

CHARGIN' THUNDER

Super Coupe Club of America

Volume VI

September 2001



***Dedicated to the preservation and performance of the
1989 – 95 Thunderbird Super Coupe & 1989/90 Cougar XR7***

There is no better exercise for your heart than reaching down and helping to lift someone up.

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Changes of Address

Address changes MUST be submitted in writing by the 25th of the month prior to a Chargin' Thunder (CT) printing. The CT is mailed each March, June, September, and December. This will give us time to change it in the computer prior to the next mailing. Address changes are not taken over the phone. They must be in writing via letter, or email (sccoa@usa.net) stating old address and new address. We cannot be responsible for "lost" issues due to late notice of address change. Replacement cost of any lost issue is \$5.00.

Mailing of Newsletters

The CT newsletter is mailed out quarterly in the third, sixth, ninth, and twelfth month of the year. All issues are mailed at the same time via Bulk Mail Postage.

Problems & Complaints

Our highest priority is getting the CT newsletter mailed to you on a timely basis. Please let us know if you have ANY problem at all. Call or email us with your questions or concerns.

New Membership & Renewal

Membership and subscription to the CT newsletter is \$40 US per year. Dues for those outside the USA and Canada are \$50 per year. Each club year begins with the March issue and concludes with the December issue. Renewal slips are placed in each December issue for the upcoming club year. Each January brings a new club year. New members and late renewals receive issues of the CT back to the previous March (which is the month the first CT of the year is mailed) to keep them totally up to date and keep their yearly volume of issues complete.

Classifieds

Any member may place "car" or "used parts" ads for free in the CT. Send your ad to us via email or post card/letter and it will appear in the next issue. Include your member number with your request. Ads must be typed or printed legibly, please.

Businesses wishing to place an advertisement in a CT newsletter should contact Patty or Bill. 513-697-6501

Daily Schedule

Patty is available 10:00 a.m. – 4 p.m. M-F most days for general information. Bill is available from 6 – 9 p.m. EST M-F for technical info. Please be considerate of the time zone differences!
Phone # 513-697-6501.

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John Nolan Ford is offering SCCoA members Ford original equipment replacement parts at **"wholesale" pricing** (+ shipping). **Contact Parts Manager Ron or Bob at 1-800-837-8114** and simply tell him you are a Super Coupe Club of America member.

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From The Birds Nest

By Bill Evanoff

The first ever MN12 National event happened recently over the long Labor Day weekend in Oklahoma City, OK. The event was blessed with terrific weather and approximately 52 Super Coupes, XR7s, LX Birds and Mark VIIIs. SCs and XR7s were the majority with just a few non-supercharged cars in attendance.

This was the first attempt to have a show dedicated to the MN12 chassis cars. I was pleased to take part in it and appreciated all the hard work put out by the following event coordinators: Kurt Sunday, Major Glenn Huber, Jason Marsh, Robert Whitt, and others. We will have full event coverage and pictures of this outing in the December CT.

A hot topic of conversation over the next few months on the SCCoA BBS will likely be where to hold the 2002 National event. As club coordinator, I am hesitant to step in and dictate where this event should be held. I would rather let the members decide.

Oklahoma City is definitely a central location but it was a LONG way from home for many people. Therefore, I'd like to suggest a roving National event that moves around the country from year to year. This way the event hopefully will be available to all members eventually. For example, there is a huge concentration of SC owners in California, but no SC show has ever even been near there, except for the SCCoSW Las Vegas outings.

As I said, this is one hot topic and your suggestions matter just as much as the next guys...meaning a group decision will have to be made. Stay tuned to the

www.sccoa.com National Events BBS and participate in the voting that will likely occur regarding the host city for the 2002 show. Majority wins!!

The Carlisle All Ford Nationals show that occurred during the first weekend in June was a record breaker as far as SC/XR7 attendance. Over 70 cars were in attendance and the weekend was a blur, as I've never met so many SC enthusiasts in one place. CT coverage of this event starts on page 23 of this issue.

ABS Remanufacturing Sources

In past CT newsletters there has articles on the SC Anti-Lock Braking System (ABS). In this issue we again have a personalized story from Mike Duralia and his experience with Prior Remanufacturing Inc. A representative from Prior has recently contacted the SCCoA and has offered special pricing and services. The details regarding these deals are still pending but it looks like SCCoA members will soon have an alternative to SIA Electronics to repair their ABS units. Hopefully, these two companies will compete for our business bringing the repair price down and improving service and quality. I'll share the Prior pricing on the web site and in the next CT when things are firmed up with them.



Low lying clouds in OKC didn't ruin the fun at the National MN12 meet

ABS System Repair

by Mike Duralia

It's happened to all of us. The "CHECK ENGINE" light comes on and your heart sinks. You see dollars flying out of your wallet. Well, I recently had that experience and ended up having to replace my ABS hydraulic control unit. While I didn't do the repair work myself, I did want to at least share what I learned during the process so if this happens to you, you'll have an easy time getting the stuff you need to get your bird healthy again.

My bird is a 1994, 5-speed without traction control. The hydraulic control unit is between the master cylinder and the brake calipers. The unit, controlled by the ABS module, opens and closes valves to each wheel to apply and release brake pressure rapidly to keep the car under control in hard braking conditions. It's also responsible for the traction control feature because it pulses the brakes to help keep the wheels from slipping in poor road conditions. That's why it's important that you know whether you have the traction control before ordering a replacement hydraulic control unit.

So, back to the CHECK ENGINE light activating and remaining lit while driving. I had always used a voltmeter and a jumper wire on the Electronic Engine Control (EEC) system to determine what problem codes where in the car. So, I hooked up my meter to check it out (if you don't know how to do this, pick up an aftermarket shop manual such as Haynes or Ford's manual printed by Helms). Unfortunately, I can't remember if I got an error code from the EEC that directed me to check the ABS system or if it passed and that got me wondering if it could be the ABS. Anyway, since I didn't have any information on how to get codes from the ABS with my

voltmeter, I broke down and purchased a code reader from Walmart for \$25 (Innova Electronic Corporation Model # 3143). The reader works for the ECMs and ABS modules on all 1989-1995 SCs but double check the package to be sure it will work on your particular bird. That's the best \$25 bucks I've spent; it sure makes getting the codes a lot easier!

The ABS unit told me that one of the 8 valves in the hydraulic control module wasn't working correctly. It was most likely a short in the wiring harness and, as usual, that can't be repaired or replaced; you have to buy the whole control unit. Well, I called my Ford dealer, and was quoted just over \$750 parts and labor to replace it. When I got up off the floor, I decided to check the SCCoA website and BBS to see if anyone else had been through this. Several folks on the BBS were discussing www.Priorreman.com as a source for a new unit. I contacted them and they were very helpful and the unit price was about \$390. Unfortunately, they did not have a core to rebuild and send me, so I turned to the internet.

I searched www.carparts.com. The remanufactured units from Raybestos; non-traction control model # ABS540059 is \$380.98 and the traction control version, model # ABS540060, is \$494.26. With the model number in hand, I searched the internet again to find a cheaper price. I eventually wound up at www.raybestos.com. looking for a dealer in my area. I selected "contact us" and then "dealer locator", punched in my zip code and found a local retailer. I called and gave them the part number and they quoted me \$295.50 (\$100 less than carparts.com) so I ordered it and had it drop shipped to my house.

I looked at the Ford factory service manuals and at the Haynes manual to see what it would take to do the job. The unit is located under the battery in the fender well so I removed the tire and fender well cover and took a look. After 5 minutes, I decided I didn't want to tackle this job myself. I called the Ford dealer and, of course, they told me they would only install genuine Ford parts. I work for a Tier 1 automotive supplier and it baffles me when they say that because I see genuine Ford parts and aftermarket parts run down the same production line every day! Anyway, I found an ex-Ford dealer mechanic who did the work for \$65 dollars (and I think he'll charge more next time). I took the core back to the Raybestos dealer and the total job only cost me \$375!

Although I don't have the exact details on the repair itself, I hope the information will be helpful if you ever find yourself looking for a hydraulic control unit. Until my next

big adventure, keep it between the lines and watch out for smokey bear!

One final thought. If you've ever had problems with your car idling rough and/or cutting off at idle, check all the hoses that connect into the tubing for the PCV valve. I had a leak in one of mine and oddly enough that affected the operation of the fuel pump. Again, the code reader came to the rescue. It identified the fuel pump problem and once that hose was replaced, the fuel pump errors disappeared!

For more information regarding the '89 to '92 ABS system one can also refer to the December 1999 CT. This issue contains a 14 page in-depth article that helps one understand, diagnose, and repair the Teves II ABS units.

