

CHARGIN' THUNDER

Super Coupe Club of America

Volume VI

December 2001



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

And we know that all things work together for good to them that love God, to them who are the called according to his purpose. Romans 8:28

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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.

John Nolan Ford, Inc.

3250 Highland Ave. at Ridge Road

Cincinnati, Ohio 45213

Local # 513-631-6965

Fax # 513-631-5344

Toll Free # 1-800-837-8114

From The Bird's Nest

By Bill Evanoff

How time flies! My wife and I were planning our New Year celebration recently and I told her that it seemed like we just celebrated Y2K. As usual, I am also getting out another Chargin' Thunder late in the month. I always have the best intentions to mail the CT issues during the first week of the month they are due, but I seem to subconsciously prefer the third week of the month. I appreciate everyone's patience and I hope you don't spend too much time cursing your mail carrier every day that goes by without a CT being dropped into your mailbox.

As another year quickly approaches it is once again time to renew your memberships. I welcome everyone back for 2002. Dues are unchanged, despite another increase in postal rates this year. I encourage everyone to utilize the brightly colored insert to rejoin. Fill out the "Rejoin" form and mail or fax it back to us. We can also accept your 2002 dues over the phone if you wish to use a VISA or MasterCard.

Carlisle 2002 HELP!

I anticipate that the Carlisle All Ford Nationals show will be the most heavily attended SC/XR7 outing ever. I have heard that there will even be quite a few West Coast Super Coupe enthusiasts driving or flying in for the show. Several individuals even plan to tow their SCs all the way from Nevada and New Mexico! I encourage EVERYONE to think about attending this show. I have been hyping this show for years now and I always have a terrific time at it. Just ask anyone who has ever attended. I know they will give

you a glowing response on how terrific it is. I would love to see over 100 SCs and XR7s this year out on the show field.

The SCCoA does need a new hotel to stay at this year. If anyone is from the Carlisle/Harrisburg, PA area or regularly travels through there, I really could use some help with our search. Please call me ASAP if you think you can help with our reservations.

Prior Remanufacturing – ABS Repairs

The SCCoA is happy to offer its membership a new discount program. Prior Remanufacturing has kindly offered their services to club members. They have the capabilities to reman. the Ford Teves Mark II and Mark IV ABS systems back to like-new condition.

In past CT issues we already discussed the ABS systems and at that time we knew that SIA Electronics could reman. these units. From the pricing we have been given it looks like Prior Reman. is even cheaper than SIA.

On the following page I have reprinted a letter from Prior stating their offer and also a price list for the different years of cars. If you require Prior's services, please contact them directly at the 800 number shown. I have recently heard of several people who have used them to repair their ABS units and they all were please with the results and their service.

Patty and I wish everyone a Merry Christmas and a Terrific New Year. We look forward to sharing more Chargin' Thunder issues with you all next year!

To: Bill Evanoff
SCCoA Coordinator

I would like to offer your members a 10% discount off our printed Jobber price list. This price would cover freight for orders being shipped and for cores being returned.

Attached are part numbers that should cover all the applications you need. If you need more information, please let me know.

I appreciate the opportunity to be of service to you and your members.

Best Regards,
Rick Fletcher
Prior Remanufacturing
800-444-4821 ext. 733

				Part Number	Jobber Net	Jobber Core	SCCoA Net	SCCoA Core
Thunderbird	94-96	COMPLETE (W/O TRACTION CONTROL)	VLV. BLK. & P/ MTR.	4300120	359.95	50.00	323.96	45.00
Thunderbird	94-96	COMPLETE (W/ TRACTION CONTROL)	VLV. BLK. & P/ MTR.	4300121	359.95	50.00	323.96	45.00
Thunderbird	89-92	COMPLETE ASSEMBLY	ACTUATOR ASSY.	4600124	403.95	100.00	363.56	90.00
Thunderbird	93	ALL - COMPLETE ASSEMBLY	VLV. BLK. & P/ MTR.	4300124	359.95	50.00	323.96	45.00

SCCoA TShirts



The SCCoA shirts are still available in the light gray color. Pricing is unchanged at \$15 for Large and XL. \$18 for XXL. We even have a few XXXL for \$20. Shipping on one shirt is \$4. Shipping for two or more shirts cost \$5 shipping. Show your pride in your club, your love for these cars and the fact that you've "GOT BOOST"!

The back of the shirt is shown. The front has a small chest print and the sleeve has the "Got Boost" logo.

Rank	Name	Car Year	Date of Run	Time
NEW #1	Coy Miller	1990	06/24/2001	12.188 @ 109.08 MPH
#2	Neil Frisbie	1990	08/31/1997	12.493 @ 112.50 MPH
#3	Steve Griffith	1993	10/27/2000	12.782 @ 110.06 MPH
#4	Christopher Wise	1990 Anniv.	10/19/2001	12.883 @ 106.15 MPH
#5	Chris Mendola	1995	03/24/2001	12.888 @ 107.99 MPH
#6	Stan Wodzisz	1990 XR7	10/13/2000	12.98 @ 104.71 MPH
#7	Wayne Ing	1992	10/18/1997	13.025 @ 102.6 MPH
#8	Jim Demmitt	1990	02/28/2001	13.088 @ 102.139 MPH
#9	David Dalke	1990 XR7	06/13/2001	13.217 @ 103.672 MPH
#10	Wayne Ing (2 nd SC)	1989	11/04/2000	13.376 @ 103.11 MPH
#11	Andy Erickson	1991	10/07/2001	13.416 @ 105.36 MPH
#12	Jeff Dillman	1989 XR7	10/21/2000	13.467 @ 100.90 MPH
#13	Dennis Dimitratos	1990	08/05/2000	13.47 @ 104.035 MPH
#14	Bill Hull	1991	06/1996	13.5 @ 100 MPH
#15	Rick Cunningham	1990	11/10/2001	13.519 @ 99.56 MPH
#16	Kurt Kreisz	1992	10/19/2001	13.54 @ 101.01 MPH
#17	Steve Webb	1991	11/11/2001	13.567 @ 100.68 MPH
#18	John Shelton	1989	08/26/2000	13.609 @ 96.72 MPH
#19	Aaron Pedroza	1992	09/08/2001	13.642 @ 101.111 MPH
#20	Mike Filby	1991	11/07/1999	13.727 @ 100.29 MPH
#21	Mike Puckett	1990	10/27/2001	13.735 at 100.32 MPH
#22	Jimmy White	1995	10/24/1999	13.778 @ 99.31 MPH
#23	Ron DiPaola	1993	09/30/2001	13.783 @ 99.98 MPH
#24	Doug Williams	1989	10/18/2000	13.82 at 98.80 MPH
#25	David Neibert	1991	10/28/2001	13.871 @ 98.10 MPH

The last time the Top 25 Quickest SC was briefly reviewed was in the March 2000 CT editorial. At that time all it took was a 14.50 second ET or better to make the list. The #25 spot has improved over .60 seconds in just 18 months. Prior to the March '00 review we also looked at the list in the September '99 CT. Amazingly, the #25 spot was a 15.050 at that time. How things are changing. The most significant update to the list is the change in the #1 spot. Congratulations to Coy Miller and his Magnum Powers equipped 1990 SC!! Bill Hull previously owned this car and Coy has taken it to the top of the list with his amazing craftsmanship and superb engine and chassis building skills.

