2
4200	587.7	470.0	4.85	181.3	12.71	463	0.414	169.6
4300	583.4	477.7	4.88	185.9	12.50	474	0.418	169.4
4400	575.0	481.7	4.99	195.4	12.81	489	0.436	170.8
4500	563.1	482.5	5.09	188.9	12.19	499	0.421	170.6
4600	556.4	487.4	5.19	204.1	12.48	513	0.450	171.6
4700	550.4	492.6	5.26	229.3	12.20	526	0.501	172.1
4800	533.0	487.2	5.36	235.1	11.95	530	0.519	169.9
4900	531.0	495.4	5.36	218.0	11.86	539	0.473	169.3
5000	525.0	499.8	5.41	217.7	12.07	549	0.469	168.8
5100	508.6	493.9	5.59	254.8	11.57	562	0.553	168.3
5200	503.5	498.5	5.61	232.4	12.05	568	0.501	167.4
5300	497.8	<u>502.4</u>	5.62	233.6	11.95	573	0.501	166.3
5400	486.9	500.6	5.75	236.8	12.39	583	0.510	166.1
5500	472.3	494.6	5.88	242.8	12.19	590	0.529	164.9
5600	462.2	492.8	5.96	240.1	11.85	595	0.525	163.3
5700	449.2	487.5	6.10	236.6	12.15	602	0.523	162.5
5800	439.3	485.1	6.19	238.7	12.16	608	0.531	161.4
5900	410.7	461.3	6.57	251.1	11.64	612	0.588	160.0
6000	380.4	434.6	6.98	245.7	11.92	613	0.612	157.4

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Listing of C:\WINDYN\901\DATA\DATA0087.SFD
Channel Group: Exhaust Temperatures Page 1
Printed on Mar 18, 1998 at 13:33:14

EngSpd RPM	Exh1 degF	Exh2 degF	Exh3 degF	Exh4 degF	Exh5 degF	Exh6 degF	Exh7 degF	Exh8 degF
2600	1310	1330	1270	1240	1330	1340	60	70
2700	1310	1330	1270	1240	1330	1340	60	70
2800	1310	1330	1270	1240	1330	1340	60	70
2900	1310	1330	1270	1240	1330	1340	60	70
3000	1310	1330	1270	1240	1330	1340	60	70
3100	1300	1330	1270	1240	1330	1340	60	70
3200	1300	1330	1270	1240	1330	1340	70	70
3300	1300	1330	1270	1240	1320	1340	70	70
3400	1310	1330	1270	1240	1320	1340	70	70
3500	1310	1330	1270	1240	1320	1340	70	70
3600	1310	1330	1270	1240	1320	1340	70	60
3700	1310	1330	1270	1250	1330	1340	70	60
3800	1330	1350	1300	1270	1340	1360	70	70
3900	1350	1370	1320	1290	1350	1370	70	60
4000	1380	1400	1350	1320	1360	1380	70	60
4100	1390	1420	1360	1330	1370	1390	70	70
4200	1400	1430	1370	1340	1370	1390	70	70
4300	1410	1430	1380	1350	1380	1400	70	70
4400	1410	1440	1390	1350	1380	1400	70	70
4500	1420	1450	1400	1360	1380	1410	70	70
4600	1420	1450	1410	1370	1390	1410	70	70
4700	1420	1460	1420	1370	1390	1410	70	70
4800	1420	1460	1420	1370	1390	1420	70	70
4900	1430	1470	1420	1380	1390	1420	70	70
5000	1430	1470	1430	1380	1390	1430	70	60
5100	1440	1480	1430	1390	1390	1430	70	70
5200	1440	1490	1440	1390	1400	1440	70	70
5300	1440	1490	1440	1390	1400	1450	70	60
5400	1440	1500	1450	1390	1410	1450	70	70
5500	1450	1500	1460	1400	1410	1460	70	70
5600	1450	1500	1460	1400	1420	1470	70	70
5700	1450	1510	1470	1400	1420	1480	70	70
5800	1460	1520	1480	1400	1420	1480	70	70
5900	1460	1520	1480	1400	1430	1490	70	70
6000	1470	1520	1480	1400	1430	1490	70	70