Also, the September 1999 CT contains detailed information on how to access all the EEC trouble codes using only a paper clip...Editor

Delayed Gratification

By Mike Maroschak

I still remember the first time I saw a Thunderbird Super Coupe up close and personal for the first time. I was at the Hess Village Jazz Festival in Hamilton in 1990 and a college buddy of mine pulls up in his brand new SC. I was in awe. I asked on the price and soon realized that there is no way someone one year out of college (and still paying off tuition bills) is going to afford one of these beauties any time soon.

Fast forward to 1997. I had put the Thunderbird out of my mind for several years now and was interested in picking up

a used Impala SS. I first became interested in these at a GM Fleet Day gathering. Imagine every car GM makes sitting in front of you, idling with the keys in the ignition, just waiting for you to take them out on a closed road course. As instructed by a GM Executive, we were to drive them as hard as necessary to discover the limits of traction and acceleration. ☺ However, the prices of these used land yachts were ridiculous. I turned back to my original interest, and after several months of digging, found one in Hamilton that had just come off a 5-year lease. It had also just finished its 5-year Ford extended warranty, so I was reasonably assured that anything that went wrong with this car had been tended to.



The car in detail is as follows (upgrades listed chronologically):

- 1990 Ford Thunderbird SuperCoupe, light titanium metallic
 - auto, leather, no moonroof.
- Purchased with 103,000km and now showing 208,000km
 - Just came off a 100,000km lease.
- Built-in Audiovox cellular phone
 - Love my handsfree.
- Custom tint
 - Love my privacy (+ easier on a black interior)
- Raybestos pro-grade brakes.
 - Long wearing, no warping
- Pioneer Premier head unit, trunk mount 6 pack, & twin Bazooka tubes
 - Gotta have tunes, gotta have bass.
- Goodyear Gatorback accessory belts
 - No slippage, no cracking, the best belts out there.
- K&N panel filter
 - Hey, I watch Car & Driver Television, 15 HP right?
- Taylor wires
 - Better than stock, affordable, lifetime warranty.
- Magnaflow resonator
 - Straight flow thru design.
- Dynomax SuperTurbo mufflers
 - Not too loud and shiny stainless tips.
- Removed air resonator
 - No brainer right? Plus, I like the increased blower whine.

- Competition Ltd. High output replacement headlight system
 - *More on this later.*
- Raised supercharger top (3/4")
 - Major benefit throughout the rev range. Highly recommended.
- BBK SuperCoupe 70mm Tbody
 - A nice looking unit which did nothing until I added the maf!
- Pro-M 75mm plastic maf
 - Hoping the plastic will not soak as much heat.
- Perma-Cool tranny cooler
 - Insurance basically.
- American Racing Nitro rims
 - Very shiny but a real p.i.t.a. to keep clean. I wanted something different than stock and the Cobra rims (i.m.h.o.) are about done to death by now.
- AutoMeter voltmeter, fuel ratio, & fuel pressure gauges
 - I went with electric gauges for safety reasons. I like to keep tabs on what the motor is doing especially down the road with future mods.
- Nobody wants to lean out!
- Tubular stainless steel headers off a 3.8 n/a T-Bird, ported collectors, ceramic metallic coated
 - Seemed like a nice compromise between stock and the (out of my price range) Club headers.
- Custom down tubes into hi-flow cats
 - Well, I wanted new cats anyway.
- Custom double intercooler
 - Wasn't really on my shopping list but an opportunity arose for an awesome price. So I'm weak . . .
- Goodyear Eagle GS-C's, P245-50/16 ZR
 - Fantastic! Hopefully they won't wear out too quick.
- MN12 intercooler fan
 - Absolutely, positively essential unless you like your car dog-tired in summer stop-n-go traffic.

Mike's recommendation of the Competition Limited Lighting System:

As you may have noticed, in my list of goodies is the Competition Limited lighting system. This kit is available from Super Coupe Performance

(www.supercoupeperformance.com/). Check out the following link for some common questions on this product: (www.htnews.com/comptltd/faq.html).

I'll preface the story by mentioning that their kit is well put together, including

everything you need (harness, bulbs, connectors, etc). Their technical support staff is excellent as well. Follow the detailed instructions and you really can't go wrong. I feel that this install is of the "novice" level and that anyone who has done basic work on his or her Super Coupe can certainly handle this. Let me start off by stating that anyone who ever drives their SC at night *must* get this system. It is simply amazing. Probably the best performance improvement I've done to my car so far! I put mine in about 2 years ago. Everything went perfectly, except for a few small glitches. To get

all 4 lights on at the same time, the fog lights must be off / headlights (with high beams) on. Otherwise, with fog light switch on, you just get the 2 hi beams. The daytime running lights are normally a reduced voltage (chopped DC waveform) high beam but with the Competition Limited system, daytime runners become full voltage & extra hi wattage! Talk about ticking off every oncoming car and a ticket from Johnny Law waiting to happen. To get around this, I could have just unplugged the daytime running light module, but that just caused other lighting problems. Continuing to dig . . . I discovered ALL T-Birds of our vintage have the wiring

harness for daytime runners, only most American cars have a simple jumper cap where our Canadian cars have the electronic DRL module. Voila, \$5 for the shorting cap and no more super bright daytime running lights. Actually, no DRL at all! But Mike, is that safe? Well, it does make my car more stealthy when I want it to be and most American SC's never had DRL in the first place. I just turn on my headlights when visibility is limited. What I'll probably do in the future is wire up my fog lights as daytime running lights instead. May the lumens be with you.



Mike Maroschak's well cared for 1990 SC

For Sale

Coy Miller Stage II Engine

This motor has run great for me but I'm planning on installing a V8 in the car. With this motor the car has run high 12's in the quarter mile. Currently has only 4000 miles on it.

Asking \$6500 (firm) plus a core motor in exchange.

Contact Tony DiCaprio 315-673-4243

Marcellus, New York

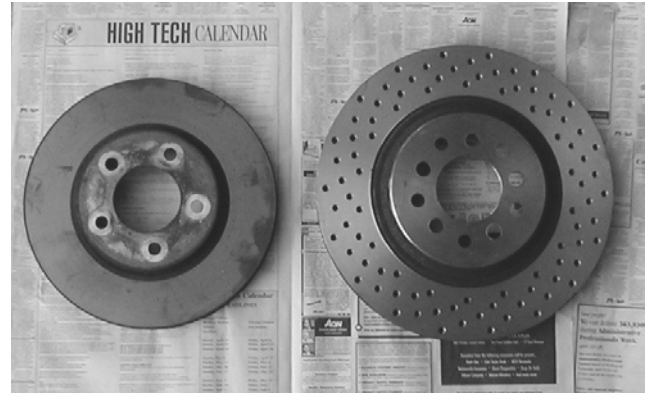
13" Brake Upgrade

By Tony Serno

I purchased my 94 SC used a little over a year ago and at the time I swore the car would remain stock. I did put new tires on it that were shorter than stock and thought the car would look a lot better if it sat just a little bit lower. I thought if I was going to change the springs "I should probably get new Tokicos while it's apart" and the whole project just kind of spiraled from there.

What I wound up with were H & R springs, the previously mentioned Tokicos and a rebuilt front suspension. I bought new upper and lower control arms and outer tie rod ends from Ford. You will need to be sitting down when they tell you how much these pieces cost! Luckily, my brother works for a Dodge dealer in the area and can get me dealer cost on most manufacturer parts by telling them they are for their service department.

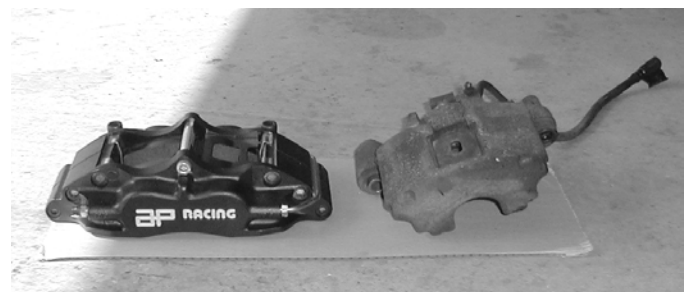
I also went ahead and bought AP Racing four piston front calipers and KVR 13" cross-drilled rotors and went with matching KVR rotors and carbon fiber pads in the rear. The front brakes are a bolt-on upgrade for anyone with '93 & up spindles. If you have the older style spindles you will need to change them out with the newer style. You must also switch to at least a 17" wheel. These calipers are huge and it is very important to make sure that you have enough clearance between the caliper and the wheel itself. I used 17 x 9 Cobra R's with a T-Bird bolt pattern and they are close but have just enough clearance. I must say that these brakes are simply awesome. The hotter they get, the better they work. Not at all like the stock SC brakes, which start to fade really bad when they get over used.



Stock rotor vs. the new 13" monsters

Installation is pretty straightforward and everything you need is supplied by KVR. The only things you may need are a couple of cushioned clamps to hold the new stainless braided brake line. First, you will need to jack and safely support the front of the vehicle. Installation starts with removing the wheel, old calipers, caliper brackets, rotors and flexible brake lines. I would recommend using the correct metric flare nut wrench on these fittings to avoid rounding them off. You will also need to plug the brake lines to avoid draining the master cylinder as this will require you to bleed the master cylinder also.