The competition to get on this list is heated and I look forward to what the 2002 racing season holds. My prediction is that a 13.50 or better will be needed to even hold the #25 spot by next December. From our look at the history of this list one may need a quicker time than that.

One item to note: Six of the top nine spots are held by 1990 cars. I guess we now know which year is quickest. I may be biased though, owning a '90 SC myself. Here are the number of cars from each year on the list: 1989 – 4, 1990 – 9, 1991 – 5, 1992 – 3, 1993 – 2, 1994 – 0, 1995 – 2.

His and Hers

By Amanda Okul & Bryan Moore

HERS

Maybe it is not a coincidence that we should have a pair of Super Coupes. That is, of course, how we met. Only it was with a pair of Mustangs, not Thunderbirds that initially brought us together.

I had just purchased a red 91 Mustang LX. The third day I drove it I smacked my marker light on the bumper of a rusty pick up. I freaked out and my Mom was going to kill me. Not to mention everyone at the high school found out. I never lived that down.

I panicked and my sister introduced me to a friend of her brother named Bryan. He supposedly was known as a big Mustang enthusiast. I figured that if anyone could repair my car he could. "He has a lot of these things," my sister told me, "he'll fix it." We got to his house after school and sure enough, there were two Mustangs parked out front. He said that he would fix it but, of course, never got around to it. A few months later we met again and started dating.

After we had been together for awhile I got my SC simply because Bryan did not want to continually fix my Mustang. He said it was a lemon and I had to get rid of it or I would have to find a mechanic to fix it. Who has money for that?



"So, what kind of car do you want?", Bryan asked after working all day on my car. "By the way, it has to be a Ford, too," he proclaimed. Great, I had absolutely no idea what to get. "Well," I said after much thought, "I like the way those Thunderbirds look." "Really?" Bryan said. "If you like Thunderbirds, it has to be a Super Coupe!" Super Coupe? I asked, not knowing what he meant. "Yeah, sure. Whatever gets me there and back is fine. And as long as it is easy to work on, I don't care".



Amanda at the track with her red '90

That was my very unenthusiastic response. In a few months, we went to pick up my 1990 Red Thunderbird SC. I'm happy to say that I love my car. But not as much as my boyfriend does. I can't have that strange attraction to a car like he does. I like the speed most, and the fact that it is more luxurious than my Mustang. I have no plans to get rid of it, only to make it faster.

HIS

I always liked Thunderbirds and in between my "StangKrazy" days (my previous AOL screen name), I owned a few Turbo Coupes. I always wanted a SC, but only dreamed of the day I would drive one, or own one for that matter. Then that day came! Amanda had the money to buy one and after two months of looking every day and only finding stick shift ones (who said that five speeds were rare?), I finally found a red automatic for her to drive. She hates driving a stick and ironically the color red. (her Mustang was red too)

I was just about finished with my high school dream car, a '89 Mustang Notchback. I had swapped the four cylinder for a carb'd eight and saved \$2,000 for a paint job.



Bryan's black '90

Just as I was about to get it ready for paint, I got an itch to look at some SCs for myself. I quickly found one for sale. Black, 131K, five speed, and not to

mention \$2,300. I brought that paint money and a couple of Stang buddies with me to check it out.



His/Hers SCs at the track

The car looked great and after a test drive I offered the guy that \$2,000 that was now burning a hole in my wallet. He accepted and said that he would have it ready the next day. What!? Tomorrow! "I want it tonight," I told him. "OK", he said, "but I have to clean it out now, and that will cost you an extra \$100." That was fine with me. I had to have this car right now.

HIS 3 years / HERS 3.5 years later

Her '90 has 103K on it and my '90 has 143K on it. They are both running awesome and we have been continuously modifying them as much as our spare funds will allow. The process has been slow, but we are getting there.

I have so far put a custom Magnaflow 2 1/2" to 3" to 2 1/2" catback exhaust, a Mac Intake, 3.27 gears, B & M Ripper Shifter, I/C fan, MN12 rear bushings and NR white faced gauges with a '94-95 145 MPH speedo. I also just purchased a Crimson red '94 5 speed to add to my collection. SC enthusiasts can never have just one! This is now the concentration of all my funds and I am trying to get it ready to impress at Carlisle '02.



**Amanda and Bryan's SC's on the Carlisle All-Ford Nationals show field this past June.
The "His" and "Hers" signs are visible in the front windows.**

Amanda's car has a little more work done to it than mine. She has hollowed cats and a Magnaflow resonator with Flowmaster mufflers, 3.55 gears, Level 10 hydrosystem, B&M finned deep aluminum trans pan, MN12 rear bushings and front suspension kit, KVR cross drilled rotors, Tokico shocks, roller rockers, Magnacore wires, Mac intake, 73mm C&L MAF, and a 255L fuel pump. Now she has absolutely NO money left. Thank God for plastic.

We both really enjoy being part of the SCCoA and really like all the people in it. We have a great time at the events we attend and hope the club keeps growing and everyone keeps helping out.



**Bryan's new '94 SC as he found it on a
dealers lot**

Thanks a lot for the opportunity to share our story and we hope to see everyone at Carlisle 2002!

THUNDERBIRD SUPER COUPE PERFORMANCE PARTS



The Coy Miller
Racing Engines
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Magnum Powers SC
12.18 Second
1/4 Mile!

Featuring the
full line of
**Magnum
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Supercharger
improvement
products
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- High Performance Supercharger Intake Plenum
- Show Polished 85 mm Throttle Body
- Enlarged Supercharger Outlet Plenum
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www.SuperCoupePerformance.com
Order / Info: 513-697-6501 • Fax: 513-697-0580

December and January 2001 Chargin' Thunder ONLY Specials

- Kooks Jethot Coated Headers...\$20 Off
- Supercharger Top Wrenches...\$10 Off
 - 190 LPH Fuel Pumps...\$10 Off
 - SCP Fresh Air System...\$10 Off

Discounts must be requested when placing your order.

<http://www.supercoupeperformance.com>

White Lightening

By Chris Lazzo
powerpro32@aol.com

I purchased my '90 SC in the summer of 2000 with only 45,000 miles on it. Since then, I have done a number of performance modifications to the car. First, I started with an intake system that was made of a 3.5-inch aluminum mandrel bent pipe, polished, and topped off with a 9-inch K&N filter. I added a Flowmaster exhaust system because I have had good luck in the past with them.

Next, underdrive accessory pulleys and an overdrive supercharger pulley were added. I also installed a Magnum Powers raised top and honed out the intercooler piping using a 3-inch flap wheel for more airflow. Things started to get seriously crazy when an "S"-ported blower went on the top of the engine. This was the greatest HP gain to date.



Chris's low-mile '90 SC

To have the perfect intake I then added a Magnum Powers inlet plenum and a 85 mm throttle body for even more HP. I was not stopping there. I called up Bill E. again and ordered the SCP/Kooks jet-hot coated headers to prevent blowing the head

gaskets. This was another awesome HP gain!

I needed to make the car handle better now with all the added power, so I installed Eibach 1.5-inch lowering springs with Koni shocks and Kumo tires. Wow, who would have thought a 4000-pound car could handle like a Vette. I highly recommended this suspension setup!



17" ROH wheels

I took the car down to Colletti Motorsports and had them install a rear seat roll bar just in case. A double intercooler was also added. I simply took two stock intercoolers cut off the tops, welded them together, did a little bit of polishing, and there you have it, another great performance mod.

