

'Great Race' Road Rally Ends on a Hot Sunday at The Henry Ford

By Gerald Scott

The Great Race sure had a Great Finish.

That's because the 2012 Great Race, a road rally that began in Traverse City in late June, circled the Great Lakes region before a spectacular finish at The Henry Ford in Dearborn.

An estimated 7,000 people were on hand to greet the finishers on a hot, sultry Sunday afternoon of July 1.

The Great Race began June 23 in Traverse City and ended 9 days later in dramatic fashion, with each car crossing a finish line set up at the circle entrance of the Henry Ford Museum.

Jeff Stumb, director of the Great Race, had some observations.

"Today's the grand finish of the Great Race, we've been 2,300 miles, started in Traverse City, Mich., and it went up through Canada. We spent 3.5 days in Ontario, actually snuck into Quebec for a couple hours, back in the U.S. in New York, Pennsylvania, Ohio and here we are in Dearborn for the finish," Stumb said.

The Great Racers also spent a good half-day or more in downtown Ypsilanti where they were feted by the public, all prior to the grand ending.

"We started nine days ago in Traverse City with 91 cars, we've lost about a dozen along the way: two (drivers) got sick, one got in a crash, the others broke down and couldn't continue.

"So we had 79 cars that started today in Findlay, Ohio, and we ate lunch in Ypsilanti and they'll all cross the finish line at 3 p.m. (Sunday)."

Stumb further touted the eclectic mix of cars among those 91 original entries.

"We do have 1957 Chevrolets that you'd see at a nice car show, but we've got cars, rarely seen at any car show," he added.

"We've got a 1907 Renault, four 1916 Hudsons, we've got a 1916 Studebaker, an Indianapolis race car, a 1916 Packard Twin-Six that was at its birthplace in Warren, Ohio,

a couple days ago. We've got a 1917 Peerless. "Cars from the teens and '20s, it's not much more than riding a buckboard (with an engine).

"Which is why they get a handicap in this – it's much easier to do in a 1969 Camaro than it would be in a 1916 Hudson. Head to head, the older cars get a bit of a handicap (in scoring)."

That is to say, competitors race against the clock as much as each other, such that the first car across the finish line in Dearborn on July 1 was not the Grand Event Champion.

That designation went to a husband-and-wife driving team from Texas – Barry and Irene Jason, serving as driver and navigator and were the eventual 2012 winners. They won the overall race in their

1935 Ford sedan; in fact, some 42 percent of all entries were Ford vehicles, so one supposes that having the finish line at The Henry Ford was a natural for this particular race.

"They do have to cross the finish line to be the official winner," Stumb pointed out.

"It's a rally against the clock, we go out to measure the course, we set times between street signs so we can tell them what speed to go between the signs and map out the course that way.

"It's actually a race against the clock, the clock is perfect. Each car goes out and tries to match that as perfectly as they can, they're penalized 1 second for every second they are early, or late.

"The lowest score wins. You could start in 37th place (and

still win), the winner could be the first car, the 40th car or the 79th car (depending on its timing score)."

The Great Race is now in its 30th year, having started back in 1983, when they went from Los Angeles cross-country to the Indy 500.

The race starts these days in Traverse City because it's the hometown of Hagerty Insurance, a classic cruise car insurer and one of the title sponsors of the event. Note that the 2013 Great Race will kick off at the "Back to the 1950s" event in St. Paul, Minn., where an estimated 100,000 people will help to

kick off next year's field, also expected to be between 90 and 100 vehicles strong.

People began lining up three hours before the finish, in spite of the heat.



Participants queue up to cross the finish line last week.



The winning team in the Great Race arrived at the finish line in Dearborn in a 1935 Ford coupe. Some 42 percent of all the cars competing in the 2012 Great Race were Ford vehicles.



The scene as participants in the 2012 Great Race come to the end of their nine-day run.