Corrected Power

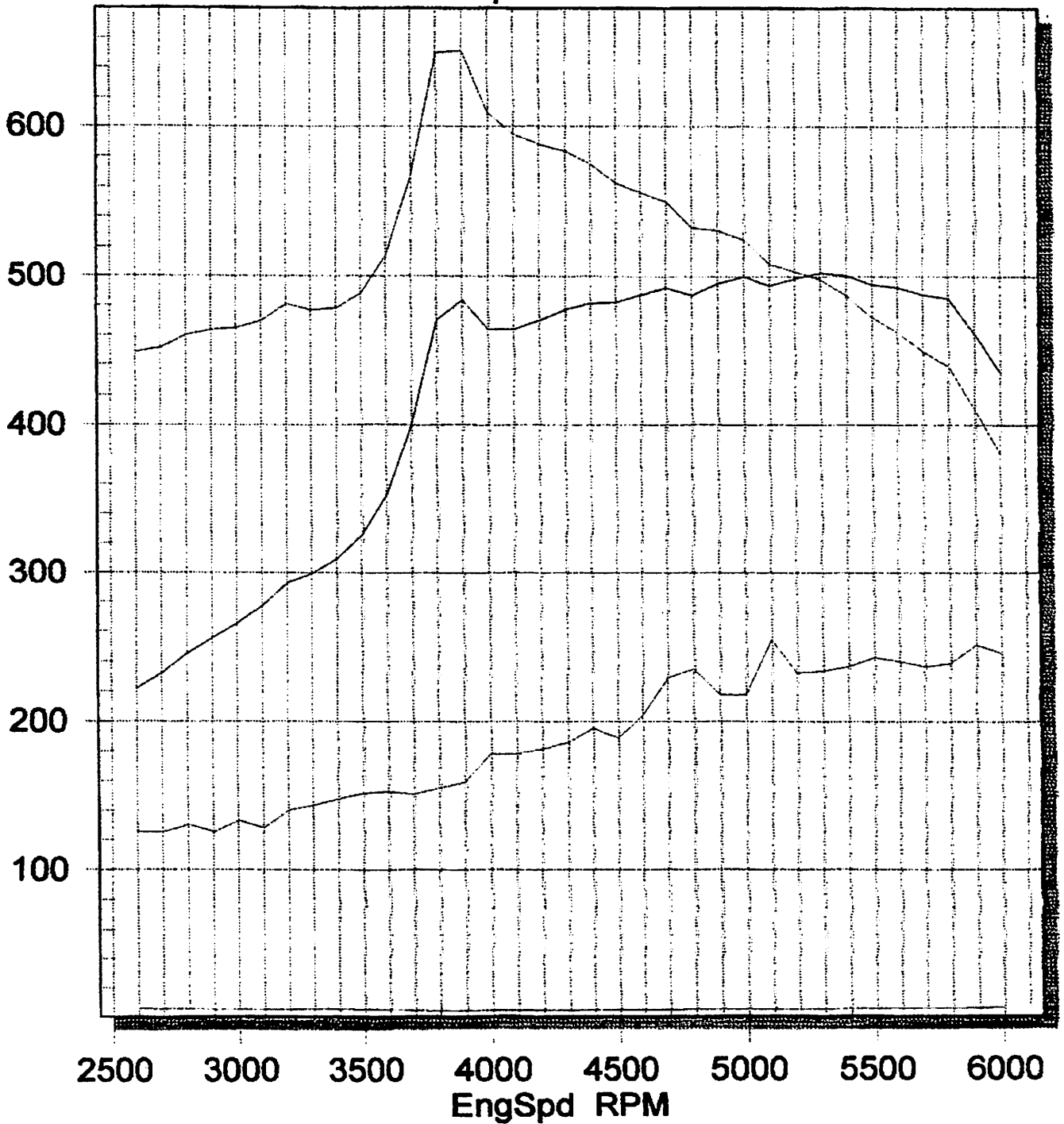
DATA0087,

DATA0087: STPT_{req}-Clb-ft

DATA0087: STPP_{wt}-Chp

DATA0087: BSAC -lb/hph

DATA0087: FulA+B- lb/hr



Coy Miller Race Engines

Date: 03/18/98 WinDyn™ - SuperFlow Corp. © 1996 Time: 13:33:20

SPEED COSTS MONEY - "HOW FAST CAN YOU AFFORD TO GO"?

