

INDUSTRYNEWS

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2012 Ford Mustang Boss 302 Brings the Legend Back to the Streets

The Boss returns! Limited production 2012 Mustang Boss 302 set to become the quickest, best-handling straight-production Mustang ever offered by Ford, based on the world-class foundation provided by the 2011 Mustang GT



Boss upgraded in nearly every vehicle system; engine output, brakes, suspension, interior and exterior all examined to optimize weight, aerodynamics and track performance

Ford gave the green light only once before: In 1968, management approved a special Mustang - a car that sacrificed nothing in its quest to be the best all-around road-going performance machine ever created by Ford Motor Company. That car became

the 1969 Mustang Boss 302, and it remains one of the world's most sought-after examples of American performance.

Forty-two years later, Ford has given the green light again.

"The decision to build a modern Boss was not entered into lightly," said Derrick Kuzak, group vice president, Global Product Development. "The entire team at Ford felt the time was right and with the right ingredients, the world-class 2011 Mustang could support a successful, race-bred, worthy successor to the original Boss 302. For us that meant a production Mustang that could top one of the world's best - the 2010 BMW M3 - in lap times at Laguna Seca. We met our expectations."

To celebrate the racing heritage of the new Mustang Boss 302, Ford will also offer a limited number of Boss 302 Laguna Seca models, named for the track where Parnelli Jones won the 1970 Trans-Am season opener in a Boss 302. Aimed at racers more interested in on-track performance than creature comforts, the Boss 302 Laguna Seca has increased body stiffness, a firmer chassis set-up and an aerodynamics package carried over almost in its entirety from the Ford Racing Boss 302R.

Led by Mike Harrison, the V8 engine team approached Boss from the top down: With 412 horsepower from 5.0 liters, the 2011 GT engine was already an incredible performer. But to achieve the high-rpm horsepower that would make the engine competitive on the track, a new intake was essential. The resulting runners-in-the-box plenum/velocity stack combination the engine team developed was impressive enough that it got the green light after one short drive.

Helping the intake build power, revised camshafts using a more aggressive grind are actuated with the same twin independent variable camshaft timing (Ti-VCT) mechanism used on the Mustang GT. More aggressive control calibration yields 440 horsepower and 380 lb.-ft. of torque, while still offering a smooth idle and low-end torque for comfortable around-town driving.

A race-inspired clutch with upgraded friction materials transmits power, while a short-throw, close-ratio six-speed manual transmission handles gear change duties.

Power is delivered to a 3.73 ratio rear axle using carbon fiber plates in the limited-slip differential to improve torque handling and longevity. For those who want even more precise control over power delivery, a torque-sensing (Torsen) limited-slip differential is an available option coupled with Recaro front seats.

Every Boss features a unique quad exhaust system: Two outlets exit in the rear similar to a standard Mustang GT. The other two outlets exit to either side of the exhaust crossover, sending exhaust through a set of metal discs that act as tuning elements before the pipes terminate just ahead of the rear wheel opening. Visually subtle, the side pipes flow very little exhaust but a lot of exhaust sound, providing a sonic experience unlike any other Mustang - and giving home tuners an additional avenue for modification.

"We added the attenuation discs to meet legal regulations, but we knew buyers might operate these cars in situations where noise regulations weren't an issue," Carney said. "The disc is removable and includes a spacer plate sized to match aftermarket exhaust dump valves. If an owner wants to add a set of electric valves, they just undo two bolts on either side; the disc and spacer slide out and the valve will slide right in. And the side pipes are tuned so that drivers can run wide-open and the sound levels are comfortable - very aggressive but livable for an all-day track outing."

Carney further explains the thinking behind the unusual step of an OEM easing aftermarket component installation. "We're Ford engineers, but we're also enthusiasts," he says. "We understand owner mods are part of the Mustang experience, so we try to help where we can."

In keeping with the Boss mandate to provide the best-handling Mustang ever, the already strong Mustang GT suspension system has been further refined. Higher-rate coil springs on all four corners, stiffer suspension bushings and a larger-diameter rear stabilizer bar all contribute to the road racing mission, and Boss models are lowered by 11 millimeters at the front and 1 millimeter at the rear versus the Mustang GT. The real key to handling, though, is in the adjustable shocks and struts, standard on all Boss Mustang models.

"We've given drivers five settings for their shocks," says Brent Clark, supervisor of the Mustang vehicle dynamics team. "One is the softest, two is the factory setting and five is the firmest, and we've provided a wide range of adjustment. A customer can drive to the track on setting two, crank it up to five for improved response on the track, then dial down to one for a more relaxed ride home. What's unique is that drivers will find - thanks to the way the suspension works as a complete system - the softest setting isn't too loose and the firmest setting isn't too controlled; each step just provides additional levels of control."

Also unique is the method of shock adjustment. Ditching the weight and complexity of electronic wizardry, the Mustang team opted for traditional race-style hands-on adjustability - similar to the Gabriel shocks available on the original Boss 302.