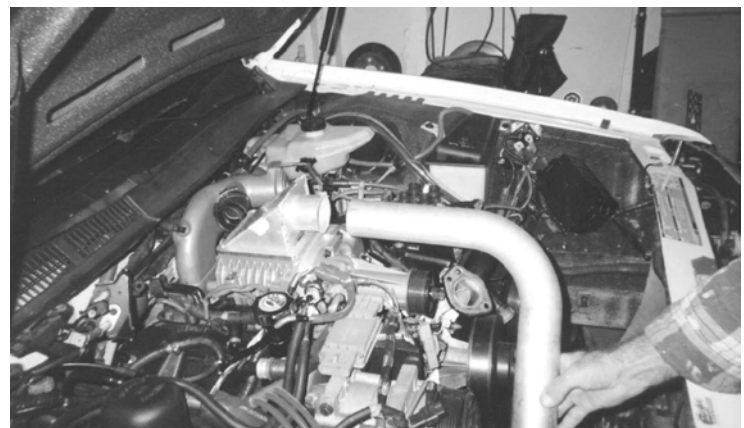


Colletti Motorsports Rollbar setup

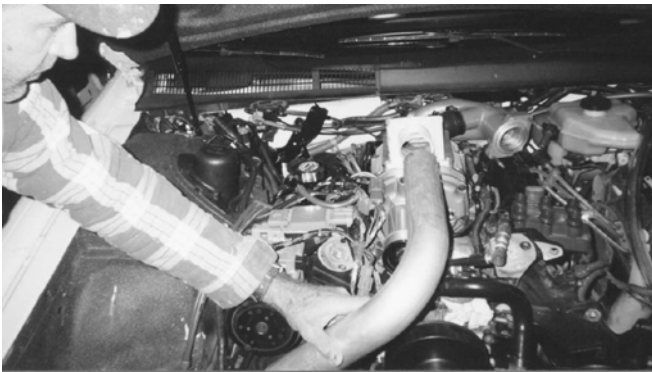


I've recently started going to some of the SC events and talking to people like George Davenport and Bill Evanoff. I especially enjoyed the SCP open house in Cincinnati, OH this fall.

Now my excitement for the cars has even grown more. I purchased a Miller tig welder and a mandrel pipe bender so I could take it to the next level. I am currently working on a front mount intercooler for the car along with a new blower outlet.



Fabrication of the front mount IC



Comparison of the front mount IC to the original IC

Here is a list of my current performance upgrades:

- S-model Blower Brand New, Ported
- Magnum Powers Inlet Plenum, Fully Polished & Ported
- Magnum Powers Classic Super Charger Top



The engine prior to beginning the front mounted IC project



Chris's engine bay is equipped to dazzle the eye. Shown are the polished Magnum Powers inlet, 85mm throttle body, 3.5" inlet tube and alternator.

- Magnum Powers 85 mm Throttle Body, Fully Polished
- 3.5 inch Polished Intake Tube
- 73 mm C & L MAFS
- 9-inch Open Air Filter
- Koni Shocks
- Eibach 1.5 inch Lowering Springs
- Pillar Gages, Oil & Temp



White face gages and pillar gages

- Custom Roll Bar
- 373 Gears
- Kooks Headers

- Flowmaster Exhaust
- Head Work Mild Porting & Milled
- 17x8.5 ROH Snyders Wheels with Kumo Tires
- KVR Crossed Drilled Rotors & Carbon Fiber Pads
- White Faced Gauges
- Under Drive Pulleys & 10% Blower Pulley
- B&M Tranny Cooler, Filter & Shift Kit
- 4 Cooling Fans
- Springtime NOS
- All Stainless Steel Braided Lines
- 28x13 Front Mount Intercooler Being Installed
- See Ya' in Carlisle PA next spring.
God Bless America



Collected Quotes from Albert Einstein

Gravitation is not responsible for people falling in love.

Anyone who has never made a mistake has never tried anything new.

Everything should be made as simple as possible, but not simpler.

The secret to creativity is knowing how to hide your sources.

Two things are infinite: the universe and human stupidity; and I'm not sure about the the universe.

Not everything that counts can be counted, and not everything that can be counted counts.

Custom Embroidered Auto Apparel

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

How to Build and Install a Double Intercooler

by Mike Puckett and Rick Cunningham

Double intercoolers seem to be all the rage, now. And, why not? It really lets the engine breathe. We can really feel the difference in performance in our SC's here. Simple to make and easy to install, a double intercooler can reduce your 1/4 mile times by a 1/4 second or more adding noticeable acceleration.

It helped boost Rick's 1/4 mile times into the 13.5's and increased his trap speeds from 100 mph to 102.4, and dropped Mike's times from the low 14's into the high 13's and consistently runs the traps at 100+ mph. So, if you have been thinking of adding this bolt-on to your list of mods, let us guide you through the process.

The first things we will need are two intercoolers. These are usually not too hard to find online or at junkyards. We've seen them sell for as little as \$10 and for as much as \$250. We were able to easily find three, for \$60 to \$100 + shipping. If you can stand to have your SC down for the duration then you'll only need to buy one, of course. The next thing we'll need is a cutting tool to cut off sections of the top and bottom tanks.

If you've got strong arms and want a real workout you can use a hacksaw. But, if you are a regular size guy you'll need a power tool. Forget using a Dremel, Wizard, or other such moto tool. They're not powerful enough and it'll absolutely take you forever with one of those. Don't let that cast aluminum fool you. It is much harder than it looks and is very difficult to cut. The best thing to use if you can get access to an air compressor is an air die grinder tool with a 3" diameter thin fibrous

disc. Coat the disks' cutting edge with beeswax and it'll cut much better, but still give you a good workout. The bigger the compressor's tank, the better the grinder will run as it really consumes the air. Mike bought an inexpensive die grinder kit for \$20 and it worked fine except that it could easily drain his 2 hp/11 gallon air compressor in just a couple of minutes.

If you need to use your existing IC it is easy to remove from the engine. Of course, we'll have to remove it anyway when the new one replaces it. Loosen the four top and bottom tube 13mm retaining nuts from the studs and slide the retaining plates back. Remove the two screws that hold on the bellows frame. With the IC loose, push it down slightly to release the bottom hooks. Start pulling it up disconnecting the rubber bellows as you go until it is all the way out. Be careful not to bump the cooling fins but don't worry if the bellows or seals rip as you'll discard them anyway. Once you have wrestled it out, remove what's left of the bellows still in the car. It will pop right off the little retainers on the radiator frame.

Next remove the screw studs from both openings. We're not going to cut all of the upper and lower tanks off of the IC's. What we cut on one IC, we won't cut on the other. Select which one you want for the front and which one for the rear. The rear will be the one to bolt up to the IC tubes and the front will greet the air as you zoom down the highway. Use the one with the best looking tube mating surfaces to bolt to the IC tubes. Let's start with the rear IC. We will want to leave the opening and as much of the inlet/outlet tubing humps as we can. So, we'll cut off the front wall of both tanks only. Scribe a line across the tank from side to side from right where the air inlet/outlet tube tip meets

the flat surface of the tank in front of the mounting flanges and on down to the welds on either side before making the cut. Cutting through that inlet/outlet tubing hump anywhere will make for a real awkward weld so it's best to only cut right on the edge. Cut down only to the top of the existing welds. Next we'll go to the front and scribe a line horizontally across the front and the mounting flanges along the top of the weld around to the cut we've just made. Stay as far away from the cooling fins as you can to avoid any damage while cutting. Cut it until you meet the cut made previously, the top and bottom front wall with the mounting flanges will come off exposing the openings inside. Make the cuts on the top and bottom tanks identical.

