



## DRAGWAY RETROSPECT

by Dewey Ketner

### '71 Javelin SST to Show at Onondaga

*This is one of a series of columns to appear in the newspaper periodically. The author, Dewey Ketner, is a recognized expert on the subject of drag racing.*

Fifty-eight years after Ford sent us a saddle pony in the first breeding of the Mustang, we old-timers can bench race about the values of the Johnny-come-lately vehicles that oozed out of some factories and sprang out of more lively other plants that produced cars.

For those who followed the wheel-spinner performance vehicles, we tend to look at all vehicles, their engines, transmissions, rear axles, and imagine if we grind this, shave that, step up this, replace that, what can we get out of this sometimes-not-greatly-engineered "mover" that the factory missed.

Among the also "also-runs," we find non-exciting-looking mediocre performing vehicles that many a racer has rebuilt into top-performing racer type cars.

Such is the Javelin, introduced in 1967, produced thru 1974 – an early-on respectable-looking, good transportation car with a 232 c.i. 6-cylinder engine, and, also available for the sport-minded, a 343 c.i. V8 with 2 or 4 barrel, and their biggie, a 390 c.i. V8 at 315 horses! Transmissions were 3- and 4-speed manuals and 3-speed automatics, weighing in a 2,836 pounds. It had possibilities, but it would take a lot of reworking to make a goer of this iron.

This 1971 SST, has a 343 c.i. V8 breathing thru a 1-4 barrel carbu-

retor with a 3-speed automatic transmission. For the got-to-go guys, the group 19 included a dual 4-barrel carburetor, cross ram intake manifold, high-performance camshaft, and – get this – needle roller rocker arms, also dual-point ignition. Disc brakes were standard on many year models.

Did they get the attention of the youth group? A strong yes! Of the first 1,000 buyers the average age was 29. The numbers of production? The 1968 model run was more than 55,000.

Sales were so good, the factory had Kaplan Engineering, in January of 1968, begin preparing two Javelins for the Sebring 12-hour race, Javelin's 1st Trans Am Race.

In it, they reached the mark they set, finishing 12th overall, 5th in class 'O', with a third in the over-2-liter class. Cars were built in a record 3 months.

Not enough racers went for the AMC-styled vehicle and, of course, the Big 3, especially GM (not really in the racing business) kept the stylist and performance engineers on a 24/7/365 hurry-up to produce a racing program.

This Javelin will be at the reopening of Onondaga Dragway in July.

The Javelin is owned by an Eagles Forever member, Steve Fullerton of Grass Lake, Mich.

Sign into "Onondaga Dragway News" for the current info on the dragstrip as it becomes available.

– Onondaga Dewey

## Cars.com Says Ford F-150 'Most American'

by Jim Stickford

Cars.com's list of the "most American" automobiles include a couple made very locally.

The Ford F-150, manufactured in Dearborn, topped Cars.com's list. The Dodge Avenger, made in Sterling Heights, was number three on the list.

Cars.com stated that this is the first time in four years that a domestic automaker is once again the "Most American." Prior to the F-150's top spot, the Toyota Camry topped the list from 2009-2012.

The list is determined by analyzing three data points – domestic-parts content (percentage of vehicle's parts produced in the U.S.), final vehicle assembly point and vehicle sales.

"Strong sales and 75 percent domestic-parts content propelled Ford's popular F-150 to the top of the index for 2013, a rank it held from 2006 to 2008," said Patrick Olsen, Cars.com's editor-in-chief.

"Ford's top ranking this year is a good indicator of how pickup trucks are dominating auto sales so far in 2013, and how the domestic automakers are bouncing back. While the assembly point and domestic parts content of the F-150 didn't change from 2012-2013, vehicle sales are responsible for bumping the F-150 to the top spot."

Ford F-150 Marketing Manager Eric Peterson said that the folks at Ford were pleased to make the top of the list.

"When we heard about this, we were excited," Peterson said. "It's great to learn that we're number one on this list." He said the news is especially exciting because the F-150, made in Dearborn and Kansas City, is such "a workhorse around America."

He added that not only is it made in Dearborn, it's also designed there and many of the more than 250 supplier partners who supply the parts for the vehicle are in Michigan.

"I can't say how many of the parts in the F-150 come from America, but given the sheer number of parts that go into a vehicle, I would have to say that number is in the thousands," Peterson said. "When you think of all the parts that go into a truck, which is a real complex piece of machinery, it's amazing."

"And, we sold 650,000 F-150s last year. That's a lot of parts made in America."

Also, Peterson said, topping the Cars.com list with the F-150 is especially satisfying because the vehicle has played such a strong role in Ford's comeback as an American car company. But trucks aren't all that Ford is doing right now.

