

Fast Lane News

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Return Of The Cuda

We all remember the Plymouth Barracuda! A much sought after muscle car that was in production for only 10 years. In ten short years, there were three distinct generations of the the 'Cuda.

It all began in 1964 when the GTO made its splash, the Barracuda was also first introduced. Then in the early '70s emissions standards were tightened and gas became scarce, and in 1975 the Plymouth Barracuda was dropped from production.

Who could forget the AAR (All American Racers) 'Cudas that took the three pole positions in the 1970 Trans-Am Series under Swede Savage and Dan Gurney? Or the street version AAR 'Cuda that was powered by a 340 cu in "Six Pack"?

Rumors have been circulating in the industry since 2007 when Motor Trend reported that Chrysler was considering reviving the Barracuda. Then Chrysler's design chief, and head of the Dodge brand, delivered a welcome surprise last week when he said he's seriously thinking of bringing back the Plymouth Barracuda. "There's a lot of pressure on us to bring the 'Cuda back," said Ralph Gilles during a press conference at the SEMA Show.

In an article from USA today, Gilles said that their customers are chopping at the bits for the company to revive the 'Cuda, name for a new pony car. Apparently there are sales to be had, because they are now seriously thinking about bringing back Chrysler's other pony car.

They will have to deal with the lack of the Plymouth brand, and the existence of two other pony cars on their menu. But don't underestimate the power of the 'Cuda. Especially when Dodge President Ralph Gilles says he'll resurrect the 'Cuda nameplate one way or another.



Ralph Gilles

2012 Mustang Boss 302 Lets Loose With Full-Race Calibration

You hold two keys: One has a black Boss logo, the other red: Either will start your 2012 Mustang Boss 302. Slide the all-black key into the lock cylinder, give it a twist and you're treated to 444 horsepower street legal fun. Or choose red - the TrackKey - and you have a competition-ready track car.



A joint project between Mustang engineers and Ford Racing, TrackKey adds a second set of powertrain control module (PCM) software to a customer's Mustang Boss 302, activated by a specially programmed vehicle key. When invoked by TrackKey, the new TracMode software alters more than 200 engine management parameters, increasing low-end torque and turning the potent but well-mannered stock Boss into a competition-ready track car. Remove TrackKey and start Boss with the standard key, and all factory engine settings are restored for a comfortable drive home from the course.

"From an engine management standpoint, we've done just about everything possible to give TrackKey users a full race car experience," explains Jeff Seaman, Mustang powertrain engineer. "It's not for use on the street - for example, the deceleration is set up to preserve the brakes, and the throttle response is very aggressive. A skilled driver on a closed course will really appreciate the benefits."

As part of the TrackKey software package, Ford engineers also devised a two-stage launch control feature similar to that used on the Cobra Jet race car. Using a combination of steering wheel buttons, drivers can set the tach needle to a desired launch rpm. Floor the throttle and the engine will rev to the preset rpm until the clutch is released, helping aid acceleration and vehicle control from a standing start.

Devised during an all-night garage brainstorming session among core Mustang team members, TrackKey introduces the concept known as the dual-path powertrain control module. The industry-first, patent-pending innovation allows two separate sets of engine management software to exist on a single PCM, selected through the existing SecuriLock® Passive Anti-Theft System (PATS) transceiver found in current production keys.

The TrackKey PCM software, installed by an authorized Ford dealer after a customer takes delivery of the car, adjusts variable cam timing, spark maps, engine braking, fuel control and other engine parameters - more than 200 in total - to provide a complete race car calibration. The result is an aggressive, race-bred driving experience all the way down to the lopey idle rumbling through the Boss quad exhaust.

"Anything that could possibly affect all-out performance is deleted from the TrackKey calibration," said Dave Pericak, Mustang chief engineer. "Throttle limiting and torque management - any daily driveability enhancements are removed and replaced with a pure Ford Racing competition calibration."

When TrackKey is removed and the vehicle is started with the standard key, the PCM settings are automatically drawn from the factory Boss 302 instruction set again without any additional modifications needed. The convenience is useful for enthusiasts who want all-out performance at the racetrack but stock driveability for street driving.