Now we'll cut the other IC. This IC will be the one towards the front of the car. On this one we'll leave the front wall and cut off the part with the openings and the humps. Again, scribe a line across the top of the tanks as in the other IC but this time well scribe our horizontal line down to the IC tube openings. When we cut across the front just below the IC tube opening, there is just enough room to keep the cut at the top of the existing weld. Once we've cut and removed this piece from both top and bottom halves we can test fit them together.

Place the two IC's together and line them up so that they're even. You will notice that the welds mate at the top and bottom but that they are very uneven. You can use a belt sander with a very coarse belt and easily sand the welds flat. How much you take off doesn't really matter, just don't take off too much. Test fit as you go to keep it square. It doesn't need to be perfect since the welding process will fill in any gaps. When you're satisfied with the

fit use some tape, i.e. filament tape, duct tape, etc, to hold it together until it's ready to be welded together. You will need a piece of stock aluminum about 3 inches wide, 10 inches long, and 3/16 inches thick. This will be used to fill in the large section we removed from the front IC. Usually the welding shop can provide this piece of aluminum. Check all of the tubes for crimped or bent ends or obstructions. And, give it a thorough cleaning before sending it out to be welded. Mineral spirits, acetone, or just about any other solvent including detergent and water will all work well.

Having these welded together can cost anywhere from \$100 to \$300 so you might want to shop around. Make sure that the welder knows to weld the two IC's together on the inside where we used the belt sander to flatten the existing welds for fitting together. Both of the shops that welded ours missed this seam and had to re-do it. A good test is to fill the now double IC with water and leave it over night and make sure it doesn't leak. It's impossible to weld this inner seam from the outside so it has to be done from the inside and need's to be done right the first time. If you do get some seepage it is possible to seal it from the outside with fiberglass resin. Mix the resin and hardener so that it'll take at least an hour to harden.

Stand the double IC up on one end and make a dam with wide tape around the tank where the cooling fins meet it. Pour the resin in around the tubes and fins and let it flow towards the other side. Fill it up about 1/4 inch high. After it hardens do the other end. Hopefully, you won't have any leaks and won't need to fool with this. Whether or not you have the long gaps on the sides covered is up to you. Most of the ones I have seen have had the sides

covered with a strip of aluminum welded in place. It probably does add rigidity to the unit. You may also opt to flatten and smooth all of the weld seams. It certainly looks better but may make the seam more prone to crack. You can paint it, polish it, or powder coat it for a finished look. George Davenport's smoothed and polished double IC on his SWB SC is absolutely beautiful I have seen to date.

Mounting it in the engine bay is not very difficult. The radiator support in front of where the IC will mount will need to have the top inch wide horizontal part cut off for the double IC to fit. Use a moto tool to cut this. The radiator will need to be moved over about 1/2 inch as well. There are only two retaining bolts at the top to hold the radiator support in place. On the driver's side the slide nuts for these bolts are in an oblong hole and can slide over. But, on the passenger side the hole the nut is in will need to be opened up to slide it over. Pull the radiator away and remove the slide nut. Then cut the opening wider with a moto tool and reinstall the nut.

Rick had his radiator repositioned on the radiator support after it received a thorough rodding and cleaning. Be mindful of the A/C lines on the passenger side. And of course, the rubber bellows are history! The double IC will now bolt right into place where the single one used to be. When installed make sure that it is not in contact with the radiator. It may be best to loosen

all of the IC tubing connections to properly align the bigger IC. It would then be necessary to reseal all of the connections with IC sealing tape. After resealing the tube connections, and tightening up the flange nuts to specs, you are done. If you had an IC fan, it should mount back the same way as before, as the clearance to power steering pump and alternator won't change.

Another consideration is the addition of ice trays. Using thin gauge aluminum you can weld them on the sides or top. If you have clearance next to the radiator this would help insulate the IC from the hot radiator. There is about 1 to 1 1/2 inches clearance on top. If you relocate your battery to the trunk there is a good six inches of room on that side. Drag strips don't like dripping fluids on the track so be sure there are no leaks. Dry ice, which is available in grocery stores, might be the better choice over ice water for this reason, plus it is much colder.

This is one of those mods that you will notice the difference the first time you drive it. You should experience a slight drop in boost as you'll have less back pressure. You will have a lot higher volume of air though, which translates into horsepower. You drag racers will especially notice this on the top end with quicker times and higher trap speeds as we have. This mod just may give you that added little boost you've been looking for.

Ability can take you to the top, but it takes character to keep you there

Ability is what you're capable of doing...
Motivation determines what you do...
Attitude determines how well you do it.

Authors unknown

Mass Air Meter & Fuel System Considerations on an SC

By "Dr" Fred Holzhauser

When building an EEC-IV vehicle for performance, increased airflow is a priority. Getting a bigger Mass Airflow Meter (MAF) can help to decrease intake drag. Once performance potential is beyond the stock fuel injectors, an aftermarket MAF is a necessity.

How the MAF Works

The (simplified) way the Mass Air Flow Meter works is to sample a portion of the airflow, directing it across a resistance filament. There is a DC voltage across this filament. Sort of a cool light bulb. The rate of air going by cools and distorts this filament, and that subsequently affects the element's resistance properties. The response to changing airflow as far as the EEC is concerned is a variable voltage drop across the element.

The form of the response is:

Airflow = constant x (voltage drop, raised to the 2.5 power)

The C&L type MAF controls the rate of response by using different sample tubes. They take a bigger or smaller slice of the air going by to ratio the voltage signal against the actual air signal. The Pro-M folks alter the electronics to ratio the two signals.

The factors that affect MAF accuracy would be the condition of the filament, or any soil on it (such as K&N filter oil), the method of

sampling, and signal to noise ratio. The reactive element essentially sits fixed in the airflow path. If you are sampling a turbulent air stream, your results will not be as consistent as a sample from a smooth air stream.

This brings us to placement. Ideally, your MAF should be upstream of a similarly sized throttle body on a fairly straight tube of essentially the same or slightly larger diameter. Most importantly, there should be a significantly long straight portion of airway, about a foot, gradually reducing in size prior to the MAF to provide a straight and non turbulent air source. What you shouldn't have is an air filter or sharp turn right in front of the MAF.

So the factory MAF placement is not that great. The air box surely adds turbulence to the equation. What the engineers do, is to measure the MAF response as installed in the car, and adjust the MAF curve in the EEC for any departure from ideal that they observe.

When you put a C & L MAF in the stock location, you maximize the chances of having your MAF signal "fitting" the Ford curve. C & L re-uses the factory electronics, essentially ratioing the original curve with its sample tube, to fit the newer style injector. Pro-M has its own electronics, and their curve is not as close to the Ford electronics curve. If you have a tuner board, then this is not an issue, as you can enter the actual response curve into the brain of your car.

Why Do I Need to Get a Tuner Board?

Let's start with an overview of how the EEC works, with regard to the fuel calculation. At any given moment, the EEC gets signals from the MAF. It also knows how big the engine is, the rpm, several critical temperatures, the target mixture and the mixture results, and throttle position. It knows which cylinder is up for a fuel pulse or an ignition pulse. It knows what size injector is installed (from Ford) and figures the fuel pulse for each cylinder, jockeying up or down a little bit based on what the O₂ sensors say about the exhaust gas composition.

