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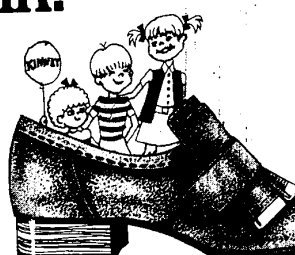
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**STATE CHAMPIONS**—The South Farmington Little League all star team displays the banner and trophy it recently won. Members of the team are: Ken Medellis, Kevin Hickey, Dave Cleland, Dave Dueto, Jay Cummings, Jim Vogl, Jim Brown, John Carney, Vince Dyved, Sherman Stinson, Dan Sutton, Jim Gallagher, Bruce Habermehl and Dan Marion. (Evert photo)

## Local Engineer Enters Car In Clean Air Race

A Farmington resident is among a four-man team of Wayne State University students who will pilot WSU's entry in the 1970 Clean Air Car Race beginning Aug. 24 in Cambridge, Mass. and ending Aug. 30 in Pasadena, Calif.  
 The WSU entry is a 1971 Ford Capri furnished by the Ford Motor Co. and powered by a 300 cubic inch V-8 engine. Modifications were made by the students, two of whom work for Ford, with help from three other Ford engineers.  
 The team unofficially will be challenging one of the two entries from Stanford University, which also was furnished a Capri by Ford. The only other Michigan entries are an electric car from Oakland University and two internal combustion cars entered by the University of Michigan.  
 Handling the driving chores for the WSU entry will be Brian J. Geraghty of 27931 Farmington, Farmington, a candidate for a master's degree in industrial engineering; Michael J. Riley, who is working toward a master's degree in business administration; Alden Raquetpau and John Karol, both seniors in mechanical engineering.  
 The race, sponsored jointly by Massachusetts Institute of Technology and California Institute of Technology, is an outgrowth of their Great Electric Car Race of last September.

in which electric cars built by students were driven toward the opponent's campus. Most of the time was spent behind tow trucks before Cal Tech was judged the winner.  
**BUT A LARGER** race was envisioned in which superior vehicles could be entered in a well executed race, with proper planning and the response was phenomenal. About 60 vehicles from some 40 colleges and universities will take part in the race.  
 It will be run in seven legs, starting at Cambridge with stops at Toronto, Detroit, Champaign, Ill., Oklahoma City, Okla., Tex., Tucson, Ariz., and Pasadena, Calif.  
 Pollution emission of the vehicles will be tested at Cambridge, Detroit and Pasadena and the overall winner, as well as the winner of each class, will be chosen on the basis of a weighted scoring formula considering performance, emission and elapsed race time. Winners will be announced at an awards banquet Sept. 1 in Pasadena.

The rally-type race is intended to encourage students to experiment with forms of propulsion and modifications that produce minimum amounts of air pollution.  
**GERAGHTY AND RILEY**, both carburetor engineers for Ford's General Parts Division, began working on the Capri July 6 with help from Ford's advanced emission control experts.  
 They modified a standard Ford two-barrel production carburetor to stabilize the air-fuel ratio, installed an electric "in tank" fuel pump, an exhaust gas recirculation system, a spark delay valve, a controlled environment carburetor air cleaner and dual Englehard catalysts, all aimed at reducing emissions.  
 They also stripped the interior and installed done buggy seats, fiberglass doors and hood, and lighter wheels to make the interior lighter—the

lower the weight, the easier to meet the strict emission requirements.  
 Two service vehicles, furnished by Ford, will follow the WSU entry. A pickup truck will haul the Capri's lead-stereile fuel supply, which is even purer than lead-free gas. And an Econoline Van will carry spare parts, in addition to the alternate drivers, the three non-WSU engineers who helped prepare the entry and an official MIT observer.  
 The team is working under Dr. Milton G. Koenig of Northville, associate professor of the WSU College of Engineering's Mechanical Engineering Sciences Department and advisor for the Society of Automotive Engineers student branch.

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