To complement the suspension, the speed-sensitive electronic steering system has been retuned to maximize feedback and road feel to the driver. The driver is also given the option of fine-tuning the steering feel to his liking by selecting one of three settings through the instrument cluster menu: Comfort, normal and sport modes help offer track-tuned steering when desired without sacrificing low-speed maneuverability in parking situations and everyday commuting.

Similarly, Boss receives unique traction control system (TCS) and electronic stability control (ESC) settings to help drivers achieve maximum performance whether on the street or at the track. Both systems can be completely disabled in controlled track situations where maximum driver skill is utilized, or fully engaged for maximum safety during normal driving or in less-than-ideal traction conditions. Intermediate sport mode allows drivers to push their cars hard at the track without completely disabling the safety systems, permitting more aggressive driving before the TCS and ESC systems intervene.

Working in concert with the suspension upgrades, Boss 302 receives unique, lightweight 19-inch black alloy racing wheels in staggered widths: 9 inches in front, 9.5 inches in the rear. The Pirelli PZero summer tires are sized specifically for each end of the vehicle, with the front wheels receiving 255/40ZR-19 tires while the rear stays planted thanks to 285/35ZR-19 rubber.

The combined suspension and tire package allows Boss to achieve a top speed of 155 mph and become the first non-SVT Mustang ever to achieve more than 1.0 g of lateral acceleration.

Boss braking is also up to the challenge, using Brembo four-piston front calipers acting on 14-inch vented rotors up front. In the back, standard Mustang GT brakes are upgraded with a Boss-specific high-performance pad compound. Combined with vented brake shields and unique Anti-Lock Brake System (ABS) tuning, Boss drivers get maximum control and rapid, repeatable fade-free stops in road and race situations alike.

The Mustang team spent considerable time ensuring the brake pedal feel met the expectations of performance drivers. Boss receives unique low-compressibility brake lines that expand up to 30 percent less than traditional flexible brake lines, allowing maximum fluid pressure to reach the calipers in the least amount of time, giving the driver a sensation of being connected directly to the brake pads.

As a result 60-0 stopping distances for the Boss are improved by approximately three feet versus the Mustang GT with available brake package; combined with suspension and engine improvements, Boss is expected to show approximately a two-second lap time improvement over the GT on a typical road race course. But the numbers tell only part of the story.

Changes to the Mustang Boss exterior are subtle but unmistakable. True to its race-bred heritage, every component that could potentially aid aerodynamics or engine/brake performance was examined to make the vehicle more competitive, while chief designer Darrell Behmer refined the styling to evoke the 1969 Boss in a contemporary way.

To set Boss apart, each car will have either a black or white roof panel, coordinated to the color of the side C-stripe. Available exterior colors are Competition Orange, Performance White, Kona Blue Metallic, Yellow Blaze Tri-Coat Metallic and Race Red.

Up front, a unique fascia and grille are highlighted by the blocked-off fog lamp openings and aggressive lower splitter, a version of the design used - and



proven - on the Boss 302R race car. The front splitter is designed to function at high speeds by efficiently managing the air under and around the car. It helps to reduce underbody drag and front end lift while more effectively forcing air through the Boss-specific cooling system. At the rear of the car, the spoiler was chosen to complement the front aero treatment and minimize overall drag.

"What we were after on Boss was reduced overall lift with improved balance," says Pericak. "We needed to keep the car glued to the street or the track at high speeds without increasing drag or affecting top speed and fuel usage. The end result is an aero package that uses front, rear and underbody treatments not for show, but for effect - the balance and stability of this car all the way to its 155-mph top speed is just outstanding."

Inside, a unique Boss steering wheel covered completely in Alcantara suede complements the standard seats, which are trimmed in cloth with a suede-like center insert to firmly hold occupants in place. Boss customers who want the ultimate seating experience can select a package that includes Recaro buckets, designed by Ford SVT in cooperation with Recaro for high performance Mustang models, and shared between the Boss and GT500.

A dark metallic instrument panel finish, gauge cluster and door panel trim also differentiate Boss from the standard Mustang, while a black pool-cue shifter ball and "Powered by Ford" door sill plates further remind customers they're in a special car.

The Boss interior gets an aural kick thanks to what's been removed. Eleven pounds of sound-deadening material have been eliminated to let occupants further enjoy the intake, engine and exhaust note.

For More Information

Visit the 2012 Boss 302 Mini Site

SOURCE Ford Motor Company

US Auto Parts to Acquire Whitney Automotive Group

U.S. Auto Parts one of the largest online providers of automotive aftermarket parts and accessories, today announced that it has signed a definitive Stock Purchase Agreement to acquire Whitney Automotive Group for the purchase price of \$27.5mm and assumption of approximately \$11mm in trade-related and other payables. Whitney Automotive Group is expected to have \$110 - \$120 million in revenues under U.S. Auto Parts ownership in 2010.

The Whitney Automotive Group, a 95 year old company best known for the JC Whitney brand, is part of a group of established brands that distribute aftermarket automotive parts primarily focused on the "Do It Yourself" customer in the automotive accessories aftermarket. Its brand portfolio includes Stylintrucks.com, Carparts.com, and Allbikesupershop.com which, along with JCWhitney.com, generate approximately 3mm monthly unique visitors.