SUPER COUPE CLUB OF AMERICA PERFORMANCE PARTS PRICE LIST

"We Drive & Race What We Sell"

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ELECTRONICS

MAGNECOR Competition 8.5mm Metal Core Sprial Wound Plug Wire Set	99.00
COMPETITION LIMITED High Performance Headlight kits w/ 2 80w, 2 100w	
Halogen bulbs, wiring harness w/fuse link, instructions 89-93 T-Birds	139.00
94-95 T-Birds, same as above but w/ 2 80/100w 9007 halogen bulbs	129.00
Blue or Gold ionized Halogen bulbs \$3 ea additional	
50w Halogen back-up bulbs ea.	18.00
50-75w Halogen fog-light bulbs for SC's ea.	20.00

ENGINE

K&N Lifetime Panel Air Filter - drop-in replacement	42.00
K&N 9" cone filter - clamps to Mass Air Meter	38.00
SCCoA fresh-air induction system, incl K&N 9" cone filter, March Ram-Air box, 3" mandrel-bent inlet tube w/pcv fitting, bolt-on 15HP	199.00
C&L/Vortech 73mm Max-Flow Mass Air Meter w/30, 36, 38 or 42lb sampling tube	189.00
Replacement sampling tubes	40.00
EATON-MAGNUSON PRODUCTS S-Model Hi-Flow Supercharger - complete w/custom inlet&outlet porting, matching inlet plenum, pulley of choice	1550.00 exchange
SCCoA Modified SC Adapter Air Outlet - ¾" raise incl/custom porting & polishing "Stealth" appearance price minus \$60 core	450.00
OTC Spanner Nut wrench for SC's - needed to switch SC tops	55.00
Blower Pulleys stock 89-93, or 94-95 SC	50.00
SVO 5% or SCCoA 10% OD	60.00
SCCoA 3-piece Accessory Underdrive Pulley set	179.00
SCCoA 10" Lo-Profile 850cfm Hi-Flo Intercooler Fan	99.00
SCCoA/Spearco Hi-Flo Intercooler - w/custom aluminum inlet duct - Exchange only	750.00
SCCoA "Double-Intercooler" w/ported inlet & outlet flanges - Exchange only with optional ice tray	800.00 950.00
BBK Throttle Bodies - must switch throttle linkage w/stock	65mm 199.00 70mm 209.00 75mm 219.00
with modified throttle linkage add \$50	

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Griffin Hi-Capacity all aluminum radiators, race quality, direct fit, 50% increase in capacity, incl. SCCoA pressure release cap, Manual or AOD trans		695.00
Robert Shaw Hi-Po Thermostats 180 or 195 degree w/Fel-pro gasket		10.00
SCCoA Pressure-release radiator caps, a must for all SC's		12.00
SCCoA Roller-rocker set, 1.73 ratio, race quality extruded aluminum, bolt-on, non-adj.		299.00
SCCoA Roller-rocker set, 1.73 ratio, Stud mounted (ARP) adjustable, w/CMRE custom guideplates, polylocks - race-quality extruded aluminum or chrome-moly		499.00
Vortech boost-controlled 4:1 FMU w/adjustable pressure gain control, fuel line connect.		349.00
SCCoA Hi-Flo fuel pumps w/filter screen, direct fit	155lph	99.00
	190lph	129.00
	250lph	169.00
Vortech T-Rex In-line pump 60 gal/hr @70psi w/wiring & instructions - a must for NO2		299.00
Hi-Flo fuel injectors, set of 6	Bosch 30lb/hr	299.00
	Bosch 36lb/hr	379.00
	Lucas 38lb/hr	429.00
	Lucas 42lb/hr	499.00
SCCoA/ARP Head Studs, 190,000psi, 11mm w/12pt nuts, HD washers set		119.00
SCCoA/ARP Rod bolts, 190,000psi, 9mm set		79.00
SCCoA/ARP Rocker studs, 170,000psi - 3/8" - 7/16" for stud mounted rockers		79.00
SCCoA/ARP Main studs, 190,000psi, 12mm, w/12pt nuts, HD washers, set		119.00
SCCoA/CMRE main stud support girdle, CNC'd billet steel, incl ARP main studs		429.00
SCCoA crankcase windage tray, prevents oil captivation & foaming, aids oil drain back		49.00
EXTRUDE-HONE Power Flow incl UPS to & from E/H inlet plenum		140.00
	manifold adapter	140.00
	upper I/C tube	140.00
	lower I/C tube	190.00
	complete set 10% discount	549.00
SCCoA custom porting	inlet plenum 70mm or 75mm	75.00
	intake manifold, inlet port & runners	95.00
Fel-Pro gasket sets, upper engine head set, w/late design head gaskets, all years		150.00
	lower engine set, all years	75.00
	complete upper & lower engine sets	215.00