You should now be looking at your naked hub. Clean any rust from the hub with a wire brush to make sure the rotor sits flush against it.



Double Piston AP Racing front caliper (L) vs. stock unit

Install your new rotor making sure you check the inside of it for the left or right

side. Mine were marked with arrows, as the 13" rotors do have to go on directional unlike the rears. Use an old lug nut to hold the rotor in place while you attach the

caliper bracket and caliper. The caliper bracket bolts right up to the late model spindle with the supplied hardware and then you can install the caliper.



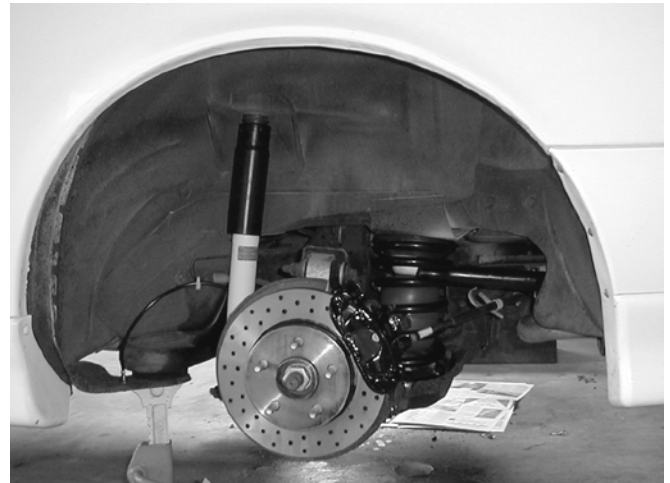
Comparison of the front brakes

The boxes the calipers come in are marked left and right and you must make sure the bleed screws face up once they are installed otherwise you will never get all of the air out of the system. Next you can install the new brake lines with their banjo bolts and washers for the caliper side. The other end has the same fitting as the stock SC hard line. Make sure to use a flare nut wrench on these also to avoid rounding them off. I chose to cut the mounting flange and ABS sensor wire bracket off the old flexible brake lines and bolted them back on so I could still support the wires for the ABS sensors.

The rear rotors and pads are a simple remove and replace procedure. Just make sure you have the proper tool to turn in the rear caliper pistons. I chose to paint the rear calipers to match my new black front calipers. I used a paint system from Foliatec called G2. This is a 2-part epoxy paint system that holds up extremely well and looks beautiful. You simply clean the caliper with a wire brush and the supplied cleaner and then mix the hardener with the paint. You have an hour or so before the paint starts to set up so there is no need to get in too big of a hurry. The paint applies with a small brush and dries to a glossy finish in about 24 hours. It looks great behind the open 17" wheels.

You will now need to bleed the brakes. With a four-piston caliper you will have two sets of bleed screws on each side. I bled the inside screw first followed by the outside screw on the same side. I did this because fluid from the inside pistons transfers over to the outside pistons via a small steel line and this is the only way to get all the air out of the system.

I had my doubts about how firm the pedal would be using the stock SC master cylinder to fill these huge calipers. I have to say the pedal does still feel as good as it did with the stock calipers and not at all spongy.



The rear brakes are looking great too

You can now install your new wheels making sure you have enough clearance at the caliper. Test the brakes to be sure they were bled properly before heat cycling the rotor. KVR recommends that you make 4 or five stops from 20 mph to 5 mph and then let the rotors cool off completely before making any high-speed stops to avoid the possibility of warpage.

The only downside to these brakes, besides extra brake dust due to the size of the pads and rotor, is that they totally overpower the rears. I really need to come up with an alternative for the wimpy rear brakes to balance them out a little more with the fronts. I do feel confident, every time I step on the brake pedal, that no matter what speed I am at I will be able to stop quickly with no surprises.

Custom Embroidered Auto Apparel

Your source for custom Thunderbird SC and Cougar XR7 embroidered apparel. <http://www.sccoa.com/apparel/>

Heavyweight T-Shirts: Gildan Super Heavyweight Tee 100% cotton 6.1 oz preshrunk jersey knit Double needle topstitched neckline Double stitched sleeve and waist hems Seamless collar with taped neck and shoulders Quarter turned to eliminate center crease European straight cut comfortable fit	Available Colors: White*, Natural*, Ash*, Black*, Sports Grey*, Maroon, Orange, Forest*, Royal Blue*, Red*, Navy Blue*, Purple, Light Blue, Light Pink, Yellow Haze, Mountain Rose, Stone Blue, Serene Green, Eggplant, Charcoal, Leaf, Cedar, Indigo Blue, Prairie Dust, Tan, Chestnut, Blue Dusk, Olive, Brick, Sand, Mango, Key Lime, Daisy, Bermuda, Azure, and Coral.	Sizes: All colors available in: M - L - XL - XXL * indicates size available in XXXL Embroidery available in: White, Khaki, Black or Stainless Steel Price: \$ 20.00	
Classic Denim Shirts: Three Rivers Classic Denim Shirt 100% cotton long sleeve denim shirt Button down collar with wood toned buttons. Left chest pocket. Single- button cuff and sleeve placket. Double-needle stitched. Generous cut.	Available Colors: White, Natural, Khaki, Black, or Light Blue Embroidery available in: White, Khaki, Black or Stainless Steel	Size: S - M - L - XL	Price: \$45.00
		XXL – XXXL	\$50.00
		XXXXL - XXXXXL	\$55.00
		Large-Tall XL-Tall XXL-Tall	\$53.00
Golf Polo Shirts: Harvard Square 100% Heavy Pique Sportshirt 7.25 oz ring-spun Egyptian cotton 3 wood-tone button placket. Fashion knit collar. Welt cuffs. Side vents with 2.5 inch extended tail.	Available Colors: Denim, Yellow, Sports Grey, Sage, Wine, Ash, Fushia, White, Red, Putty, Royal Blue, Natural, Forest, Green, Navy Blue and Black Sizes: S - M - L – XL - XXL – XXXL	Embroidery available in: White, Khaki, Black or Stainless Steel Price: \$ 40.00	
Heavyweight Sweatshirts: Fruit of the Loom 12 ounce, 90% cotton/10% polyester blend fleece fabric Shrinkage-controlled fabric Set-in sleeves Cover-stitched armholes, collar and band bottom	Available Colors: Black, White, Ash, Dark Gray, Natural Beige, Maroon, Forest Green, Navy, Red, Royal Blue Sizes: S-M-L-XL-XXL	Embroidery available in: White, Khaki, Black or Stainless Steel Price: \$ 40.00	

All items come with your choice of two logos, Cougar XR7 or Thunderbird Super Coupe:



All items are guaranteed satisfaction, just mail the item back and I will refund your money or exchange the item.

All shipping and handling is a flat U.S. \$5.00, regardless of how many items you order or where in the world the apparel is shipped to. This covers insurance and USPS's Delivery Confirmation Receipt service.

To order, mail your order with check or money order made out to: Ron DiPaola to the following address: Ron DiPaola: 206 South Duane Ave. Endicott, New York 13760	For more information, check out the Custom Embroidered Auto Apparel website at: http://www.sccoa.com/apparel/ or give Ron DiPaola a call at (607) 748-0581.
Order Form: Name: _____ Shipping Address: _____ _____ Phone: --- _____ Email address: _____ Your phone number or email address are very important, as occasionally, I need to get in touch with you to clarify your order.	Your order: (be sure to specify the shirt type, shirt color, embroidery color and the size) Write in here or enter on another sheet of paper:

M5R2 Synchronizer Replacement Part II

By Mike Puckett

Hopefully, no one has been waiting around all summer to reassemble their transmission as I had previously written Part I of this article for the June 2001 CT. But, the summer months have enabled me to gain some personal experience using the brass synchronizer blocker rings vs. the fiber type, which I'll pass on at the conclusion of this article. First, let's put this tranny back together.

When we left last time we had removed the main/output shaft from the transmission case. While the first and second gears and their synchronizers come off of the rear of the shaft, the third gear and its synchronizer and blocker rings come off of the front. The assembly is held on with a snap ring. When reinstalling the third gear section be sure to install the retainer snap ring with the beveled side in, the larger edge of the synchronizer assembly outer sleeve toward the rear, and that everything lines correctly like it came apart. You may need to tap the end of the shaft to get the parts to settle into place. Reassemble the first and second gear and synchronizer assemblies onto the

output shaft. The bearing is a press fit and may require a trip back to the machine shop to have it pressed back on. Reinstall the front thrust and pilot bearing. Place the blocker ring onto the input shaft and maneuver it into place through the top opening in the transmission housing.