"For a long time, our focus was on trucks," Peterson said. "But now trucks are just a part of our growth. We have a great selection of cars that are contributing, too. But trucks remain an important part of our business . . . With construction picking up, the demand for trucks is only going to get greater."

Dodge spokesperson Kathy Graham said that the people at Chrysler were pleased to see the Avenger high up on the Cars.com list because it's a good car.

"The Avenger is a great mid-sized car," Graham said. "It offers

a lot to drive. And it's just a bonus that it's made in Sterling Heights. The city has been a great partner with Chrysler and, obviously, all the people who build it are a huge part of its success. We couldn't do it without them and we're proud to make an American car with American workers."

GM also had a few cars make the Cars.com list – Chevrolet Traverse, the GMC Acadia and the Buick Enclave – all made in GM's Lansing facilities.

## Warren Library Promotes Parks

This summer, visit a state park for free courtesy of the Warren Public Library and the MI Big Green Gym – a partnership designed to promote overall well-being and a healthy lifestyle through use of parks and recreation facilities. It expires Oct. 13.

To get a free pass to a state park come to any branch of the Warren Public Library and check out a pass at the circulation desk with a library card. Passes are good for seven days from check-out and can be used at any Michigan State Park in lieu of a daily motor vehicle permit. You must present the certificate to the park's contact station. The pass is good for one day of the 7-day period and only covers the motor vehicle permit fee. The MI Big Green Gym Program will run until October 1, 2013.

## Ford Uses Thermal Imaging for Quietness

Ford engineers are pioneering thermal imaging technology – similar to what law enforcement agents use to track down criminals – to find and eliminate air leaks in vehicle cabins.

The result is less wind noise and a quieter ride, which is key to customer satisfaction with vehicle quality.

"Ford is redefining our vehicles through many innovations – both features to improve the driving experience and fuel economy, and advanced new tools to help engineer better vehicles," said William Dedecker, Noise, Vibration and Harshness engineering supervisor.

"We are using thermal imaging to further improve quietness so customers can enjoy the other features our vehicles offer, such as audio systems – and even the sounds of silence."

Thermal imaging is the use of cameras to photograph heat in the environment, Dedecker said. Thermal imaging cameras capture the radiation present that appears as an infrared image. In Ford tests, air leaks show up as hot spots when heated air escapes a vehicle.

Data from Ford's U.S. Global Quality Research System show the 2013 Ford Fusion earned a 67 percent approval rating for interior quietness compared to 58 percent for the 2012 Toyota Camry.

Fusion data were for the first quarter of 2013, compared with full-year 2012 data for the Toyota Camry, which did not receive major updates for 2013. The 2013 first-quarter study, conducted for Ford by RDA Group of Bloomfield Hills, asked owners of all major makes and models to comment on troubles and rate their overall satisfaction with their three-month-old vehicles.

Thermal imaging technology allows police to see through bushes and into dark alleys.

While a bad guy hiding at night might not be visible to the eye, a thermal image of the area will show his body heat and allow law enforcement to move in.

**"We are the first automaker to use this technology to track air leaks."**

– John Crisi

Ford engineers, inspired by energy companies that use thermal imaging to find air leaks in houses, employ the technology to see air leaking out of a vehicle. Engineers heat the air inside a vehicle's cabin, then take thermal images to actually see the location from which warm air is escaping. This allows them to test different ways to contain air, through changes in design and insulating materials.

"We are the first automaker to use this technology to track air leaks," said John Crisi, Ford NVH engineer. "It's an example of the innovative methods we use so our customers have a more pleasant driving experience. Our cameras can detect tiny holes and openings we could not otherwise identify."

In addition to reducing noise, sealing air leaks increases heating and cooling efficiency by reducing energy loss, similar to how sealing a home prevents leaks of heated air in the winter and cooled air in the summer, Crisi said.

Before this technology, Ford engineers relied on sensory findings to prevent air leaks. They would fill the car with smoke, then watch for the smoke to exit from small holes. They would

walk around the vehicle and feel for air leakage. And they would use nonmedical stethoscopes to try to hear air leaking from the cabin, a method they still rely on to some extent.

While successful, said Crisi, these approaches were not as consistent. With the use of thermal imaging, engineers can speed up development time by finding results at a faster rate, he said.

Engineers have identified several key areas that are vulnerable to air leaks and letting noise into a vehicle, including moonroofs, window glass, door trim, the trunk lid and liftgate, doors and the base of the windshield.

"Wind noise is something a driver can really sense in a negative way while driving," Crisi explained. "By using thermal imaging technology, Ford can provide a smoother and quieter ride for our customers."



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