EXHAUST

All SCCoA cat-back exhaust systems are street legal. SCCoA headers & downtubes are sold "off-road" only (Too expensive to have EPA & CARB certified although the converters ARE EPA & CARB certified)

SCCoA short-tube headers - 1-3/4" primaries, 2.4" I.D. collectors	304 Stainless	695.00
incl FelPro header gaskets & new 8mm bolts	16ga mild steel	595.00
SCCoA long-tube headers - 1-7/8" primaries, 3" 3 into 1 collectors	304 stainless	995.00
	16ga mild steel	895.00
SCCoA 2-1/2" down-tubes for short-tube headers incl O2 fitting	w/hi-flo converters	350.00
	w/o converters	150.00
2-1/4" down-tubes for factory manifolds	prices same as 2-1/2"	
SCCoA Tru-Dual cat-back exhaust system (92-later gas tanks only) - dual 2-1/4" pipes with H-pipe/balance tube, follows factory routing, with 2 Dynamax Super-Turbo's		549.00
SCCoA 2 into 1 into 1 cat-back exhaust systems, all mandrel-bent components, factory		

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fit, dual 2-1/2" into 3' into dual 2-1/2, incl Magnaflo resonator, 2 Dynamax factory replacement Super Turbo's or Magneflo Super Turbo's, uses factory hangers, etc	849.00
Dual 2-1/2 into 3-1/2" into dual 2-1/2" "Big Dog" system w/o resonator for over 350HP applications incl 2 Dynamax Super Turbo's 92-up gas tanks only	849.00
Magneflo resonator dual-inlet, single outlet	119.00
Super-Turbo muffler ea.	89.00
Dynamax Factory replacement Super Turbo w/ stainless tips ea.	80.00
Jet -Hot Metallic-Ceramic Thermal Coating, inside & out	short tube headers 180.00
	Down-tubes w/o cats 80.00
	Down-tubes w/cats 150.00
Long-tube headers, inside & out	300.00

TRANSMISSION/DRIVELINE

Centerforce Dual-Friction Clutch Kit - a racing clutch-pressure plate for the street w/release bearing, 89-93 SC's only	449.00
Art Carr 10" HD Super Torque street converter, 2500rpm non-lock-up, AOD	529.00
	R470W 529.00
High-tech valve body shift improver kit AOD or 4R70W	79.00
AOD or 4R70W HD rebuild kit	190.00
Billet steel 1-piece input shaft	280.00
Finned aluminum AOD pan w/magnetic drain plug, new metric bolts, filter	179.00
Trans-Go shift kit - fully adjustable, w/full-throttle 3-4 up-shifts, holds OD (AOD only) incl. Hi-Rev kit (6000rpm upshifts - a \$50 part if purchased separately) ,w/instructional video. Absolutely the best on the market - used by most major trans shops!	129.00
SVO AOD Wide-Ratio/Upgrade Kit - (factory installed on 94-95 SC 4R70W), incl. 2.84 1 st gear, HD planetary gear set w/higher torque capacity, sun shell assembly, reverse assembly w/HD 2" OD band, HD low inertia 6-plate direct-clutch assembly, reverse/forward clutch assembly, 6000rpm intermediate one-way clutch w/pressure plate, clutch steels & friction plates, & high rpm #2 thru #9 needle pinion bearing thrust washers.	
A high performance/durability upgrade for 89-93 factory AOD's.	645.00
Lakewood Hi-Po U-joints w/o grease fitting (not internally cross-drilled), super-strong, ea	42.00
Speedometer gears 21T for 3.55 5-sp or 3.73 AOD	12.00