Next, slide the main/output shaft in through the top opening and carefully mate the two shafts together at the pilot bearing. Insert the front and rear outer bearing races into the openings in the housing for the input and output shafts. Tap them into place with a wood dowel and mallet. Easy as you go while doing this part as one end will tend to pop out as you tap the other end into place. Put the input and output shaft bearings in place with the numbered side out. Put the rear retainer plate on and install the bolts and snug them up, alternating from one side to the other starting with the center bolts. Tap the front bearings into place. Remove the seals and spacers from the front retainer and temporarily bolt it in place. Stand the housing up on its front side and remove the rear retainer plate. Using the dowel and mallet tap the bearings completely in place and replace the retainer plate. Reinsert the retainer bolts and tighten the bolts in sequence but don't torque yet. Set the housing back down and remove the front retainer plate again and reinsert the new seal and spacers into it. Reinstall it using silicone sealer on the mating surfaces. Carefully put the oil scoop ring in place on the input shaft lining up the notches and holes. It's a tight fit so be careful not to split or crack it. Be sure that it seats properly, the humps from the notches should flatten out. Torque the six front retainer bolts to 15 lbs., then retorque to 17 lbs. Torque the rear retainer bolts the same amount. Check rotational resistance as you go to insure that it's not binding.

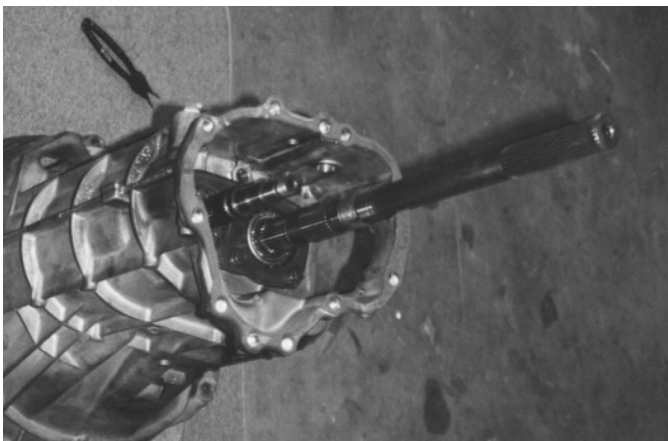


Output shaft showing third gear synchronizer assembly installation



Housing with counter shaft in place and input and output shaft removed

Stand the transmission back up on its front and insert the fifth gear bearing sleeve on the end of the countershaft. Now, place the fifth drive gear and the split bearings onto the sleeve. Slide the output shaft fifth gear and then the sleeve onto the output shaft. Then place the fifth rear blocker ring and synchronizer assembly onto the counter shaft being sure to line it up correctly. Place the fifth/reverse gear selector shaft and fork onto the synchronizer assembly when you install it.



Output and countershafts prior to adding reverse and fifth gear assemblies

Now we'll put on the reverse gear blocker ring and then the reverse gear in place on the counter shaft. Slide the reverse drive gear onto the output shaft. Insert and tighten the fifth/reverse outer selector bolt.

Next, insert the reverse idler shaft, the gear and it's outer bolt and torque to approximately 40 lbs. Place the reverse countershaft bearings, thrust washer, and rear bearings on the countershaft and thread on and tighten the lock nut. By carefully jamming the gears so that they won't turn, we used a screwdriver, the lock nut can be completely tightened. Remove the metal shavings as they form. Thread on and tighten the output shaft nut and tighten it the same way. Place the nut collars on and indent them into the grooves. Put the little steel ball back into its hole on the output shaft and slide on the speedometer gear over it. Put the large snap ring onto the shaft to secure it.

Next, put the fifth reverse gear selector lever in place and insert the retaining bolt and tighten. Screw in the back up light switch. Apply silicone sealer to the tail housing mating surfaces and guide the tail housing into place. Install and torque the retaining bolts to 40 lbs. Install the shift selector onto the shift selector shaft and secure it with the steel pin, tapping it into place. Put the front selector on its shaft and secure it with its steel pin. Finally, we'll install the top cover, shifter, and selector shaft switch and we're done. Before bolting up the top cover make sure that you can select all five gears and reverse.

Be sure to check your work as you go and refer to the blow-up diagram and this text when necessary. With so many small parts it's easy to leave something out or put it in the wrong place. You don't want to have to take it apart to correct a mistake. It might be a good idea to video tape the whole procedure so that you can review any part of the procedure when needed. Although I strive for 100% accuracy in writing this, there could be some inaccuracies for which I humbly apologize. I also want to express my thanks to my friend, Ben Goodspeed,

who performed the work and allowed me to assist and write up the procedure.

Having used my rebuilt transmission for about four months now, I'd like to make the following recommendations regarding the brass vs. fiber blocker rings. I would avoid using the brass blockers for third gear and instead use a fiber type here. What I have found is that while casual shifts are no problem, speed shifting to third always produces a very annoying crunch. A 3-4 speed shift will also occasionally crunch as will skipping a gear. Although the brass blockers will last longer, constantly crunching them will surely wear them out much quicker. While Southern Gear in Smyrna, GA stocks the brass blockers, the fiber type need to be purchased from Ford. I have since reinstalled my spare transmission and will replace my third gear blocker with a fiber type. Since I frequently skip fourth gear when getting on the interstate, I'll also swap out my fifth gear blocker as well.

Using the proper type fluid should help to keep the fiber from washing out. Some fluids may actually promote this washing out process. Avoid using heavyweight oil such as 75/90-weight gear oil. These will not allow for proper lubrication of the bearings due to their high viscosity. A thinner weight fluid is needed to do this and Mercon III ATF is the recommended type. I filled my spare transmission with Mobil 1 synthetic ATF before putting it back in. I used Mobil 1 5W30 with the brass blockers. Mobil 1 synthetic oil is rated for transmissions and the Tremec representative was enthusiastic about using it. You might want to break-in your newly rebuilt transmission and then change the fluid as mine had accumulated quite a bit of brass in it over a six-week period.

So, if you feel confident in your mechanical abilities and lots of little parts don't scare you, have a ball and go for it. I'll be trying it by myself the next time, but I'll keep Ben's telephone number handy just in case.



Kelly Simons SC in Oklahoma City at the first annual MN12 National Meet. Kelly completed the car just a few days before the event and added a host of performance goodies, chrome Cobra R wheels and finished it with stunning pearl white paint with orange accents on the hood, lower body cladding and the aggressive Saleen wing. Black/White pictures don't do this car justice. The December 2001 CT will have full coverage of this event and hopefully more about Kelly's awesome SC.

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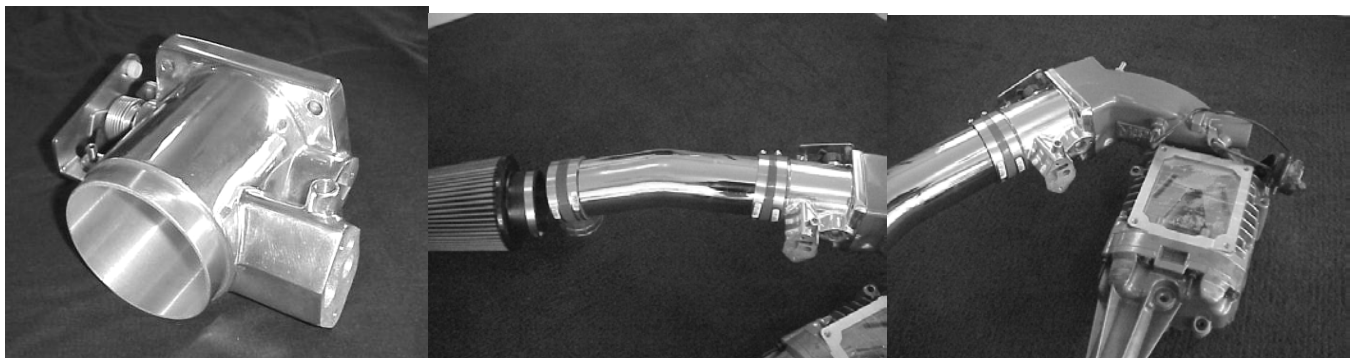


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Chrome or 17
x 7.5"
Chrome or
Silver



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"Nice Car"

By Brock Banks

Looking back I find it intriguing and disheartening that my entrance to the SC world was unplanned. I was one of those countless number of people who didn't know, didn't care what a Thunderbird SC was. In fact, I can honestly say that even after my first encounter with a SC I still didn't comprehend all the specialties. I had my first Super Coupe experience in 1993, which unfortunately, was less than eventful. Had I done a little research at that time to find out what exactly an SC was I would have been enjoying the eccentricities of this car a few years earlier.

My first car was a '66 Ford Mustang that I bought when I was 14 and spent the next 5 years restoring. The fact that it was a Mustang meant little too me. I was 14 and the fact that I had a car... now that was something! Being SC owners, we all know what it is like to see a bank account dwindle for your car. My Mustang was no different, but when it was done it was worthwhile. My biggest thrill with that car was driving down the strip and watching heads turn, people stare and the occasional "Hey! Nice Car!" yelled out from an onlooker.