"With this acquisition, U.S. Auto Parts adds one of the most recognizable consumer facing brands in the online auto parts market, which should increase our customer reach, provide product line expansion and enhance our distribution footprint," said U.S. Auto Parts' Chief Executive Officer Shane Evangelist. "And, most importantly, we will be adding very talented team members who can help U.S. Auto Parts take advantage of the favorable market conditions for the online auto parts market."

In addition to a leading presence in the accessories market, this acquisition also provides U.S. Auto Parts with product line expansion into ATVs, RVs and motorcycles, as well as deep product knowledge into niche segments like Jeep, VW and truck enthusiasts.

Whitney Automotive Group owns a \$10mm state-of-the-art distribution center located in Illinois which holds approximately \$15mm of owned inventory and was custom built for B2C distribution of auto parts.

The acquisition would allow U.S. Auto Parts to complete a three-distribution center network, and thus should increase its distribution footprint and allow for 95% of customers in the US to receive parts within two days of purchase using ground or common carriage.

"This acquisition clearly demonstrates U.S. Auto Parts' commitment to the aftermarket accessories category and we look forward to working with our new suppliers," said Evangelist.

"We believe that the combination of Whitney's established brands and focus on the customer experience, coupled with U.S. Auto Parts' capacity to compete online, creates a huge opportunity for growth," said Whitney's Chief Executive Officer Tom West.

Closing of the acquisition is subject to certain conditions specified in the Stock Purchase Agreement and is anticipated to occur during August 2010. The Company has made a \$1 million deposit into an escrow account; if the Company determines, for other than a breach of the Stock Purchase Agreement, that it does not wish to close the acquisition it will forfeit the deposit; otherwise, the deposit will be applied to the purchase price at closing. If the acquisition does not occur by certain dates, the purchase price may increase to a maximum of \$29 million. The purchase price is also subject to adjustment based on a post-closing net working capital calculation.

U.S. Auto Parts expects the integration of the companies to be completed in 2011.

As announced previously, the company will report financial results for the second quarter ended July 3, 2010, on Monday, August 2, 2010, after market close, followed by a conference call scheduled to begin at 2:00 pm Pacific Time (5:00 pm Eastern Time). Participating in the call will be Shane Evangelist, Chief Executive Officer and Ted Sanders, Chief Financial Officer. The acquisition will also be discussed on the call. Participants may access the call by dialing 1-877-941-8418 (domestic) or 1-480-629-9809 (international). In addition, the call will be broadcast live over the Internet and accessible through the Investor Relations section of the Company's website at www.usautoparts.net where the call will be archived for two weeks. A telephone replay will be available through August 16, 2010. To access the replay, please dial 1-877-870-5176 (domestic) or 1-858-384-5517 (international), passcode 4340251.

About U.S. Auto Parts Network, Inc.

Established in 1995, U.S. Auto Parts is a leading online provider of automotive aftermarket parts, including body parts, engine parts, performance parts and accessories. Through the Company's network of websites, U.S. Auto Parts provides individual consumers with a broad selection of competitively priced products that are mapped by a proprietary product database to product applications based on vehicle makes, models and years. U.S. Auto Parts' flagship websites are located at www.autopartswarehouse.com, www.partstrain.com and www.automd.com, and the Company's corporate website is located at www.usautoparts.net.

U.S. Auto Parts is headquartered in Carson, California.

About Whitney Automotive Group

Established in 1915, JC Whitney & Co. is one the largest direct marketer of name-brand automotive parts and accessories, providing "everything automotive" with more than 1 million automotive applications from the latest model year back to the 1920s. JC Whitney offers products for virtually any vehicle - automobiles, trucks, motorcycles, and more - through its comprehensive family of general and vehicle-specific catalogs and on the online at www.jcwhitney.com.

SOURCE U.S. Auto Parts Network, Inc.

Cinema Vehicle Services and HotShot Picture Vehicles Merge

Ray Claridge, President of Cinema Vehicle Services of North Hollywood, and Steve Simons, President of Hot Shot Picture Cars, Inc of San Fernando announced the merger of their two companies. This merger between Cinema Vehicle Services, one of the industry's oldest and best established picture car companies, with HotShot Picture Cars, the fastest growing, innovative picture car supplier, brings future operations under the guidance of the combined high quality teams of both companies. By centralizing the operations out of Cinema Vehicle Services existing facilities in North Hollywood, Ray and Steve believe that they will be in a position to respond to the entertainment industry's needs more rapidly and in a more cost effective manner.

"We at Cinema Vehicle Services are excited to join forces with Steve and his fine company

. Together we hope to enhance and expand the product and services that we have both been



providing to the entertainment industry. One of our goals is to more quickly address the needs of our clients and expand the selection of products we can offer. I believe that HotShot's combination of assets and staff will allow us to help control costs that are affecting all of us in this industry," remarked Ray Claridge.