CHASSIS/SUSPENSION

Air Bag for rear coil springs - helps cure wheel hop in 5-sp cars ea.	55.00
	pair 95.00
SCCoA 1-1/8" rear sway bar w/new end links (all gold cadmium plated) & urethane bushings - bolt-on	199.00
Baer High Performance & Racing brake packages	call for prices
Eibach Pro-kit 1-1/2" lowering springs	279.00
Tokico Illumina Electronic Adjustable Shocks - factory replacement -30% firmer 2 frt	295.00
	2 rear 225.00
Performance Friction brake pad sets front only	89-91 49.00
	92-95 59.00
Raybestos brake pads, rear, all years	49.00
KVR Carbon-Fiber Semi-Metallic, Rotor friendly, race quality, frt or rear, all years	69.00

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Hi-Po cross-drilled rotors, factory replacement, front or rear, all years ea.	99.00
black, gold, or silver cadmium plated - no rust! Ea.	20.00
Cobra/SVT T-Bird wheels 17" X7.5"	ea.. silver metal-flake painted 189.00
	ea. polished 239.00
	ea. chromed 299.00
all prices plus shipping \$10 ea. \$15 ea. west coast	
"Fat-shaft" the "Big-Dog" 5-sp right side half-shaft, ea. while they last, new, OEM	299.00

HIGH PERFORMANCE LUBRICANTS/FLUIDS

Entech Corp Energy Release for engines, transmissions, superchargers, power steering, many other uses 16oz bottle - enough for 2 oil changes, 1 oz for blower	24.00
ER chassis/wheel bearing grease - 14oz cup or 14oz tube for grease gun	9.00
Red Line Synthetic Racing AFT qt.	8.00
case (12 qts)	90.00
Red Line or Cool & Clean water-wetter 16 oz bottle ea	8.00
Eaton/Ford supercharger fluid 8oz	20.00
Haynes T-Bird/Cougar shop manual 89-96, all models incl/SC	15.00

SCCoA SPECIALTY ITEMS

License plate bracket, black anodized aluminum, T-Bird wing & SCCoA engraved	40.00
Pen & pencil holder, 24k gold plated, solid-cherry base, T-Bird & SCCoA engraved	50.00
Tire guage w/pocket clip, w/ printed "T-bird wing" insignia & "Thunderbird" ea.	9.00
Key chain w/enclosed 6 ft ruler (standard & metric), T-Bird logo	9.00
SCCoA coffee mugs, "SCCoA & Thunderbird" printed on two sides, T-Bird wing printed around base ea.	10.00
2 or more ea.	9.00
Custom Floor Mats - T-Bird wing & SC embroidered front only pr	100.00
rear (no letters)	30.00
Custom Seat Covers, vinyl/fabric, 15 colors, all years, T-Bird wing & SC embroidered front only pair	175.00

SCCOA PARTS PACKAGE DEALS

(SCCoA members only)

SCCoA headers, downtubes, cat-back exhaust, & modified SC top combo - minimum 75 HP
- \$100 off

Magnuson S-Model blower & SCCoA modified SC top combo minimum 50 HP - \$100 off

BBK Throttle body, C&L MAF, SCCoA fresh-air induction system - \$50 off

Eibach springs, Tokico shocks, SCCoA rear sway bar combo, -\$50 off

For the complete 350HP bolt-on package, call for special pricing - For CMRE cams, head &
engine work call Coy Miller @ 540-433-0545