Shortly after finishing the Mustang I took a job that required a one-way, 4-hour weekend commute. It didn't take long for me to realize that my baby was going to be taking some abuse with the driving conditions on an interstate so I decided to start looking for a different car. Driving past the local Ford dealer, a red 1989 5-speed Thunderbird SC caught my eye and I pulled into the lot. The dealership was more than

willing to let me take the SC for "as long a test drive" as I wanted. They were thinking, of course, I would be trading in my '66.

I had no idea what Super Coupe meant but I did know that I loved the feel of sitting in that drivers seat. Those bolsters wrapped around me, the "racy" looking instrument cluster and I knew Mom and Dad would approve of the automatic safety belts! In the forefront of my admiration was the thought that I could be driving a "luxury" vehicle and still get the approving comments from others. I laugh now, but when I punched the gas and the boost gauge jumped I thought it had something to do with the cabin pressure of the car. Don't ask me why, I just didn't know any better. I had never read much about, let alone driven a vehicle with a supercharger in it.

I ended up disappointed with the test drive. Even dumping the clutch I was unable to get more than a chirp out of the tires and I was let down by the power performance. Now I know a number of things I could have looked at or watched that would have given some explanation. Perhaps if things had been different at that time I would have a nice collection of SC's now, but I walked away from that test drive dissatisfied with the performance of this one vehicle.

I decided to skip on it and continue looking. Believe it or not I ended up passing on the SC for a 1989 Pontiac Grand Prix SE. Granted, there was no performance there, but it did have the cool steering wheel controls for the stereo. I hated the idea that it was front wheel drive but convinced my self that it was for the best when driving in Iowa winters!

No man is an island, entire of itself; every man is a piece of the continent, a part of the main.

John Donne, Poet

Skip ahead 4 years (1997) and I am now married, have a baby girl and still drive my Grand Prix and occasionally the Mustang. A new job with new acquaintances and I hit it off with an enthusiast who has had a life full of cars and car shows, even showing his vehicles in the World of Wheels circuit. He



had decided that it was time for him to get another car and showed up at work with this beautifully clean 1989 Mercury Cougar XR7 with 45,000 miles on it. This was his second XR7 SC, his first a red '90, so he was aware of what he had and what these cars could do. He started telling me about the car and what his first one had been able to do, I flashed back to the red SC I test drove years before and start mentally kicking myself for not being more curious and looking for another one.

Needless to say, the bug bit me. I started looking for an SC to replace my Grand Prix and the more I looked the more I decided that there were just too many SC T-birds running around. I wanted to be a little different so I started looking for a Cougar. Because of my finances I wasn't searching too feverishly but I finally found a theft recovered 1990 that was in great exterior and engine shape but the interior had been

trashed. I tried to contact the owner but failed in my repeated attempts.

I then found an '89 at a small dealership, but after test driving it found that it had blown head gaskets and I really did not want to spent the time or money to get it fixed. One day at work my buddy tells me that he is going to sell his car and buy a Blazer. I am immediately interested until he says that he is going to ask \$10,000. Not for me, I decided. No matter how bad I wanted that car I was

not going to pay 10 grand for it. Time went by and he didn't sell the car. Guess I wasn't the only one unwilling to spend 10k for an '89, but he went ahead and bought the blazer, restoring it in the evenings and driving his Cougar to work every day. About a year later the Blazer was sold.

One day at lunch, out of the blue, he says that he is trading the cougar in on a Mark VIII and the dealer is giving him \$6000 for a trade-in. \$6000! I would have given \$6500 for it. He said the deal was already made but he did some talking to the dealer, who was a family friend, and convinced him to sell it to me for the trade in price they allowed him. I was so pleased with this that I even gave my buddy the additional \$500 I had offered. Finally I had my SC! A white 1989 XR7 with 75,000 miles in mint condition!

My first stop for more information about the car was the Internet. Although there wasn't

much out there for SC and supercharged XR7 enthusiasts it didn't take long before I stumbled across the SCCoA website. After a week of reading every post and article it contained I made my first phone call to Bill Hull. I ordered a 10% overdrive pulley, supercharger fluid, a K&N panel filter and became SCCoA member #748. I couldn't wait for my parts to come in. My friend had already installed 2 ¼" exhaust so I was hoping that the pulley wouldn't be too much for the head gaskets. My new parts were installed the day I got them and although I had noticeably more boost, I was disappointed in the outcome. Back to the SCCoA website and more reading and I discovered the secrets of the air silencer and its removal, I made plans to do the procedure as soon as I got home from work. Now this made a difference! It is amazing what a little bit of air restriction will do to these cars and the change was definitely noticeable. Unfortunately the Cougar was, and still is, my everyday driver, but what are cars built for if not to drive!

One morning, a few months later, I was driving to work and quick as a wink the car just died. No warning, no indications, just died. This was cause for my first trip to the Mercury dealer to have it looked at. Of course the first thing the service department said when they popped the hood was, "a what!?!?", and I started thinking "I'm in for

it". The shop called me at work to tell me they had found the problem. My crank sensor was bad and they were ordering a new one. It would be in a week from today. Okay, I can handle a week. The week came and left and I got another call. "Uh Mr. Banks, it wasn't just the crank sensor. It appears that the crank bolt was sheared and through the course of everything your harmonic balancer is, uhh, cracked in half." To this day I don't know how this could have gone unnoticed while initially trouble shooting the problem, but the parts were



ordered and on their way. A few days later I again get a call, this time informing me that they cannot get the balancer off because the front part is broke away and is too close to the block to get a puller in there. The option they gave me... pull the engine, rip it down to the block, take out the crank and finish removing the balancer at which time they couldn't guarantee I wouldn't need a new crank.

In my state of shock and bewilderment I thought of the SCCoA and told the service manager not to do anything else to my car until he heard from me. I got online, posted

my question and within the hour I had an email from Bill Evanoff suggesting I contact Duffy Floyd and gave me his email address. Duffy provided me with a lot of useful information and some options to get the remaining portion of the balancer off. A call was made to the dealership and low and behold the thing popped right off and they were then only awaiting parts. By the time it was all said and done with I walked out of there with a \$2300 bill for repairs but I was just thankful that Duffy and Bill provided me with the information they did. Otherwise it would have been more than double that. Needless to say, the money I spent for repairs took away from what I planned to spend on mods. So my dreams were placed on hold and I found myself content to drive my XR7 as it was and enjoyed every minute of it.

August of 1999 rolled around and the air conditioner went out. Another trip to the dealership told me the compressor was shot and it would need replacement. I had already accepted a position in Oregon and was planning to move at the end of the month and didn't want the expense or hassle with getting it fixed. Besides, who needs air conditioning in Oregon! The time came for me to make my maiden voyage

and the morning before I was to leave I did an oil change and was doing some routine maintenance when I noticed a lot of water running to the ground. With only a few hours before departure I took it to the dealer yet again and told them my predicament and that I needed to be on the road no later than noon the following day. 10:00 the next morning I got call saying the car was ready. I was \$400 poorer but had a new water pump to show for it! Although I had my reservations about embarking on a 2000-mile drive with a vehicle fresh from the shop I am glad to say my trip went smoothly... maybe too smoothly. I have got to say that as much as I enjoy driving this car to and from work and on city streets, it is the open road where she really shines! My total trip was completed in 21 hours of driving time and Montana went by so fast I don't even remember it.

I have now been in Oregon almost 2 years and it is about time to look at the mods again. With the exception of the first parts I bought from Bill Hull and the exhaust, my XR7 is bone stock at 112,000 miles and is still holding the original head gaskets in place. Because of a cowl vent leak on the passenger side, that I can't seem to get rid of, my interior had been gutted for over a



year before I finally gave in and just put everything back together. There is leak from the supercharger, the valve cover gaskets need replaced and I am thinking I may have a small crack in a power steering line. There is a cowl induction hood with my name on it that I need to convince my wife is a necessity and not a luxury. Then there are the dream mods we all have that will constantly loom in the near distance... the gears, the S-model supercharger, the Fresh Air Induction, and of course the desire to hear a Coy Miller stage II engine roar to life under the hood and know that tires are soon to be a sticky, smokey memory before they again need replacement!

So what is it about these cars that demands our dreams and desires? What possibly could lead us down the path of justification

to spend more money and time to get headaches in return? Sure it is nice to have a rarity among vehicles and there is always the quest for speed and the ultimate sleeper, but there are a lot of cars that will go fast for a lot less money. Now, over 10 years after their introduction, the Super Coupe technology has been caught up with and surpassed. However, the fact that it is fun to drive, comfortable, good looking and fairly fast, definitely make a good argument. But for me it is one thing more. When I post a picture of my car on the web or when I drive my car down the street or to a meet and I get an email or thumbs up I know then why I will continue to pour myself into this legend we know as the Super Coupe. Because it is then when it all sinks in and I realize all over again, this is one damn nice car!