Steve Simons added, "The staff of HotShot Picture Cars is excited to move into the existing seven acre facility that Cinema Vehicle Services has in North Hollywood. Our crew looks forward to working with the experienced staff at Cinema Vehicle Services to continue providing top quality picture cars our clients have come to expect from HotShot and Cinema Vehicle Services. With our now combined inventory and knowledge, we absolutely offer the largest selection of picture cars and services available to the industry which we look forward to serving for many years to come."

Cinema Vehicle Services was established in 1976 and has been a primary supplier of on camera picture vehicles, and movie cars with full design and fabrication capabilities as well as transport support services with divisions in New York, Michigan and Georgia. The inventory of movie vehicles and picture cars can

be seen at <http://cinemavehicles.com/>

HotShot Picture Cars was established in 2008 by Steve Simons as a quality camera ready picture car company and currently supplies services to Los Angeles and New Mexico.

Contact information: Raymond Claridge, Cinema Vehicle Services, 12580 Saticoy St, North Hollywood, CA 91605, Telephone: 818 780 6272 Email info@cinemavehicles.com

Source: Cinema Vehicle Services

Ram Truck Brand Announces New Outdoorsman Model

On August 12th, the Ram Truck Brand announced a new feature package designed for North American outdoor enthusiasts: Ram Outdoorsman.

Ram Outdoorsman takes all of the features most useful to hunters, fishermen, campers and boaters, and packages them into one model. Outdoorsman combines convenience, off-road capability and trailer towing hardware in one package with a name that will resonate among its intended users.

"We asked Ram Truck customers -- boaters, campers, fishing enthusiasts and hunters -- what features would they like to see in a truck," said Fred Diaz, President and CEO - Ram Truck Brand, Chrysler Group LLC. "They answered 'more capability, more room for my gear and ready to hit the trail. And make it affordable.'"

Ram Heavy Duty owner demographics illustrate a passion for the outdoors: 47 percent hunt, 57 percent fresh water fish, 33 percent salt water fish, 36 percent own power boats and 37 percent tow camping trailers. Overall, 62 percent of fullsize pickup truck owners hunt, fish or camp.

Ram Truck engineers - many of whom count hunting, fishing, boating and camping among their hobbies - brought together features that they felt would best meet the practical needs of owners who will frequently use their Ram truck for towing or long, remote trips.

Standard trailer-towing upgrades, interior and exterior convenience, lighting enhancements, all-terrain tires and underbody protection are combined with a rugged exterior appearance to highlight the new Ram Outdoorsman.

Ram Truck officials unveiled the rugged new model at the Professional Outdoor Media Association's (POMA) fifth annual national business conference.

Ram Outdoorsman is available in 1500 (half-ton), 2500 HD (3/4-ton) and 3500 HD single rear wheel (1 ton), Regular Cab; Quad Cab, Crew Cab and Mega Cab; four-wheel drive and two-wheel drive; and short- and long-wheelbase models.

Outdoorsman will replace the TRX4 trim level in the 2011 Ram Truck lineup. It will join the other Ram trim levels, which include: ST, SLT, Big Horn / Lone Star, Sport (1500 only) Laramie and Power Wagon (2500 only).

Prices for Ram Outdoorsman models start at \$28,350, including destination charge.

Ram Outdoorsman models will go on sale third quarter 2010. A multi-tiered marketing strategy will support the new model's launch.

Ram Outdoorsman Features

- Standard Class IV receiver hitch properly equips Outdoorsman for towing campers, boats, ATVs and other trailers rated to vehicle's max
- Available integrated trailer brake controller with driver adjustability and easy-to-see instrument panel readout
- Trailer brake controller is standard on 2500 and 3500 Heavy Duties
- Limited-slip differential for improved off-road and towing performance
- Available trailer-tow mirrors
- Available rear backup camera eases trailer hookups
- Standard trailer-sway control improves towing confidence (Ram 1500 only)
- Tow hooks for retrieving disabled or immobile vehicles, clearing trails
- Remote start and security group adds alarm system and convenience of a comfortable cabin after a day in the field or on the water
- Two-tone paint with Mineral Gray lower

Ram Trucks: <http://www.ramtrucks.com>

SOURCE Chrysler Group LLC

Industry Press Releases August 5 2010

"POPS" EVERT, ART, LLOYD AND UNCLE JACK CHRISMAN FINALLY GET AN INDEPTH LOOK.

A long anticipated new book will be released towards the end of this year. It's about one of the most famous and instrumental families in the history of straight line racing, the Chrisman family. The book is *The Chrisman Legacy - Always Faster*.

The book is written by Tom Madigan, author of *Tony Nancy - The Story of a Loner*, *Edelbrock - Made in U.S.A.*, *Fuel & Guts - The Birth of Top Fuel Drag Racing* and *Snake vs. Mongoose - How a Rivalry changed Drag Racing Forever*. Tom clearly knows the subject after a lifetime spent in the industry and captures the full story on the Chrisman family. Tom won the coveted Motor Press Guild Dean Batchelor award for *Edelbrock - Made in U.S.A.*

The Chrisman Legacy is the first book to be published by the ejje publishing group, which was created to give voice to significant racing history that might not be published due to a lack of interest by the mass-market publishers. This is the first of many books that will record significant racing history before it is lost. ejje publishing group is owned by Ed Justice, Jr., President of Justice Brothers, Inc. and Host of ROAD & TRACK SPEED radio, who's own family has a long and colorful history in motorsports.