When we modify the engine to the point where larger injectors are called for, it is essential to inform the EEC what size injectors are installed, so it will figure the right pulse width for fuel. Without a tuner board, that is impossible. So we do the next best thing. We lie to it. We tell it less air is coming in, so it figures the fuel pulse shorter. We recalibrate the MAF to the new injector, either electronically or with an appropriate sample tube, as mentioned, earlier.

C & L MAF - Sample Tube to Injector Guide

73 MM	SC Model Years		76 MM
Color	89-93	94-95	Color
silver *	30	36/38	yellow
blue	36/38	42	orange
red	42	50	purple
green	50	xx	green
<ul style="list-style-type: none"> We call it a "silver" one and C & L calls it a "clear" one. 			
•			
•	INJECTOR	Identification	SAFE SC hp potential
•	30 # per hour	red top	298
	36 # per hour	navy blue top	358
	38 # per hour	red stripe	378
	42 # per hour	green stripe	418

The calculation of fuel pulse width (time of injector activation) is rather involved. The EEC starts by figuring the theoretical cubic feet per minute (CFM) of air that would go through the engine at its rpm as if it was at 100% efficiency. Then it checks with

the MAF to find out how much air is really coming in. From there it figures what Ford engineers call "Load". Many of you call it Volumetric Efficiency, or VE, for short. VE is 1 when you are at 100% of theoretical CFM.

Then, the EEC consults a table for spark advance given the VE and rpm. It consults another, similar table, also based on VE and rpm, for fuel mixture. Now it can finally get to figure past the injector size to the pulsewidth.

As you know, there are many different modes of operation. Idling. Cruising. Lugging. Deceleration. Wide Open Throttle. The best tunings for these different conditions are represented in those two (and some other) tables.

What happens when we lie to the EEC with the MAF for the sake of bigger injectors? Right away, the EEC figures the VE, incorrectly!! Then, the EEC looks in the WRONG PLACE in the tables to come up with a spark lead and fuel mixture for the engine. We just forced the engine to run in an out-of-tune condition!!

How bad IS it? Well, if you had equipped an early style engine with a 38 # injector, in anticipation of nearly 400 hp, the VE is going to be low by 21 %.

$$\text{Error} = (1 - 30/38) \times 100\%$$

Let's say you are operating in mild boost, say 1.05, VE. That calls for retarded timing, compared to cruising, and some fuel enrichment. But the VE lookup, with the 21 % low error, is 0.83, and that is a significantly more highly timed and leaner condition. We are now running the risk of detonation, or at least invoking the use of the knock sensor, thus compromising our expensive, high performance engine. The higher performance the engine, and thus the bigger the error, the more dramatic this endangerment effect becomes!

As a guideline, 36 # per hour is the biggest injector you should use for an '89 – '93 mill, before getting a tuner board. For the later year models, 42 # per hour is about the maximum.

Now let's say you DO have a tuner board. Just by entering the correct data for your engine you have gone a long way toward making your engine run right. Your injector size and sample tube/calibration should match, now, anyway, just in case the tuner board malfunctions. Also, if you don't have the right sample tube or calibration for the injector, you run the risk of what I like to call an Air Range Mismatch.

Here are the examples of Air Range Mismatch:

1) Smaller MAF calibration than injector size

Your MAF will reach its maximum voltage at an air rate that is less than what the injector can use. As the engine passes this point, it will continue to demand more air, but the EEC can't calculate a longer pulsewidth. The engine will gradually lean out as it continues to accelerate. This is a dangerous condition, but usually sets a code.

2) Larger MAF calibration than injector size

You will be safe from leaning out at the high end, but you will lose responsiveness at the low end. Every time you upsize an injector and its attendant calibration, this is the price you pay. It is felt as difficulty in tuning idling and low-end response. There

is no point in making that problem any worse than you have to.

To AFPR or not to AFPR ??

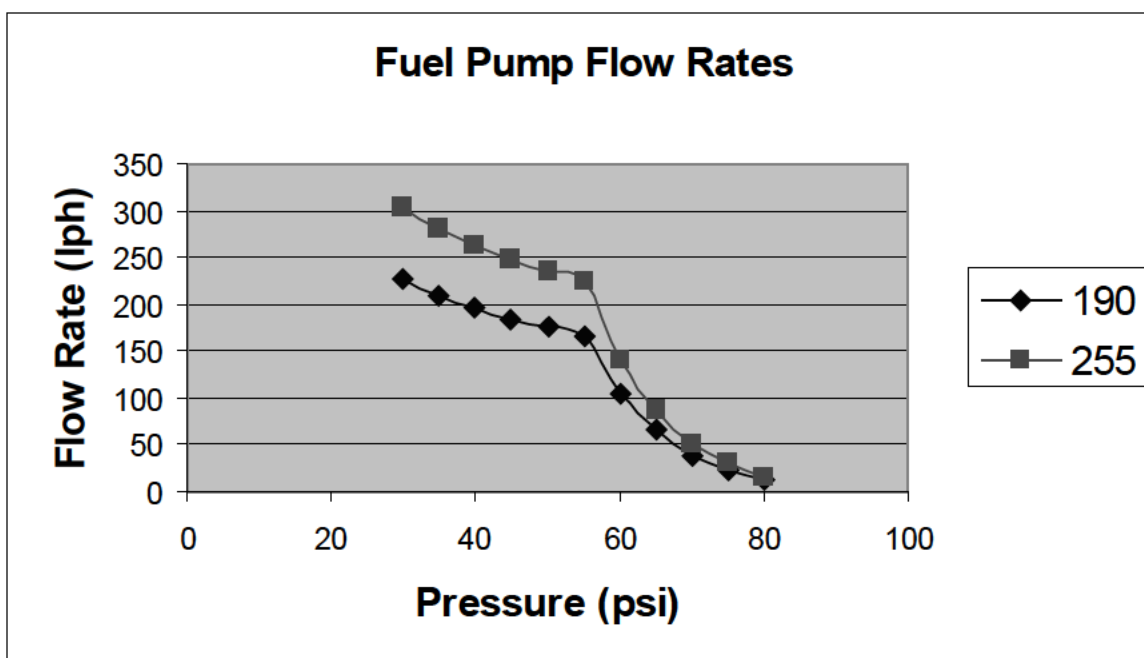
An Adjustable Fuel Pressure Regulator (AFPR) is no substitute for a tuner board. It CAN be used to extend the effective range of your injector, to meet a higher performance level. One problem associated with that approach is that the AFPR can stress the fuel pump. Most fuel pumps start rapidly losing ground above 56 psi pressure. The Holley Forced Induction pump, 255 lph model, is the exception to this rule.

Your fuel pump sees a combination of 3 pressures: the boost, the net injector pressure, and the fuel line frictional loss. Line loss is about 2 to 4 psi from a stocker to a full tilt engine. We'll use 3 for discussion. If boost is expected to be as high as 16 psi, and the injector running pressure (stock) is 39 psi, then we can

figure to expect $16 + 39 + 3$, or 58 psi at the fuel pump. Then WHY would you want to run your injectors any higher than stock?