Victory Totals for Tiger Woods Don't Always Add Up As Questions Still Arise about his Real PGA Record

By DOUG FERGUSON
AP Golf Writer

BETHESDA, Maryland (AP) – In a rush to announce a milestone for Tiger Woods – not that his record needs any embellishment – the U.S. PGA Tour revealed that the AT&T National was the 100th professional win of his career.

Woods took to Twitter and said he found that to be "pretty cool."

It's also a little complicated.

Woods moved past Jack Nicklaus into second place on the tour's career list of official wins at 74. Nicklaus, however, is credited with two wins at the National Four-Ball Championship, a better-ball competition at Laurel Valley in 1970 and 1971 with none other than Arnold Palmer as his partner.

Sam Snead holds the tour record with 82 wins. For years, he was listed at 81 until the tour finally decided to recognize the British Open (also known as the oldest championship in golf) that Snead won in 1946 on the Old Course at St. Andrews (also known as the home of golf). Snead also is credited with four official wins in the Inverness International Four-Ball, which he won with Vic Ghezzi, Ralph Guldahl and twice with Jim Ferrier; and the Miami Biltmore International Four-Ball that he won with Guldahl.

And get this – he is credited with winning the Bing Crosby National Pro-Am in 1950, which was a tie among Snead, Dave Douglas, Jack Burke Jr. and Smiley Quick.

So where did the U.S. PGA Tour come up with 100 wins for Woods?

By counting two wins from one tournament (1999 World Cup). By counting seven wins from the PGA Grand Slam of Golf, a 36-hole exhibition for major champions. And by counting a World Cup with David Duval that featured alternate shot for two of the rounds.

The most peculiar decision is the World Cup. Before the U.S. PGA Tour took it over and

tried making it a World Golf Championship, it was stroke play in which both scores counted. Woods was a medalist in 1999 in Malaysia (one win), and he and Mark O'Meara won the team total (another win). Woods and Duval won the next year in Argentina when it was truly a team format.

But then, why stop at the World Cup?

Woods played on one winning Ryder Cup team in 1999. He picked up five more wins in the Presidents Cup. That doesn't include the famous tie in South Africa in 2003, so you might as well include it. After all, the Americans were the defending champions, and Snead was able to count a tie for one of his wins.

Besides, Woods considered it a win. When he won the Australian Masters six years later for his first trophy from Down Under, he said he was proud to have won on every continent where golf is played.

"I haven't played the Antarctica Four-Ball yet," he said. "But to have won on every playable continent, it's something I've always wanted to do. And now I've done that."

To keep track of wins outside the parameters of a home tour can get a little messy.

This much we know: Woods has 74 wins on the U.S. PGA Tour and is closing in on Slammin' Sammy. And he will try to add to his total this week at The Greenbrier Classic, where Snead was the first emeritus head professional.

Perhaps the best measure of Woods' worldwide wins is to include any tournament that belongs to a recognized tour, or any tournament that offers world-ranking points. That would give him 12 more and bring the total to 86.

He won the Johnnie Walker twice, including the time he made up an eight-shot deficit and beat Ernie Els in a playoff in Thailand.

He won the Deutsche Bank-SAP Open in Germany three times. He won the Dunlop

Phoenix in Japan twice.

He won the Dubai Desert Classic twice, most recently in 2008 with birdies on five of the last seven holes to hold off a young German named Martin Kaymer.

His victory in the Australian Masters in 2009 came at the end of a very good year that was about to go very bad. Woods didn't collect another trophy for two years. And in his first full year as a pro, he skipped one of his favorite playgrounds – Torrey Pines – to play in the Asian Honda Classic on the minor Omega Tour.

Want more?

Add to that total every tournament in which he left with the only trophy available. You can count the '99 World Cup for his individual medal, and the seven wins at the PGA Grand Slam of Golf (he won in 2002 by 14 shots, a staggering display of separation, even if Rich Beem might not remember being there). He won four times at his own tournament (Williams World Challenge, Target World Challenge) before the tournament awarded ranking points.