Information on the book and how to order is available at www.thechrismanlegacy.com.

Only 1,000 numbered copies are available.

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SPAL USA OFFERS HIGH PERFORMANCE FANS FOR MUSTANG OWNERS

ANKENY, Iowa - SPAL USA, a leading manufacturer of OEM and aftermarket electric cooling fans since 1959, offers three high performance fans for Mustang owners.



Ideal for small-block Mustang engines, SPAL USA's 16" High Performance Pull Straight Blade Fan (#30102120) is the company's single most popular design with a maximum airflow rating of 1,918 cubic feet per minute (cfm). The fan measures 15.75" across, stands 16.3" tall, is 3.39" deep and weighs 5.17 lbs. Small-block enthusiasts can also fit SPAL's 16" High Performance Pull Curved Blade Fan (#30102049) designed to reduce noise and generate a maximum airflow rating of 2,024 cfm. For Mustang owners housing big-block V8 engines, SPAL offers the Dual 11" High Performance Pull Fan (#30102052) featuring a paddle blade design for increased airflow and reduced noise. The Dual 11" fan - which has a maximum airflow of 2,780 cfm - measures 23.46" across, 16.26" high and 4.25" wide. Weighing 10.56 lbs., the dual set-up combines two 11" fans in a custom fan shroud, allowing air from the vehicle to flow freely through the radiator core, optimizing fan effectiveness at lower speeds.

"All SPAL USA fans are dynamically balanced internally and externally to minimize vibration, increase performance and prolong fan life," said Tom Phillips, chief operating officer, SPAL USA. "Mustang owners can provide us with their radiator size, dimensions and depth restrictions and our tech team will fit the perfect fan for their application."

SPAL USA also offers the popular FAN-PWM-V3 - a programmable controller that varies cooling fan speed based on engine temperature - to save Mustang owners from overcooling and wasting fuel. Designed to alternate the speed of SPAL fans with up to 30 amp draw, the FAN-PWM-V3 can increase fan life as much as 50% (SPAL fans have an effective operating life cycle of 2,000 to 20,000 hours, depending on fan/vehicle application) by allowing the vehicle's cooling system to maintain normal engine operating temperatures without running at full engagement.

SPAL fans and blowers are warranted against defects in material and workmanship for three years from date of production, while accessories are warranted for two years. Products can be purchased direct from SPAL USA at <http://www.spalusa.com> or through an authorized SPAL USA dealer.

Founded in 1959, SPAL is headquartered in Correggio, Italy. The company also maintains global facilities in Ankeny, Iowa, (SPAL USA); Delhi, India (Pee Aar Exim Pvt. LTD); Saint Petersburg, Russia

(SPAL Russia Limited Company); São Paulo, Brazil (SPAL Brazil); Shanghai, China (SPAL China); and United Kingdom (SPAL Automotive UK Limited). SPAL is a leading manufacturer of ISO 9001- and TS16949-certified OEM and aftermarket automotive products, including electric cooling fans, centrifugal

blowers, power window kits, power door lock kits, security systems, shaved door kits, keyless entry systems, parking sensors and back-up sensing solutions.

Continuous research and development efforts have earned SPAL an excellent reputation for high-quality products and state-of-the-art engineering and manufacturing processes. Upon request, SPAL can custom design many of its products to meet specific customer requirements.

SPAL USA is located at 1731 SE Oralabor Rd., Ankeny, IA, 50021. Contact SPAL USA at 800.345.0327, fax 800.654.7725 or visit <http://www.spalusa.com>.

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DIAMOND'S NEW SERIES OF 2300 PISTONS FOR FORD RACING ENGINES

Clinton Township, MI: For the popular 2300 Ford overhead-cam race engine, Diamond has created two new series of pistons: a low-drag two-ring design and a conventional three-ring design. Both are constructed to the specifications of Durham Racing and both are available exclusively from them. Durham Racing is headed by Johnny Durham whose engine-building shop, established in the early 70s, is located in Six Mile, SC.



Easily recognized by its minimal ring pack, the benefits of the two-ring piston are lighter weight, less drag, and resulting higher rpm. The undesirable effects of drag are further reduced by the adoption of a thin 1.2mm top ring and a 3.0mm oil control ring. The second ring of the three-ring piston measures a slim 1.5mm. All ring sets are by Total Seal.

To provide maximum sealing between the top rings and the cylinder bores, a dozen, tiny side gas ports are featured at the bottom of the top ring lands. These allow cylinder pressure to penetrate the inner edge of the top ring, forcing it out and ensuring a tight seal on the cylinder wall.