Here's why. When the fuel pump sags, your injectors will "lean out". The stock fuel tables in a SC are very rich, 11 to 1, and 12.5 to 1 is more like it for power and safety at the 380 to 420 hp level. You can actually improve a little bit in performance by using the weakness of the fuel pump. But what if one day it gets just a little weaker? I wouldn't play this game without an a/f meter!! But by the time you get an a/f meter and an AFPR, you could have bought a tuner board. You can then put in the right values for your MAF curve and injectors, and tell it you want a 12.5 to 1 mixture, too.

If you are arithmetically inclined, the following section is a step-by-step map of how to figure the right size injectors and fuel pump.



More Useful Equations and Stuff

Injectors are rated in lb per hour (# / hr) at 42.5 psi. Brake Specific Fuel Consumption (BSFC) on CMRE Stage 2 is 0.52 # / hp / hour.

True Injector Flow Rate = Rating x SQRT(Actual Pressure / 42.5)

HP level = (True Injector Flow Rate x No. of cylinders x 0.90) / BSFC

The 0.90 is a safety factor.

Example : How much horsepower can a 38 # per hour injector set safely support with a stock fuel pressure regulator, which is fixed at 39 psi?

True Injector Flow Rate = 38 x SQRT(39 / 42.5) = 36.4 # per hour

HP level = (36.4 x 6 x 0.90) / .52 = 378 hp

So, 378 is the safe horsepower that the 38 # per hour injector set could provide to a SC engine, all day long. The peak horsepower it can provide is about 10% bigger than that. We can generalize to say your injector size on an SC should be equal to your target crankshaft horsepower, divided by ten, then round up to the next common size.

Flow Rates

1 liter/hour x (1 gallon / 3.985 liter) x (8.337 x 0.6 pounds / gal) = 1.255 # / hr

The 0.6 is the Specific Gravity of gasoline related to water. Water = 1.0 . So the above flow rate calculation holds for gasoline, only.

Example: How big a fuel pump do we need for our 378 crankshaft hp engine ?

We saw that the true injector flow rate was 36.4 # per hour. With six of them running at full tilt (100%), that's 36.4 x 6 = 218.4 # per hour.

218.4 pound per hour x (1 liter per hour / 1.255 pound per hour) = 174 lph. Since the SC operates at 39 psi with a stock pressure regulator, the typical fuel pump will deliver (from the graph) about 200 lph. The safety factor would then be equal to 200/174 = 1.15, or a 15% margin of safety. Doesn't sound safe enough for me, if you ever go to further mods. I'd vote for the 255 lph pump. What would be the safety margin there?



Tuned by Dr. Fred

So, you got an EEC-Tuner, now what will do you do? Get a Dr. Fred tuner file! What will a Dr. Fred tuner file do for you? It will assure that you are getting the most out of your supercharged SC or XR7. It will make your car **FAST**, reliable, drivable, and economical. It also means you got a custom tuned chip for the unbelievable low price of only \$25 for '89-'93 model years or \$40 for '94-'95 years.

Get the most horsepower and torque out of your *EXPENSIVE* modifications! Bolt-on parts and cylinder head work with a "street" Dr. Fred tuner file have shown Dyno gains of 15 RWHP and 20 RWT over stock settings. More than 1/3 of the SCCoA "Top 25 fastest SC's" are running Dr. Fred tuner files, along with the Ultimate SC, George Davenport's SWB #005.

To receive your starter file for your EEC-Tuner, send Dr. Fred a complete list of your modifications, the chip calibration code on your computer, and the calibration curve of your Pro-M MAF or the sample tube size for your C&L 73mm or 76mm MAF. Calibrations for the Lightning 80 mm MAF are also available. Service included with the starter file also includes a few "tweaks" on the file, based on your observations, while driving your new beast. (EEC-Tuners are available through MN12 Performance – www.mn12performance.com, or Spyros Gounaropoulos, aka Slow SC, - sgounaro@optonline.net)

High Performance Engine Rebuilds, featuring the Dr.'s own Heads and Cams, are available at reasonable prices. External component port work performed by Jeramie Schall, also at reasonable prices.

For further information:

URL:	http://www.zianet.com/sccosw/DrFred					
E-mail:	fredholz@concentric.net					
Phone:	(303)	238-5101	<u>after</u>	5:30	Mountain	time zone

7/5th of all people do not understand fractions.

43% of all statistics are worthless.

A foursome of senior golfers hit the course with waning enthusiasm for the sport. "These hills are getting steeper as the years go by," one complained. "These fairways seem to be getting longer too," wheezed a second. "And somehow, the sand traps seem to be bigger than I remember 'em too," said the third. Hearing just about enough from his buddies, the oldest, and the wisest of the foursome at 87-years-old, piped up and said, "Oh my friends, just be thankful we're still on THIS side of the grass!"

Great quotes from Henry Ford to inspire, empower and motivate you to live the life of your dreams and become the person you've always wanted to be!

Ability: It is all one to me if a man comes from Sing Sing Prison or Harvard. We hire a man, not his history.

Whether you think you can or whether you think you can't, you're right!

Belief: He can who thinks he can, and he can't who thinks he can't. This is an inexorable, indisputable law.

Business: A business that makes nothing but money is a poor kind of business.

Deeds and Good Deeds: Chop your own wood, and it will warm you twice.

Experience: If you take all the experience and judgment of men over fifty out of the world, there wouldn't be enough left to run it.

Fools and Foolishness: There are two fools in this world. One is the millionaire who thinks that by hoarding money he can somehow accumulate real power, and the other is the penniless reformer who thinks that if only he can take the money from one class and give it to another, all the world's ills will be cured.

History and Historians: History is more or less bunk.

Mistakes: Even a mistake may turn out to be the one thing necessary to a worthwhile achievement.

Possibilities: I cannot discover that anyone knows enough to say definitely what is and what is not possible.

Problems: There are no big problems, there are just a lot of little problems.

Quality: If you think of standardization as the best that you know today, but which is to be improved tomorrow; you get somewhere.

Security: Many people think that by hoarding money they are gaining safety for themselves. If money is your ONLY hope for independence, you will never have it. The only real security that a person can have in this world is a reserve of knowledge, experience, and ability. Without these qualities, money is practically useless.

Teams and Teamwork: Coming together is a beginning, staying together is progress, and working together is success.

Work: Thinking is the hardest work there is, which is the probable reason so few engage in it.

One Bad SC

By Kelly and Faye Simons

This story has a very sad beginning. Several days after returning from our Denver 2000 meet, our near mint / modified '91 SC was stolen. After several weeks of looking for another SC, we found a '92 in Eugene, Oregon. The SC was in fair to good condition but needed some TLC. It is Oxford White with black leather interior and a five-speed transmission.

The previous owner explained to us that the head gaskets went out and he had Ford replace the engine in May of '99. The only question I had about the SC was about the blower. It looked different than the one on my old '91. He didn't know much about it and all the shop invoice stated was "R&R engine". Needless to say, I was optimistic that it was a '94/95 unit.



The '92 after the Cervinis ram air hood was installed

The 5-speed was supposedly replaced shortly after the engine was rebuilt because he said it was getting hard to shift. So we have a '92 SC with 100 K on the clock with a 30K on the running gear. The SC already had some bolt on mods like the Super Coupe Performance shorty headers, ZR air intake kit, 75mm maf,

70mm throttle body & ASP underdrive pulleys. Unfortunately, it had a really bad exhaust system.