In the early stages of TrackKey development, a major challenge was the complexity of installing multiple PCM computers and switching between them. However, Ford controls engineers developed a method to choose between two unique sets of software in a single powertrain control module on the Boss 302: The dual-path PCM was born.

"We installed the 302R software on the same PCM that held the stock Boss software," says Seaman. "Then the controls engineers developed a software system to activate one or the other, depending upon which key was used to start the vehicle. Really, all the parts to make this work existed - the Ford MyKey® system was already using the PATS transceiver to perform specific actions based on the key used to start the car, and the PCM was flexible enough to handle multiple control modules. It was just putting everything together."

As the project unfolded, the team was driven by the uniqueness of what they were trying to accomplish, and TrackKey became an obsession. Considering the compressed time frame in which the technology was developed, motivation was essential to the creation of the finished product.

"We've all been really excited about TrackKey, so it came together quickly," explained Pericak. "The concept was first discussed in spring 2009, and here we are 18 months later with a finished, tested, verified product. It's a perfect example of what can happen when you get a core, cross-functional team willing to contribute 24/7 to bring a great idea to life."

TrackKey powertrain software installation and key programming will be available to 2012 Mustang Boss 302 owners through Ford Racing authorized dealers. Pricing will be announced at a later date.

SOURCE Ford Motor Company

Chevy To Bring New V-6 To Indy Car Series

Chevrolet will compete in the 2012 IZOD IndyCar Series with a new twin-turbocharged, direct-injected V-6 racing engine powered by E85 fuel. The new purpose-built Chevy IndyCar engine will be developed jointly by General Motors and Ilmor Engineering.

Team Penske is the first IndyCar team to commit to Chevrolet power in 2012. The Chevrolet IndyCar engine will be available to all entrants in accordance with the series' regulations.



Roger Penske talks with GM Vice Chairman Tom Stephens in Indy prior to the announcement

"Indianapolis Motor Speedway has been a proving ground for manufacturers since Louis Chevrolet, our co-founder, first raced here in 1909," said Chris Perry, vice president of Chevrolet Marketing. "Our return to IndyCar as Chevrolet enters its centennial year is natural. At the same time this engine program will be a showcase for the efficient and powerful engine technologies that parallel new Chevrolet vehicles like the Camaro, all-new Cruze compact and Equinox crossover."

Chevrolet competed previously in Indy-style competition as an engine manufacturer in 1986-93 and 2002-05 with V-8 engines, winning 104 races, powering six driver champions, and scoring seven Indianapolis 500 victories. The new Chevrolet IndyCar engine program will reunite one of the most successful partnerships in motorsports when Team Penske introduces the Chevrolet engine in 2012. Team Penske previously tallied 31 open-wheel victories with Chevrolet engines, including four Indianapolis 500 wins.

"Our vision is to design, build and sell the world's best vehicles - and racing is one of the best ways to showcase what we can do," said Tom Stephens, GM vice chairman, Global Product Operations. "Re-entering IndyCar racing will help us take our advanced engine technology to the upper bounds of what's possible. And it will also provide a dynamic training ground for engineers, who'll transfer the technologies we develop for racing to the products we sell to our customers.

"GM has become a recognized leader in implementing direct-injection technology in both 4-cylinder and V-6 engines," Stephens said. "Building on this foundation, our new partnership with Ilmor will give us even more opportunities to accelerate our advanced propulsion technology strategy. We'll work to further increase performance, while using the least amount of fuel - and we'll also learn how to get the most out of E85 ethanol."

The Chevrolet IndyCar V-6 will have a displacement of 2.4 liters. The powerplant will have an aluminum block and cylinder heads, and will be a fully stressed chassis member supporting the gearbox and rear suspension. Technical details and specifications will be released at a later date.

"We are excited to have engine manufacturer competition again in the IZOD IndyCar Series, beginning in 2012," said Randy Bernard, CEO, INDYCAR. "Chevrolet brings a strong passion for racing, technology, relevance and innovation, which is a great fit for our new car platform. We are excited about the future of IndyCar racing with the addition of Chevrolet."

Source: General Motors

Consumers Continuing To Hold Onto Vehicles Longer

Midyear analysis shows increasing length of ownership of new vehicles; bodes well for automotive aftermarket

The average length of ownership of new vehicles continues to increase, according to a recent analysis from Polk. Consumers are now holding onto a new vehicle, on average, for 63.9 months based on second quarter 2010 data, up 4.5 months from the same time last year, according to Polk.