Here are a few formulas to help you estimate your engine horsepower if you know your cars weight and quarter mile performance.

$$\text{HP} = \text{Weight}/(\text{ET}/5.825)^3$$

$$\text{HP} = (\text{MPH}/234)^3 \times \text{Weight}$$

Weight should be entered into formulas in "pounds" and ET in "seconds"

California SC

By Jim Demmitt Jr.

Jim Demmitt Jr.'s claim to fame is that he is the owner and driver of one of the quickest SCs in California currently. His best quarter mile to date is a 13.08-second ET at 103.538 MPH. Jim is running a stock shortblock equipped with Bob Johnson Racing cylinder heads. No bottom end work has been done even though there are over 120,000 miles on the short block.



Running 13.0s is quite impressive with a 103 MPH speed with very little work done to the engine. Bob Johnson is a master at cylinder work and engine building. Bob has many

records and wins in Drag Racing. He has the quickest and fastest F.E.427 Ford Top Sportsman Car at 7.92 ET at 174 MPH ¼ mile. Bob and Jim Demmitt Sr. are building an engine to run even faster in the future.

Jim's father is a pro drag racer, well known in the 1950's – 1980's, running '51 Ford Flat Head, '55 Victoria, '59 Galaxy, '63 ½ Galaxy 427, '64 Thunderbolt 427, '65 AFX 427 Mustang, and a Pro stock Maverick with SOHC Cammer engine. Besides Drag Racing, Jim Sr. has built engines for Bonneville Salts Flats, Saltine Sea Boat Races and 427 Real Shelby Cobras and Kit Cobras. Jim Jr. is a licensed NHRH Pro Drag Racer with '57 T-Bird powered by a Boss 429 Hemi Ford engine. The '57 T-Bird won the Oakland Roadster Show Autorama, the Blacky Show in Fresno, and the prestigious Eagle One Award. The Demmitt Family has been in Drag Racing for many years.

Jim Jr. has aspirations of becoming the fastest overall SC in America. This honor is currently held by Coy Miller with a low 12 second time slip. Jim plans to push up the power and performance with the Bob Johnson performance engine in his pursuit of the title.



Jim's Engine Modifications

- "S" Model Supercharger
- 10% Overdrive Supercharger Pulley
- Magnum Powers Supercharger Top
- 75mm MAFS
- 70mm Throttle Body
- MN12 Intake Tube
- Double Intercooler
- Ram Air Intake
- Ported heads with larger Manley stainless steel valves
- Ported IC Tubes
- Ported Intake Manifold
- Holley 190 LPH Fuel Pump
- Kirban Adjustable Fuel Pressure Regulator
- Stock 30# fuel injectors, stock camshaft, stock exhaust manifolds

Chassis Modifications

- Chrome 17 x 9" Cobra R wheels with P255/45/17 Nittos
- Flowmaster Exhaust
- Eibach Springs
- 3.73:1 Ring and Pinion
- Art Carr 2500 Stall convertor
- Solid Input Shaft
- Trans-Go Shift Kit
- Aluminum Drive Shaft

Best Track Results: 13.088 ET at 103.538 MPH. 1.831 second 60 ft. time

Contact Jim at "j.demmitt@worldnet.att.net"

Carlisle All Ford Nationals 2001

By Bill Evanoff

The Carlisle show this year was bigger and better than ever. Approximately 70 SCs and XR7s graced the show field...a new record for attendance. The quality of cars has simply gone through the roof. There were more mint looking and wildly customized cars there than I've ever seen.



Ted Lyon's V8 SC competed in this years One Lap of America

The wildest Thunderbird by far had to be a LX that actually had a fish tank in it. Yes, it had to be seen and unfortunately I didn't get any pictures of it. This was a car that was obviously modified to compete in stereo competitions and along with its TV screen, gazillion watt stereo, hydraulic suspension that scrapped the ground, and wild paint scheme, it actually had several fish tanks will live fish. The car also had three or four bubble tubes in the back seat. These were columns of water with bubbles swirling upwards in them.



The SC class was positioned on a slight hill this year. This area was spectator parking in years past and driving on the hill was treacherous for some when the rain came on Sunday

Super Coupes ruled the day as even an Anniversary SC was given away on Sunday afternoon. That particular car was simply mint, mint, mint! It had only 6,800 miles on it and it still smelled new. SCs were even quite successful at the dyno with Coy Miller showing up many Mustangs with his 330+ HP and nearly 400 ft-lb of supercharged torque at the rear wheels. After the dyno run Coy said the car was running poorly and they even found that the throttle was limited to less than full throttle by the floor mat. I eagerly look forward to seeing some true HP and TQ readings when he sorts out his current test mule's monster motor! This is the same car that just a few weeks after Carlisle ran a 12.18 second quarter mile at Englishtown to establish a new record for SCs.



Go-carts entertained a large contingent Saturday evening.



Brad Klein, Jeff Colonel, and Dick Adams line up to receive their Fun Field plaques as the winners in the '94/95 SC class.

All Carlisle photos compliments of Jeff Colonel

Fun Field Award Winners

'89 to '90 SC

1st Place – George Davenport

2nd Place – J. Hedges

3rd Place – Kurt Parker

'91 to '93 SC

1st Place – Kurt Kreisz

2nd Place – Antoinette Faber

3rd Place – Phil Kuhn

'94 to '95 SC

1st Place – Brad Klein

2nd Place – Jeff Colonel

3rd Place – Dick Adams

35'th Anniversary SC Trivia

What type of animal donated its hide for the gray suede leather in the center of the anniversary seats? Answer: The suede is pig leather.

The SCCoA group had a bit of difficulty this year with the staff at the Super 8 motel. In years past they have always been agreeable regarding the occasional burnout in their parking lot. This year though the new manager nearly had a cow when a few SCs lined up to clean off their tires. She called the state Police and went about the parking lot blubbering something about how good she had been to our group only to be betrayed with this type of behavior. Thankfully, no one was actually putting on a smoke show when the officers arrived and they actually thought our behavior was quite good for as many people were in the parking lot. They left without even really hassling anyone. Their appearance was likely to placate the manager and calm her down. Needless to say, we may be better served at a new hotel for 2002. We already have someone on this assignment and we'll keep everyone abreast of where we'll be staying next June. I hope to see many more of you there next year and let's attempt to break the 100 cars in attendance barrier!!



There is so much to see at Carlisle and one of the popular attractions was the Saleen booth. They had a collection of their latest cars and trucks for sale and also some of their premier racing cars. No, Tim Allen was not there, but I have seen Steve Saleen at previous shows signing autographs.

Freedom itself was attacked this morning, and I assure you freedom will be defended.

Make no mistake.

The United States will hunt down and pursue those responsible for these cowardly actions.

President, George W. Bush

9/11/01

My 1995 Super Coupe

By Bruce Longwell
SCCoA Member # 10

Back in September 1995, I went riding with my wife and daughter. My daughter mentioned she would like to see the new Ford Mustang. There was a dealer close by and I pulled in. While they were looking at Mustangs, I spent time looking for the new Thunderbird.

I had recently rented a T-Bird LX to go to Los Cruces, New Mexico. We live in Owasso, OK, which is 15 miles north of Tulsa. It was a 2000-mile trip, so I got to know the T-Bird well. Remembering how well I liked the car, I wanted to see more.

In the showroom were many brochures to look at. I spotted a beautiful car called a Super coupe. What was a Super Coupe? I never had heard of a Super Coupe! There were none in the showroom.

After asking on of the salesmen, I wanted to see one. There were two available in the city of Tulsa and that was it. You couldn't order any more. One black one was in the showroom of another dealer. The other was a program car with 10k miles on it. After looking at he newest one I just had to have it. Next step was the wife. You guys know how this goes. Well, I talked her into it (I said it could be my retirement present). I was 53 at the time.

The car had 369 miles on delivery. The young kid that prepped it said for me to take special care of the SC because it was his most favorite car in the whole dealership. It would be today if he saw it. When I drove home it managed to rain.

I was a subscriber to "Super Ford" magazine and had read a story about Bill Hull and his

intent of starting a car club. I immediately joined and became member #10.



I don't race cars. I like style, looks and speed. The SC has it all. I do like to make improvements. First thing I purchased was a TRUE Dual exhaust kit by Trackin' Products out of Colorado. I used the club for the buy. When the kit arrived, I was totally dumbfounded and a little ticked off. All I got for over \$600 was a bunch of bent pipes loosely tossed into a cardboard box. Man, I felt stupid! I called Bill Hull, the previous SCCoA club coordinator, and he was disappointed in those people as well. He has since switched over to someone else.

I probably have the most expensive exhaust in the world. Didn't even come with mufflers. I installed the pipes and hardware and drove to the muffler shop for final welding. I did leave out the resonator. I also installed turbo mufflers. The car is quieter than I like but I can live with it. The shop attendant asked me how much I paid for the kit. He said he could do it for \$250 including mufflers. Live and learn...