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Host Hotels for the



Name	Approx. Location	Phone Number
Ramada Inn	I-65 exit 22	502-781-3000
Hampton Inn	I-65 exit 22	502-842-4100
Budget Inn	I-65 exit 22	502-843-3200
Greenwood Executive Inn	I-65 exit 22	502-781-6610

Other Hotels in the Bowling Green Area

<http://www.worldfordchallenge.com/hotel.html>

HOTEL INFORMATION

Name	Approx. Location	Phone Number
Days Inn	I-65 exit 22	502-781-6470
Motel 6	I-65 exit 22	502-843-0140
Super 8 Motel	I-65 exit 22	502-781-9594
News Inn	I-65 exit 22	502-781-3460
Comfort Inn	I-65 exit 22	502-843-1163
Holiday Inn	I-65 exit 22	502-782-6933
Econo Lodge	I-65 exit 22	502-842-6730
Drury Inn	I-65 exit 22	502-842-7100
Courtyard by Marriott	I-65 exit 22 Convention Ctr	502-783-8569
University Plaza Hotel	I-65 exit 22 Hartland Business	800-801-1777
Best Western Motor Inn	I-65 exit 22	502-782-3800
Quality Inn	I-65 exit 22	502-846-4588
Scottish Inn	I-65 exit 22	502-781-6550
Best Western Continental Inn	I-65 exit 28	502-781-5200
Country Hearth Inn	I-65 exit 28	502-783-4443
Hospitality Lodge	I-65 exit 28	502-781-6181
Cardinal Motel	1310 US 31W Bypass	502-842-0328
Villager Lodge	802 US 31W Bypass	502-842-0321
Western Hills Motel	US Hwy 231 & 68	502-842-5633
Advantage Motel	621 State St.	502-782-6320
Bowling Green Motel	Old Louisville Rd.	502-842-2424
Bryce Inn	I-65 exit 38 Smiths Grove	502-563-5141
Mayfair Motel	1540 Old Louisville Rd.	502-782-3282
Topper Motel	427 US 31W Bypass	502-842-4273
Travel Inn	409 US 31W Bypass	502-843-3264

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For Further Hotel Info contact World Race Events at 305-436-0996

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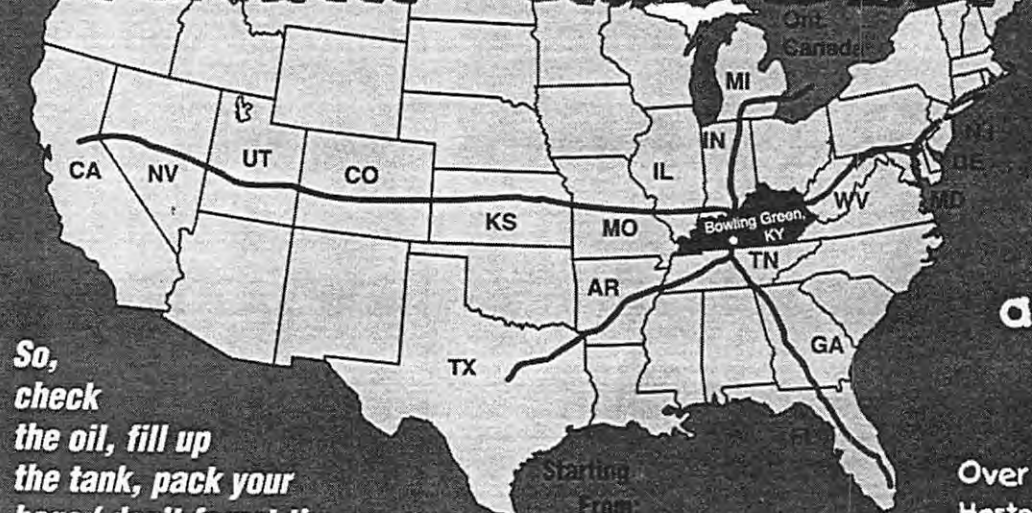
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