Piston pin bosses are sized and positioned to accept the associated Ford connecting rod (5.205in long) with a piston pin diameter of .912in and a compression height of 1.590in. Alternatively a longer Chevrolet connecting rod with a piston pin diameter of .927in and a compression height of 1.090in can be used. This Chevy rod, which measures 5.700in, is often favored over the original Ford connecting rod because its longer length reduces friction on the cylinder wall. Both compression heights are devised to allow 'decking the block' by approximately .010in. Where flat-top pistons are mandated by sports regulating bodies, this machining process is considered imperative by racers as it allows the pistons to reach full deck height, gaining maximum compression in an engine that yearns for more.

Forged in 2618 aluminum for strength and reliability, these pistons are offered in standard bore size (3.780in) and also in a multitude of over-sizes up to .060in. To prolong block life, these over-size pistons are conveniently provided in small increments of .005in.

Finally, to complete the piston packs, chrome molybdenum 4130 piston pins (2.5in long) and spiral locks are provided. Each pin bore features double-oiling ports that are force-fed from the oil control ring groove. Where the pin bore intersects the oil control ring groove, as when using the longer rod, oil ring support rails are supplied. Hard-coat anodizing and moly-coated skirts are available if desired.

For more information contact:
Durham Racing, 1238 Crow Creek Road, Six Mile, SC 29682

Telephone (864) 868-3005 or (864) 508-1117 or e-mail Johnny Durham at Contact@DurhamRacing.com or visit www.DurhamRacing.com

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LATE-MODEL DIESEL TRUCKS NOW HAVE PERFORMANCE DPF-BACK EXHAUST OPTIONS FROM DYNOMAX®

MONROE, Mi., July 29, 2010 - DynoMax Performance Exhaust - a leader in the performance exhaust aftermarket - has announced the release of a series of DPF-back performance exhaust systems for late-model diesel trucks.



Featuring 6-in. stainless steel cooling tips and stainless steel tubing, the new DynoMax DPF-back systems are available for 2007-10 Chevrolet 2500HD/3500 6.6L (P/N 39487); 2007-10 Dodge Ram 2500/3500 6.7L (P/N 39491); and 2008-10 Ford F-250/F-350 Super Duty 6.4L (P/N 39492) diesel trucks. The new systems are available at performance retailers nationwide.

The DynoMax DPF-back systems include 5-in. all-mandrel-bent, 409-grade stainless steel tubing to protect against corrosion and improve exhaust flow, and a straight-through, unrestricted Ultra Flo™ Welded muffer that provides an aggressive sound. Every DPF-back system also features a logo-embossed, 6-in. stainless steel cooling tip.

Installing easily with handy instruction guide, the new systems include all of the necessary hardware and hangers to complete the job.

The new DPF-back stainless systems are covered by a limited lifetime warranty and exclusive 90-day Performance and Sound Guarantee, an offer that lets enthusiasts try the system for 90 days. Consumers can return the product within 90 days for a full refund of its purchase price. Additional restrictions apply and can be found at www.DynoMax.com.

DynoMax, an innovator in performance cat-back exhaust systems and mufflers, is manufactured and marketed by Tenneco Inc. (NYSE: TEN). DynoMax is one of North America's leading suppliers of dyno-proven exhaust technologies for muscle cars, diesel and gas trucks and sport utility vehicles, and sport compact/European cars.

For more information about DynoMax products, please visit www.DynoMax.com, contact your nearest DynoMax supplier or call 1-734-384-7806. For the name and location of your nearest DynoMax retailer, check out the Dealer Locator at www.DynoMax.com.

Tenneco is a \$4.6 billion manufacturing company with headquarters in Lake Forest, Illinois and approximately 21,000 employees worldwide. Tenneco is one of the world's largest designers, manufacturers and marketers of emission control and ride control products and systems for the automotive original equipment market and the aftermarket. Tenneco markets its products principally under the Monroe®, Walker®, Gillet™ and Clevite® Elastomer brand names.

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Full Metal Power Releases Intake for 2003-07 Dodge Cummins L6-5.9L (td)

Corona, Ca...advanced FLOW engineering (aFe Power), an industry leader in performance intakes, filters, manifolds and exhaust systems is pleased to announce the release of their Full Metal Power air intake system for the popular 2003-07 Dodge Ram Cummins L6-5.9L (td) part number F1-02002.



The F1-02002 represents a new technology in metal tube intake design available for the popular 5.9L Dodge Cummins. This cold air intake system utilizes specially designed gun-metal grey anodized aluminum tube that is designed to maximize air velocity and improve horsepower, torque, MPG and throttle response. This system comes complete with the one-piece black powder coated heat shield, intake tube and is finished with a huge PRO Dry S performance air filter with expanded metal for increased strength that requires no oil for maximum convenience.