USABC Seeking Bids on Future Battery Content

SOUTHFIELD – The U.S. Advanced Battery Consortium, an organization whose members are Chrysler, Ford and General Motors, has issued requests for proposal information (RFPs) for two advanced battery development projects.

The two RFPs, for consideration of contracts that will include a 50-percent minimum cost share by developers, are for: development of advanced high-performance electrolytes for lithium-ion batteries used in vehicle applications; and development of advanced high-performance batteries for 12-volt, start-stop, vehicle applications. The RFPs for advanced battery development are aimed at new developers.

2014 Impala Comes Loaded With Safety

DETROIT – The all-new 2014 Chevrolet Impala is the latest addition to Chevrolet's passenger car lineup and provides first-ever safety technologies for the global brand.

Unveiled earlier this year at the New York Auto Show, the Impala leads the full-size segment with 10 standard air bags and boasts numerous active safety systems.

While passive safety systems, such as air bags and seat belts, protect occupants in the event of a crash, active safety systems are designed to prevent a crash in the first place through the use of sounds, visual warnings and automated actions.

Here are the active safety features on the 2014 Impala designed to help drivers avoid crashes:

- Full-speed-range adaptive cruise control – Radar technology senses ahead and adjusts the Impala's speed from a complete stop to full acceleration. It is the first application in a Chevrolet.
- Collision mitigation braking – Another Chevy first: Radar technology detects a possible crash threat and alerts the driver.

If the driver does not appear to react quickly enough or doesn't react at all, this feature intervenes to apply the brakes in an effort to avoid the crash.

- Forward collision alert – Camera technology detects a possible crash threat and alerts the driver visually and audibly, giving him or her time to stop and/or change course.

If a crash occurs, the Impala is equipped with OnStar,

and a specially trained advisor is connected to the vehicle. If the driver requests help or can't answer, emergency responders are sent to the precise GPS location.

- Lane departure warning – A camera-based lane-detection system identifies traffic lane markings and provides audible alerts in cases of unintended lane changes.
- Side blind zone alert – Using radar sensors on both sides of the vehicle, the system "looks" for other vehicles in the blind zone areas of the Impala and indicates their presence with LED-lit symbols in the outside mirrors.

- Rear cross traffic alert – Based on the radar sensors of side blind zone alert, it warns the driver of vehicles in traffic when backing out of a parking spot – including angled parking. Visual and audible alerts are triggered if moving vehicles are detected.
- Rear vision camera with dynamic guidelines – With a display in the center stack in-

tainment system, the camera provides a view of objects directly behind the Impala, while the dynamic guidelines provide a reference that helps make parking and other maneuvers easier.

- Rear park assist – Uses sensors in the rear bumper to detect objects directly behind the vehicle and provides an alert for the driver.
- Brake pre-fill feature – Another Chevy first: Radar technology detects a possible crash threat and the system increases the hydraulic pressure in the brake lines, anticipating a driver's hard braking. This quickens the response time and shortens stopping distances (included with 20-inch wheels on uplevel models).

- Hill hold/start assist – On hills, applies the brakes for about 1.5 seconds to prevent the car from rolling when the driver moves his or her foot from the brake to the accelerator pedal.

The all-new Impala will arrive in Chevrolet showrooms in early 2013.

Family Fights Over Shelby's Body

DALLAS (AP) – The body of automobile designer Carroll Shelby could remain in a Dallas morgue for another month while his children and his wife fight in court.

Shelby's three children say their father signed paperwork weeks before his May death giving them authority to cremate his remains and distribute them.

Shelby's last wife, Cleo, contends that paperwork was forged. She wants to decide what to do with his remains.

A Dallas judge last week scheduled a July 26 trial to decide the claims made by both sides.

Judge Jim Jordan said last week he would decide at trial unless a settlement is reached beforehand.

Shelby, a Texas native who also lived in Los Angeles, was a champion race car driver who built powerful engines for Ford's Mustang and Chrysler's Viper.

He died earlier this year at the age of 89.