Following the exhaust open-up I bought an enlarged super charger top. I could feel a big difference in performance with these 2 upgrades. In the fall of 1998, I entered my

JETBIRD in a car show sponsored by the Chevy boys, no less. I parked next to an old timer with a Pinto. He said open the hood and trunk and have it judged. Six judges appeared out of nowhere. Three hours later I had a 2nd place trophy. What a nice surprise.



My next upgrade was a larger MAF. It was the C & L 73 mm. Next was a 70 mm throttle body. Then came the ZR air kit. Nice looking kit with the chrome pipe and all. Puts the cone air filter in the fender. All these parts went in without a hitch. Simple but effective!

Also on the computer was a letter from a club member telling about a Mustang Cobra R hood available from a manufacturer in Tenn. I liked what I saw. The hood came by UPS in a nice shipping box. No damage found. It was primed but I had to fit and finish it to my car. No two are probably the same. A little sanding and grinding was all it needed. Next was the paint.

Just so happens that where I work (American Airlines) a man from one of the shops does auto body work on the side. He said he could sand, paint and buff the hood to match my car. Mind you, the Super Coupe is kept under a car cover in an unattached garage in my backyard. In other words, the paint is showroom. After a few long weeks, the hood was finished. He

did a magnificent job. Another mod completed. You can see the hood on the SCCOA website.

One other detail I had to complete was the pin-striping (paint) on the new hood. It needed to match the existing stripes the car came with. I found the original painter in Tulsa. He calls himself the "WIZARD". He has his own shop. His name matches his skill. He painted the hood free-hand and it matched perfectly. He signs his work with two bare feet sticking up. Some of you readers may know of him.

Another car show in May of 2000. Came in 1st place at this one. Car is just too pretty!

My next mod. was headers. The Internet helped again. I bought "KOOKS" shorties with downtubes. I put the car on my "KWIKLIFT" which by the way is made and sold here in Tulsa. Nice lift for the money. They are on the web at www.kwiklift.com.

It was October of 2000. I spent a good week installing these headers. I was really concerned about them fitting ok. They were perfect and they cleared everything! Only problem was the downtubes. They were bent slightly off for proper clearance. I left them off and had my muffler man make me new ones. I never told KOOKS.

When I road tested the headers, I could not believe the difference in performance. The car pulls in all gears. It just flies like Bill Hull says, open up the ass-end and she'll go.

I don't plan on any more mods to my SC. She is fast enough. Besides, money is a big factor too. Got to keep the wife happy, (she hates cars). Other mods would require going into the motor. I'm not sure I want to do that. I don't race or drag the car at all.



When the boys from Los Cruces came to Tulsa in April of last year, I watched them drag their cars at the strip. My SC sat on the sidelines looking pretty.

There is a huge 3-day car event coming up in June 2001 at the Tulsa drag strip. It's strictly Ford put on by the Shelby Guys. There are dozens of beautiful cars, mostly Mustangs, but I'll enter my Bird anyway (car show, no racing).



One other item I didn't mention was my SCHROTH seat harness. I bought one set for the driver's seat. I managed to install it

without removing my original belts. It bolted to the 4 existing bolts, two in the back seat and the other two attach points up front.

Once, while going to the bank, a police officer pulled me over. He approached the SC and asked me why I didn't have my seat belt on. He caught himself in mid-sentence and said, "Oh, you do have it on". He had seen my original belt hanging by the door. He mentioned the harness was better than the original anyway. He also stated "what a beautiful ride" and took off!

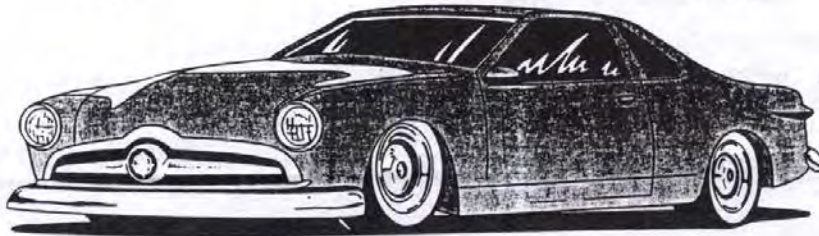
I've ranted on about the car long enough. The SCCOA has helped many others and myself. I wish to thank them now. I plan to stay a member for a long time to come. The car currently has 9,189 miles on it. She is a show winner and will stay the way!

Statistics:

1995 5-speed SC, black with mauve interior 5-speed (574 built that year), no sun roof, leather seats, CD player (only 1 disc), all other options for the SC

EASY ROD - Bolt On

'49-'51 Ford Fiberglass Parts to Your
'89-'97 Thunderbird or Cougar



It's a Cool & Radical way to build a Hot Rod,
blend Old & New with our fiberglass components

QUICK INSTALLATION OVERVIEW

FRONT

1. Unbolt hood, hinges, 2 front fenders & bumper.
2. Trim both front frame horns even with radiator support (only cutting involved.)
3. Install 2 supplied hood hinges (loosely mount & center hood.)
4. Loosely install both front fenders along cowl area and line up properly with doors and front of hood, add thin air duct panel.
5. Install fiberglass grill mount/radiator shroud loosely. (5A.) Install grill loosely.
6. Install lower metal grill/bumper gravel guard to radiator support.
7. To indicate where to install supplied L brackets use a kitchen knife and follow flat section inside fenders to make small scratches on top of front spring perch & radiator support.
8. Align & tighten components...sand, prime and paint.

REAR

1. Remove stock trunk (4 bolts) & latch and solenoid (5 bolts.)
2. Install our glass trunk, reinstall latch and solenoid.
3. Install metal rear support to factory bumper bolt holes.
4. Dry fit 1/4 panel skins. Use paint sticks and tape to establish trunk gap. Drill 3 holes in rear wheel well to line up with factory holes. Put 2 screws through 1/4 skins to metal rear support.
5. With a pencil make witness marks along and across thin part of 1/4 panel over wheel and check all gaps. Remove 1/4 panel skin, sand inside and out. Apply 3M 8113 panel adhesive with caulk gun, spread thin even coat and reinstall using pre-established position.
6. Install rolled rear pan, do body work on four small areas.

Basic Kit Price: \$4495 Introductory Offer! \$3995 (limited time only, requires \$500 deposit)

Basic kit installation : \$2000, options installed at \$50 per hour

Bob Hess
2728 Dover Road
Bamber Lake, NJ 08731

Cell (609) 713-0750
Shop (609) 693-1631

I saw Bob Hess's Thunderbird conversion kit this year at the Carlisle All-Ford Nationals show and thought the kit was really wild. The workmanship was top notch and this kit may be just the thing for those out there looking for the perfect combination of "old" and "new" in their next Hot Rod... ..Editor



Where ever George Davenports SWB #005 went at the OKC MN12 National Meets, a crowd of admirers was sure to follow.

The #1 35th Anniversary Super Coupe

By Luke Ober

This story begins in 1985 when my friend George Watts received the #1 1985 30th edition from Ford. Not a Super Coupe, but the 5.0 Mustang engine of which only 5,000 were built. upon seeing this car for the first time I told George that when he was finished with it I wanted it.

(George Watts owns and still drives the #1 production 1955 Thunderbird which has been completely restored with Ford's help to original configuration. Ford uses it for promotional use and thus each Anniversary year he receives the #1 car that is used along side the 1955 for marketing)



Well, in 1990 George call me and said he was getting the #1 1990 model, did I still want the 1985? Sight unseen I wrote a check and went to pick up the car. I was as excited as I could be at the thought of getting this beautiful 85". That was until I saw what was in the garage...the new 1990 SC. Suddenly the '85 no longer looked that great.

He looked at me and said wait five years! What I did was immediately start collecting the 1990 Anniversary material, floor mats, books, car cover, etc. Any promotional

material, magazines, etc, that was directed at the '90 Anniversary Bird. I put these all away in a box in anticipation of when I would own one. In 1995, again, I received a call from George. He was getting the #1 '95 Bird and the 1990 was for sale. For the second time I wrote a check for an unseen car. I was now living in Texas and the car was in California. I took a flight and drove the car straight to the "Yellow Rose of Texas" All-Ford show in Ft. Worth, placing 3rd, finishing behind my 2nd place 85" (a pair of Aces). Since then the '90 was won 1st in class each year and twice being name "Best Late Model Ford" (missed this year by 1 point).



I have traveled yearly to The Vintage Thunderbird Club International or Regional events which include Fairfax Va, San Antonio Tx, New Orleans La, Houston Tx and many others, always having the honor of finishing 1st in class. My Super Coupe was the first late model Thunderbird to be on the cover of the VTCl Scoop magazine.

I was also the event chairman for the VTCl Convention held in Waco in 2000 and Ford provided the new Tbird concept car for display. I parked the '90 SC next to it for pictures...The BOLD and the new.