After driving home to Las Vegas, calls were made to Cervini for their Ram Air Hood and Saleen was contacted for one of their spoilers. I lowered the suspension with Eibach 1.5" drop springs and decided the shocks should definitely be the yellow multi-adjustable KONIs. We also threw on an Addco 1 1/8" rear sway bar and Air Lift rear air bags for good measure. A B&M Ripper Shifter replaced the stock unit and we also added some A-Pillar pods with Oil Pressure, Water Temperature, Boost, and Air/Fuel Gauges. We went with the solid rubber motor and trans mounts to keep the motor and shifter secure and also added some polyurethane differential bushings. The exhaust was updated slightly using a MagnaFlow resonator. My local FoMoCo. parts department was called on for a new rear bumper cover, taillights & 94/95 side moldings. I also freshened up the front end with new headlight & corner lights sent to me by Jason Marsh.

By June 2001 we had received the above mentioned parts, but waited till after the Sin City II meet to start working on the SC. We did make some passes on the STRIP that weekend. The best time we ran was a 14.4 at almost 97mph, not bad with wheel hop and 2.73's out back.

Well, it was time to get working on the SC again. The SC National OKC meet was 8 weeks away. First stop was to Winner Circle Kustom Autobody Inc. Dale Dlugos, the owner, was very helpful in designing the paint scheme. Dale came up with the idea of painting the front bumper to tie the hood in with the lower stripe. The SC was in the paint shop for about three weeks.

The paint is from PPG and the colors are Ford Oxford White & GM Starburst Orange, with gold pearl in the clear.

Next it was time to do the suspension. Installing the suspension was straightforward with the exception of the front KONI shocks. Nothing too difficult but it was very messy. For anyone doing KONIs, make sure you drill and completely drain the stock struts.



Next it was off to Performance Muffler for the new exhaust system. We had purchased the resonator, mufflers (flowmaster 40 series Delta flows) and 3" / 2.5 merge pipe from Jeg's. We showed the owner, Mark Cole, a picture of the SCP exhaust system and asked if he could duplicate it. The answer was "YES", and he added some stainless steel tips for a great price.

A call was made to PWO inquiring about their Polished Cobra R's for the SC. I know I'm going to get a lot of flack from some people, but after being reassured about their quality and shipping, I ordered and received the wheels in three days. Where else can you get four polished Cobra R wheels for \$700.00, and they were perfect.

Next we were off to Discount Tire where a set of Nitto Extreme (255x45x17 front & 275x40x17 rear) were mounted on the

new rims. The 45 series up front were for a better ride quality. Next time I will run the 40 series all the way around, I don't like the rake of the SC with the 45's up front.

The new gauges were installed (with the help of Dave Phillips, AKA "Tiny") in their pods and mounted on the A pillar (who said you can't put 3 gauges on a retracting seatbelt pillar?). Next we were off to Top Gun Window Tinting to have the limo tint installed. Next (after much pleading with the wife) I'm off to Audio Excellence for some new tunes. They installed a full Eclipse system with help from a Sony 300 watt amp.

The SC looks killer! At least I think so anyway. One thing I have found out is that people like the way the SC looks or they don't, and that's OK. While we were at OKC, I was checking out the blower / intakes on the 94/95 SC's and they sure do look like the one that is on our '92. There is a difference between the two intakes and you can tell if you have a late model along side an early model. We are working on some more mods but that will be down the road sometime as we need to keep the SC road ready for our SCCOSW meets. When these mods are done, I will let everyone know... because we plan to market them.





I would like to take the opportunity to say "Thanks" to the people who have helped us in our makeover of the SC: Dave Phillips (Dimention X Grafix), Jerry Nelson & Mike Lewis who helped wrench on the SC. Jeramie Schall, Kurt Sunday, Dr. Fred Holtzhauer, Duffy Floyd, John Shelton & Eric Carrasco. Whether these people know it or not, all the questions I've asked them, and the answers they gave me, are in this SC.



Now mind you folks, this was suppose to be a SC to replace the wife's SC that was stolen. Well somewhere along the way.....it went from the wife's SC, to our SC, to MY SC. Maybe it has something to do with the fact that we found another SC last May that just happens to be a BLACK '91 SC, like the one she used to have. The only difference is, this one is a basket case. With a lot of TLC and a lot of new parts she'll have her SC back again!!!

Gotta go now.....I have to start on HER SC now!!!

Kelly Simons
Las Vegas, NV
SCCOA Member #1021

If you have any questions or just want to chat, you can reach me at:
fsrcing@lvcm.com

The tragedy of life doesn't lie in not reaching your goal.
The tragedy lies in having no goal to reach.
Benjamin Mays

The 2001 First Annual Super Coupe Nationals in Oklahoma City, Oklahoma



The weekend started out kind of hazy....No, wait, it was beautifully sunny and warm. This tire haze at the hotel is compliments of Rob Whitt. His '90 Anniversary SC is in the picture somewhere. Really, it is.



SCs were everywhere! As usual, the parking lot was a great place to hang out, meet new friends, and admire the cars.



See, I told you there was a '90 Anniversary in all that smoke.



**An unknown Mustang rental car gets in on the burnout contest action.
Hey, Major Glenn, can you breathe over there?**



Major Glenn Huber fires up his rocket.

The OKC National meet wasn't all about Burnout Contests, of course. It just so happens that this was one of the greatest photo opportunities of the entire weekend. Many of the attendees went downtown and visited the memorial park and museum created because of the bombing a few years back. This memorial is a must see for anyone going through this area of the country.

Saturday was the action packed day that included MN12 bracket racing at the local ¼ mile dragway, dyno runs at a performance shop, and of course the smoky burnout contest.

I'm not sure of an exact attendance number, but I believe there were over 50 Thunderbirds and Cougars that made an appearance. People came from many places throughout the country. I believe the farthest West attendee was from the San Francisco area and there were many that came from up and down the East Coast.



Bill Wheeler, from the TCCoA, does a 360-degree spin.



Vernon Cradier's cool-running SC.



Kelly Simons SC (featured elsewhere in this issue) was a HUGE hit at the OKC Meet!



The 1989 Car of the Year comes with a supercharged 3.8 liter V-6, over 200 hp, a choice of fifteen options and just one make of tires. **ONLY ON EAGLES.**

For 1989, the Motor Trend magazine Car of the Year is the First Thunderbolt SE. And every First Thunderbolt SE comes equipped with just one make of tires: the Eagle from Goodyear.

Because, as the engineers at Goodyear know, there really is a difference in performance. It's a difference that ultimately shows itself in the most critical area of all: the "contact patches" of your tires where you can make, gain, and respond to the road.

During the Motor Trend tests, the cars equipped with Goodyear Eagles came through the tests with

other tires. In acceleration, in braking, in handling, in cornering forces. And in overall ride and drive. That's the nature of Goodyear Eagle tires: subtle, precise, true. Goodyear's overwhelming success is worldwide racing.

And that's why, competing against 12 other top companies, Goodyear's Eagle tires won 47% of the votes in which they were entered.

And the knowledge we gain on the track, we apply to our high performance street vehicles. So it's no wonder that Goodyear Eagles are chosen by more car makers for their top of the line performance cars than any other tires.

So that for you, the car is a team. The Eagle from Goodyear is the team you're engaged with and one product from Goodyear Eagles.

GOODYEAR
WE ARE THERE BECAUSE IT'S A DIFFERENCE.

A Goodyear tire advertisement back in 1989 and 1990

Company cars and rental cars are better than regular cars because...