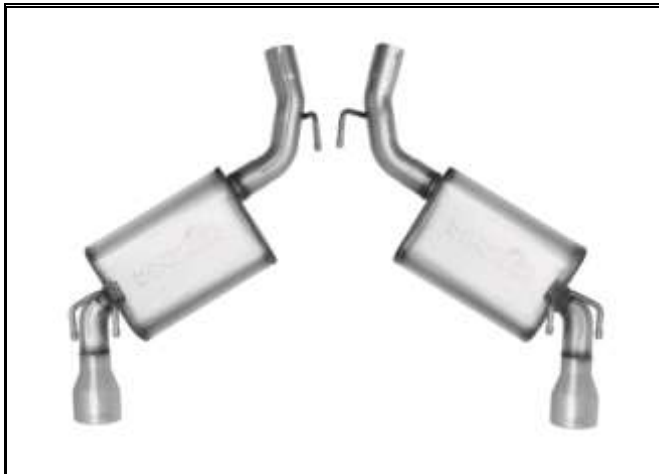
Part Number F1-02002 retails for around \$278.00 and is available now.

For more information on this or any other aFe product, please visit our website at www.aFepower.com or contact our Power Professionals at 1-951-493-7155.

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2010 CAMARO OWNERS CAN ENJOY ADDED POWER, SOUND AND LOOKS WITH THE LATEST DYNOMAX EXHAUST SYSTEM

MONROE, Mi., July 20, 2010 - The brand-new DynoMax® Performance Exhaust systems for the 2010 Chevy Camaro gives everything the Camaro owner wants: power, sound and looks. The new performance systems - including the new show-stopping tips - will be available this January at retailers nationwide.



DynoMax, an innovator in performance cat-back exhaust systems and mufflers, is manufactured and marketed by Tenneco Inc. (NYSE: TEN). DynoMax is one of North America's leading suppliers of dyno-proven exhaust technologies for muscle cars, diesel and gas trucks and sport utility vehicles, and sport compact/European cars.

DynoMax will launch two systems to cover the 2010 Chevrolet Camaro 3.6L V6 (p/n 39493) and the 2010 Chevrolet Camaro 6.2L V8 (p/n 39494) models. Both systems include high-quality, 409-grade stainless steel 2-1/2-in.

mandrel-bent pipes, a premium material that provides extended protection against corrosion, and include the new logo-embossed DynoMax double-walled 4-in. show tips. All of the necessary OE-quality hangers and brackets are included for easy, fast installation.

Built specifically for "Pure Unadulterated POWER," the systems feature the brand's legendary Ultra Flo™ Welded muffler, a straight-through, unrestricted design that is dyno-proven to support up to 2,000 SCFM and 2,000 horsepower. These mufflers are 100-percent welded for exceptional life and durability, and also include exclusive Continuous Roving Fiberglass (CRF) technology to absorb unwanted interior resonance and provide a rich, deep performance tone.

The new stainless systems are covered by a limited lifetime warranty and exclusive 90-day Performance and Sound Guarantee, an offer that lets enthusiasts try the muffler for 90 days. Consumers can return the product within 90 days for a full refund of its purchase price. Additional restrictions apply and can be found at www.DynoMax.com.

DynoMax also offers extended coverage of other Camaro models, including various models from 1969 and newer. For more information about DynoMax products for the Camaro, please visit www.DynoMax.com, contact your nearest DynoMax supplier or call 1-734-384-7806. For the name and location of your nearest DynoMax retailer, check out the Dealer Locator at www.DynoMax.com.

Tenneco is a \$4.6 billion manufacturing company with headquarters in Lake Forest, Illinois and approximately 21,000 employees worldwide. Tenneco is one of the world's largest designers, manufacturers and marketers of emission control and ride control products and systems for the automotive original equipment market and the aftermarket. Tenneco markets its products principally under the Monroe®, Walker®, Gillet™ and Clevite® Elastomer brand names.

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Bossc International Introduces Redefined Website

San Diego, CA (August 2, 2010) Bossc International, an industry leader in the all-in-one portable illuminators, has redefined and upgraded their website.





"It was time," said Clifford Wright, CEO of this burgeoning business. "With so many new products, and new distributors coming on board, we needed to showcase our line of products in a quick and easy fashion."

The website "states its case" right from the home page. Product images are immediately seen, along with pricing. Links under each product supply you with a full description including the many uses the product provides. A downloadable sales sheet with product specifications is also readily accessible. To make it as easy as possible to contact the company, and something other websites can take a lesson from, is the company phone number at the top of every page.

"In scouting other websites, I found that most of the time I had to search for a phone number," Wright explained. If you are relying on sales, why make it difficult to make those sales? Adding the phone number "front and center" is a

major courtesy to customers."

The new format also allows companies interested in private labeling to view POP displays and the opportunity to work with Bossco International on designing their own distinct look.

The complete HI:BEAM line is perfect for any project whether in the garage, workshop, out in the field, sports activities, camping, emergency roadside needs or any place where intense, hands-free light is needed.

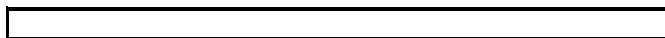
Wright, a prominent engineer and an inventor with over six-dozen patents, built his dream company following the same values of his first faithful dog companion, Bossco, a Rottweiler with own sense of direction and great pride.