Thankfully, my Anniversary Super Coupe is still in factory condition. The only

modifications to date are to the air conditioning system.



Luke's SC surrounded by a plethora of '90 Anniversary collectible items

I recently received a call from George Watts and he is offering me the 1995 #1 car. No, it's not a SC but.....maybe it can become one??????????????

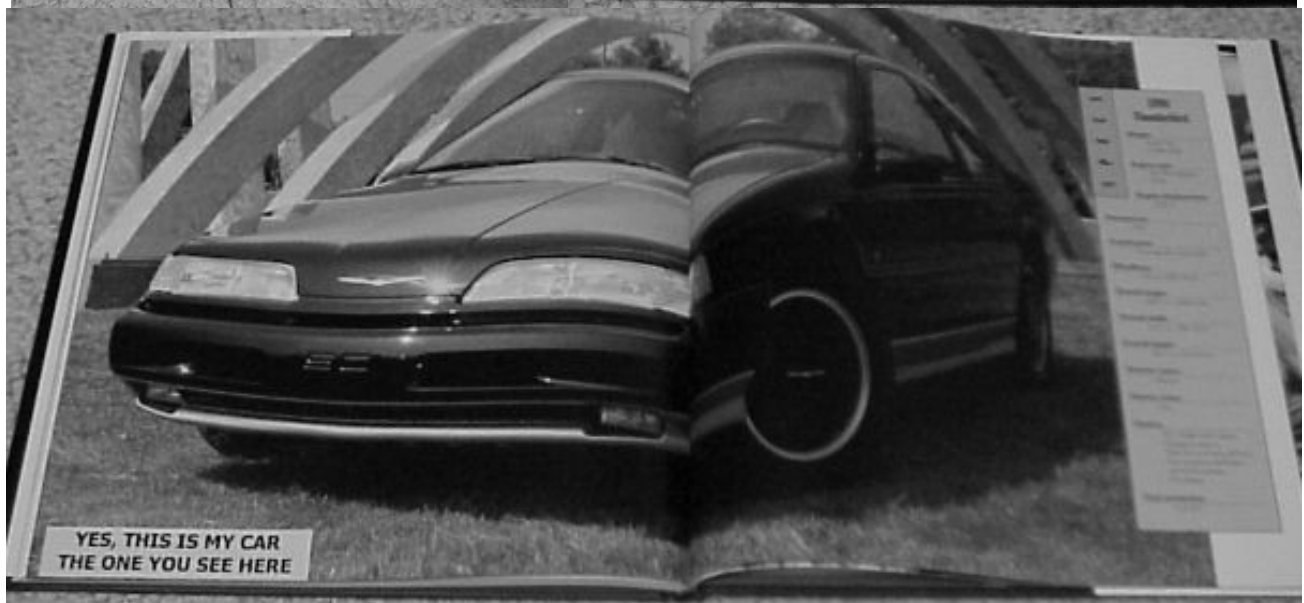
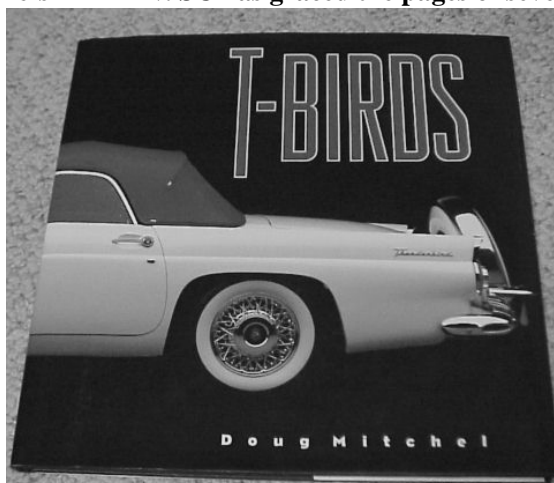
Anyone interested in the book "George Watts, the caretaker of Bird 001", contact Larry Kooiman at 562-923-7345.

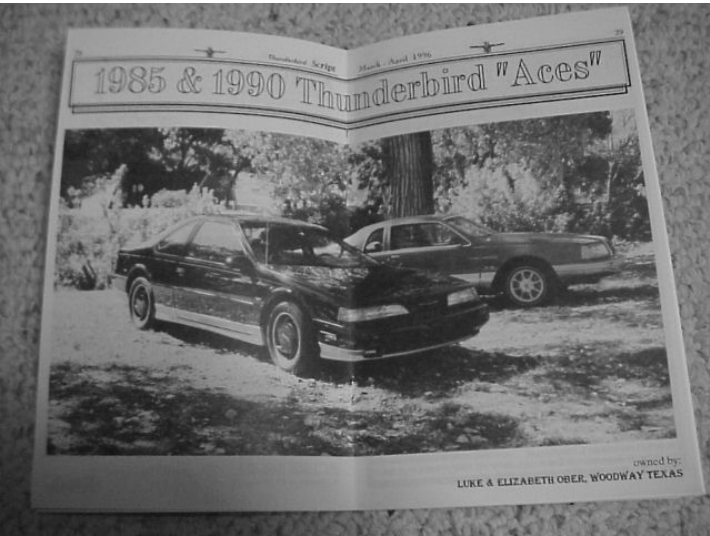




Luke and Elizabeth

Luke's #1 Anniv. SC has graced the pages of several books and other club newsletters. Here are a few examples.



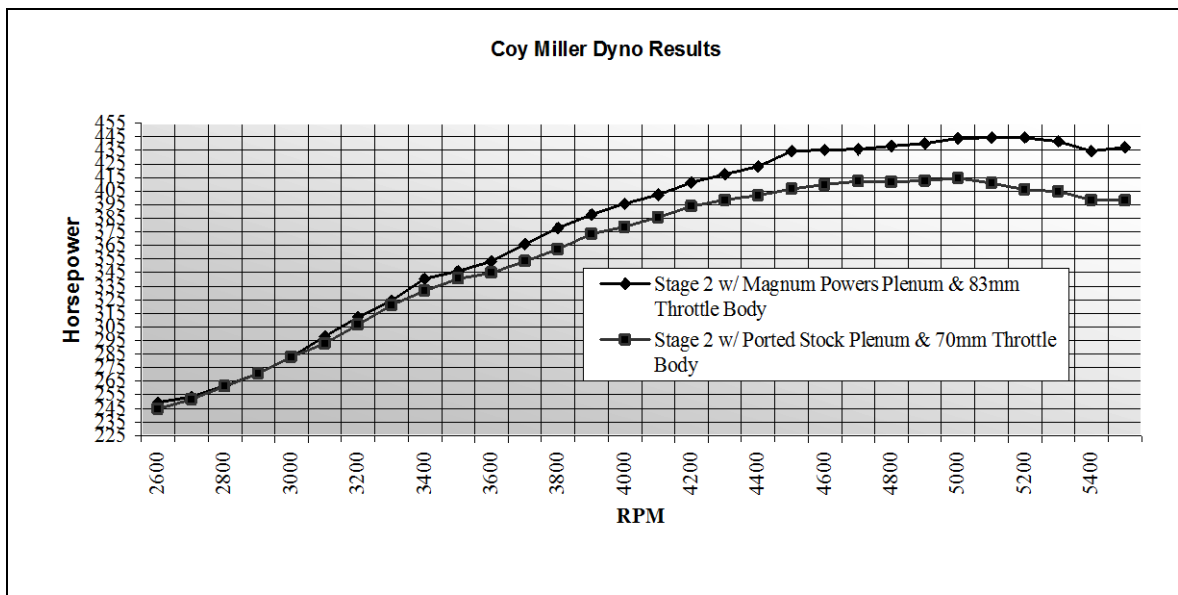


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Serious Performance Parts for your Thunderbird Super Coupe!

NOW AVAILABLE...the Magnum Powers 85mm Throttle Body. The perfect TB for use with our high flow supercharger inlet plenum. Features a custom machined cast aluminum polished body and polished stainless steel throttle lever for outstanding great looks and longevity.

Bolt on an extra 40 horsepower with Magnum Powers (MP) High Performance Inlet Plenum and Throttle Body! That's right, the Magnum Powers Inlet Plenum starts adding HP at 3100 RPM and keeps right on climbing. See the Dyno Chart below.



Many months of engineering, testing, and thousands of dollars of production tooling were required to bring this plenum to you. The results are awesome and we have the dyno charts to prove it!

Cast from heat-treated 356-T6 aluminum and powder coated for a factory look this plenum is a real eye pleaser, featuring:

- Huge 85mm Throttle Body (TB) Flange accepts stock, 75mm or MP 85mm TB.
- Air passage shaped for maximum airflow.
- EGR valve adapter available.
- Polished stainless steel bypass valve, shaft and lever for long life and good looks.
- Powder Coat finish for an OEM factory look
- All necessary hardware included.



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