1. They travel faster in all gears, especially reverse.
2. They accelerate at a phenomenal rate.
3. They enjoy a much shorter braking distance.
4. They can take bumps at twice the speed of private cars.
5. Oil, battery, tire pressures and fluid levels do not need to be checked nearly so often.
6. They have a much tighter turning radius.
7. The floor is shaped like an ashtray.
8. They only burn the cheapest gas available.
9. They do not have to be garaged at night.
10. They can be driven up to 100 miles with the oil warning light on.
11. They need cleaning less often, especially inside.
12. The suspension and trunk floor are reinforced to carry concrete slabs and other heavy building materials.
13. They are adapted to allow reverse to be engaged while the car is still in forward motion.
14. The tire sidewalls are designed for bumping into and over curbs.
15. Unusual and alarming engine noises are easily eliminated by the adjustment of the radio volume control.
16. No security is needed. They may be left anywhere, unlocked, with the keys in the ignition.
17. They have special batteries that can be drained & jumped repeatedly without harm to the electrical system.
18. They come with "temporary" spares that are good for 50,000 miles.
19. They have specially reinforced bumpers for moving annoying objects, such as shopping carts and sub-compact cars in parking lots.
20. All repairs can be accomplished with the cheapest after-market parts available.
21. Parking brakes do not need to be disengaged to drive.
22. When parking on a hill, it is safe to leave it in gear and ignore the parking brake.
23. The upholstery is impervious to stains, burns, and makeup.
24. They are easily parked in spaces intended for much smaller cars.

Miscellaneous pictures taken in 2001



Frank Burrell's Cervini equipped red SC.



Midwest SCCoA Chapter members met in Cincinnati, Ohio this past October



ATTENTION

CLUB COORDINATORS

— CARLISLE — All-FORD — Nationals —

The 2002 Carlisle All-FORD Nationals will take place May 31, June 1 & 2, at the Carlisle Pennsylvania Fairgrounds.

We are offering early Fun Field registration discounts to clubs that have participated in the past. It is important you inform your members of this early discount registration fee immediately (by way of a club newsletter or direct mail).

It is also very important you follow the rules for early registration listed below.

- **Club Pre-Registration rate = \$25.00** (before Feb. 28, 2002) This will allow two adults and one vehicle into the show all three days. Between March 1 and May 10, the pre-registration rate will increase to \$30. After May 10, registration is \$40 cash, payable only at the event. All pre-registrations must be received on or before the deadlines. Sorry, no extensions.
- This rate is for individuals showing a car on the Carlisle All-FORD Nationals show field. This is not the fee paid for general gate admission.
- We are offering pre-registration for camping and trailer parking for showfield participants. As the event grows larger every year, space becomes very limited, however, our priority is to offer ample room for show cars, swap meet and corral. In order to secure a 10' x 60' camping/trailer parking space for the weekend, we recommend referring to our website at www.carsatcarlisle.com or calling into our office for a registration form

- Club pre-registration form must be completed and accompanied by a \$25 payment. Registrants may use a check, money order (payable to Carlisle Productions) Visa or MasterCard as a form of payment.
- Club officials may submit registrations in a group packet. One check from the club official can be issued as payment for several members. When this method is used, the club member should send the registration form with payment to the club official. The club official will forward the group packet to Carlisle Productions on or before February 28, 2002. Include each member's name, home address, phone number and type of vehicle along with the club name and a club check.

Note: we will not process blank registration forms. You must have a member registered at the time of payment. No late entries accepted.

At this time we can tell you the 2002 Carlisle "Give Away" will be a 1974 Ford Maverick model with only 23,000 original miles. The Carlisle All-FORD Nationals will take place May 31, June 1 & 2, 2001. In March we will mail an informative event brochure to all pre-registered & past show participants. This piece will highlight the 2002 Carlisle All-FORD Nationals event schedule.

An indoor display of vehicles demonstrating the Ford heritage from the early to late models will be featured as the Carlisle All-FORD Nationals Invitational. If you own or are aware of any vehicles which should be considered for the indoor display please submit a photo of the vehicle along with a brief description about the car's features to The Carlisle All-FORD Nationals Invitational, attention: Lisa Leathery. We like to make selections early, so please submit photos as soon as possible.

Thank you for your past show participation. We will offer the use of a tent to any club that has 25 vehicles pre-registered. Watch your mail for the club tent reservation form and we hope you will join us in 2002 for the Carlisle All-FORD Nationals.

<p align="center">CARLISLE</p> <p align="center">ALL-FORD</p> <p align="center">Nationals</p> <p align="center">May 31-June 2, 2002</p> <p align="center">CARLISLE PA FAIRGROUNDS</p>		<p align="center">Club pre-registration form. \$25 allows two adults into the show all 3 days. Form must be received on or before February 28, 2002.</p>	
<p>Vehicle Registration: Multiple vehicle discount applies to vehicles titled to same address (owners card required upon check in).</p> <p><input type="checkbox"/> One vehicle pre-registered.....\$25 =\$ _____</p> <p>Year: _____ Make: _____ Model: _____</p> <p><input type="checkbox"/> Second vehicle pre-registered.....\$20 =\$ _____</p> <p>Year: _____ Make: _____ Model: _____</p> <p><input type="checkbox"/> Additional vehicle pre-registered...\$15 each =\$ _____</p> <p>Year: _____ Make: _____ Model: _____</p> <p>Year: _____ Make: _____ Model: _____</p>		<p>Club Name: _____ Super Coupe Club of America _____</p> <p>Name: _____ Phone (____) _____</p> <p>Address: _____</p> <p>City: _____ State: _____ Zip Code: _____</p> <p>Year: _____ Make: _____ Model: _____</p> <p>Email Address: _____</p>	
<p>Have you ever registered a show vehicle with Carlisle Events?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>		<p align="center">Make checks and money orders payable to Carlisle Productions, Inc.</p> <p>Charge to <input type="checkbox"/> VISA <input type="checkbox"/> MasterCard <input type="checkbox"/> American Express (check one)</p> <p>Account # _____</p> <p>Exp. Date _____</p> <p>Signature _____</p>	
		<p>Enclosed Payment:</p> <p>Club Pre-registration \$25 (for first vehicle).</p> <p>TOTAL ENCLOSED: _____</p>	
		<p>Mail completed form and payment to:</p> <p>Carlisle Productions, Inc. 1000 Bryn Mawr Rd., Carlisle, PA 17013 (or to your club official) Camping/trailer info call: 717-243-7855 or visit www.carsatcarlisle.com</p>	

START MAKING PLANS FOR CARLISLE 2001

If you plan to go to the 2002 Carlisle All Ford Nationals, you can use this form to pre-register and receive the terrific discounted three-day rate discussed on the previous page. I suggest you make a copy of this form because I would hate to see anyone permanently disfigure his or her Chargin' Thunder by attacking it with scissors.

As of now, we have not picked a place to stay next year. **ANYONE** living near Carlise, PA, who is willing to help find an acceptable hotel, **PLEASE** call me ASAP. Our plan is to find a hotel that is slightly larger, has a conference room available for our group, and who might not mind if we were to occasionally perform a smoky burnout or two. This may be a tall order, but I don't care to go back to the Super 8 again next year. I don't think the manager's nerves could handle us anyway.

I will definitely publish our hotel in the March 2002 issue and I will also list the location and contact information on the SCCoA web site as soon as a decision is made. I do need help in this manner, so someone in that area please give me a call ASAP. **Editor**

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