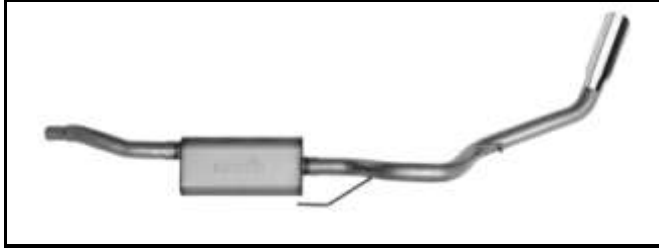
Bossco International offers some of the most innovative, highly advanced and superior quality products on the market today. SEMA Booth # 10244 Call 858-391-9219 or visit www.bosscointernational.com

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NEW DYNAMAX FORD F-150 SYSTEM FEATURES HIGH-PERFORMANCE FLOW, LESS RESTRICTION & UNIQUE SOUND

MONROE, Mi., Aug. 4, 2010 - DynoMax® Performance Exhaust has announced a brand-new stainless steel cat-back for 2009 Ford F-150 trucks, bringing high-performance, less restriction and a unique sound to the popular truck model. The new cat-back system is available - including the new show-stopping tips - at performance retailers nationwide.





DynoMax, an innovator in performance cat-back exhaust systems and mufflers, is manufactured and marketed by Tenneco Inc. (NYSE: TEN). DynoMax is one of North America's leading suppliers of dyno-proven exhaust technologies for muscle cars, diesel and gas trucks and sport utility vehicles, and sport compact/European cars.

The new DynoMax system for 2009 Ford F-150 trucks (p/n 39486) delivers impressive power improvements while opening up exhaust flow, and was built specifically for "Pure Unadulterated POWER." The system features 3-in. mandrel-bent, 409-grade stainless steel piping, providing extended protection against corrosion. The new system also includes the latest DynoMax addition: a performance, show-styled double-walled, logo-embossed 4-in. tip. Each DynoMax system includes all OE-quality hangers and accessories for a fast, easy installation.

The DynoMax F-150 system also highlights the innovative Ultra Flo™ Welded muffler, a straight-through, unrestricted design that is dyno-proven to support up to 2,000 SCFM and 2,000 horsepower. These mufflers are 100-percent welded for exceptional life and durability, and also include exclusive Continuous Roving Fiberglass (CRF) technology to absorb unwanted interior resonance and provide a rich, deep performance tone.

The new stainless system is covered by a limited lifetime warranty and exclusive 90-day Performance and Sound Guarantee, an offer that lets enthusiasts try the muffler for 90 days. Consumers can return the product within 90 days for a full refund of its purchase price. Additional restrictions apply and can be found at www.DynoMax.com.

For more information about DynoMax products for Ford trucks, please visit www.DynoMax.com, contact your nearest DynoMax supplier or call 1-734-384-7806. For the name and location of your nearest DynoMax retailer, check out the Dealer Locator at www.DynoMax.com.

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DIAMOND'S NEW SERIES OF FORGED PISTONS FOR 2011 FORD MUSTANGS

For those who wish to add a turbo, or any power adder, to their new 5 liter 2011 V-8 Ford Mustang Coyote, forged pistons will be necessary to transmit the additional power.

For this purpose Diamond is announcing a new series of low-silicon 2618 forgings, comprising a variety of compression ratios from 8.5:1 to 11.5:1. They, in fact, are available in half-point compression ratios (9.0:1, 9.5:1, 10.0:1 and so on) as well as in four different bore sizes.

The piston illustrated (PN 30113) has a 6cc dish and when used in conjunction with the production 57cc Coyote cylinder head, contributes a compression ratio of 9.5:1, which is ideal for running pump fuel. It will also accommodate a small turbo producing 8-10 PSI of boost.

To protect the top ring from the increased heat generated by power upgrades it is positioned .300in down

from the crown. In like manner Diamond also upgraded the piston pins, selecting 4130 chrome molybdenum material.

Double spiral locks have been selected to secure the pins, and access to them is via a small half-moon slot positioned in each pin bore.

A tang shape is featured at the bottom of each skirt. These reach the end of the cylinder when the piston travels to bottom dead center. Interestingly, one skirt of each piston also features a small notch. The notches are machined to provide clearance for factory oil sprayers-a technology reminiscent of earlier Winston Cup engines devised to provide additional lubrication to the piston pins.

Lastly, Diamond offers three optional barrier coatings for these pistons: Hard anodizing, a Teflon skirt coating, and a ceramic thermal barrier crown coating. The anodizing, a Type 3 Hardcoat, is particularly viable, protecting pistons against excessive combustion heat and detonation damage. It also increases corrosion- and wear-resistance, which is particularly useful on nitrous and blown applications. Moreover it creates a hard surface finish approaching 70 Rockwell and it contributes an excellent adhesive surface for the Teflon skirt coating-a moly-based dry-film lubricant that reduces friction and scuffing.

For more information contact: Diamond Pistons 23003 Diamond Drive, Clinton Township, MI 48035 Telephone (877) 552-2112 or visit www.DiamondRacing.net or e-mail Ron Beaubien at RBeaubien@diamondracing.net



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