Length of ownership has risen each quarter since the end of 2008 (see table A) and serves as an indicator of business opportunities available to the automotive aftermarket, based on the increasing numbers of older vehicles in operation that may need service or parts, and an increasing number of vehicles on the road falling out of warranty.

It also highlights opportunities for manufacturers to consider targeting those consumers that are hanging on to older vehicles as potential customers for new vehicle purchases.

According to Polk, the average length of new vehicle ownership increased an average of 3.7 percent annually prior to the economic and auto industry meltdown in late 2008. Since that time, average length of ownership of new vehicles has increased more than 14 percent, with no signs of slowing down.

"Ownership trends are something our customers watch very closely," said Eric Papacek, Polk solutions consultant. "Armed with insightful data on these trends, aftermarket and retail customers are able to appropriately plan for levels of service work and parts that may be required based on the increased age

of vehicles on the road," he continued.

When considering registrations for used models, average length of ownership also is at a record high -- 46.1 months -- up from 43.8 months from the same period in 2009. New and used vehicles combined have an average length of ownership of 52.2 months based on second quarter analysis, according to Polk.

Among	Q1 2008	Q2 2008	Q3 2008	Q4 2008	Q1 2009	Q2 2009	Q3 2009	Q4 2009	Q1 2010	Q2 2010
New Buyers	54.6	56.7	56.3	55.8	58.6	59.4	60.6	62.4	63.2	63.9
Used Buyers	40.0	42.0	41.3	40.7	43.7	43.8	44.2	45.3	45.9	46.1
Total (New & Used)	45.0	47.0	46.3	45.8	48.9	49.2	49.9	51.1	51.8	52.2

Obviously, there is an opportunity to sell repair and replacement parts as consumers keep their vehicles longer. But consider, there is also an opportunity for automotive performance parts and accessories as well. Currently, consumers are keeping their new vehicle more than 5 years and used vehicle buyers are keeping their vehicle nearly 4 years. For the new vehicle owner there will be 5 new model years during the time he owns his vehicle. Imagine all the bells and whistles that will be introduced during that time, that he does not have on his vehicle. As quickly as technology is changing, the opportunities for the owner to want to upgrade his vehicle will be huge. A few years ago, who would have thought about an interface for iPods in cars and light trucks? Today, those connections are expected by vehicle buyers. The market will reward the companies providing and installing upgrades for consumers who cannot afford to buy a new vehicle with all the latest innovation on it.

The same is true of the used vehicle buyer. Just because he cannot afford a new vehicle doesn't mean he does not like or want the newest innovations found on the new models.

Source: Polk, and Fast Lane Research

2011 Dodge Challenger SRT8 392 Debuts

Introduction of legendary 392-cubic inch HEMI® V-8 for the street, an engine with a famous name but is a decidedly high-tech, modern engineering masterpiece

Potent 392 HEMI V-8 balances brawn with brains, features an active intake manifold, variable-cam timing and Fuel Saver technology (four-cylinder mode) on automatic transmission-equipped models

Significant horsepower and torque gains are just part of the muscle coupe's balanced performance story as a redesigned suspension tuning delivers new driving manners



1,492 Inaugural Edition models will be built with exclusive interior and exterior appointments

For 2011, the Dodge brand's ultimate modern American muscle coupe receives a big boost in power and performance. And the product story goes beyond the impressive horsepower and torque lurking under the hood.

The new Dodge Challenger SRT8 392 builds on its original mantra of a rear-wheel-drive coupe that promises a balanced approach between form and function, with impressive straight-line acceleration and world-class ride and handling to go along with high-performance braking and the latest technology that delivers improved fuel efficiency.

The result is the newest version of the quickest coupe in the Dodge lineup packed with modern amenities and features performance enthusiasts will love.

"We listened to our devoted, loyal Dodge customers, and this new Dodge Challenger SRT8 392 answers their call for more power off the line," said Ralph Gilles, President and CEO - Dodge Brand, Chrysler Group LLC. "We consciously tuned the 392 for a lot more torque, as that is what truly creates the thrust that sets you back in the seat and keeps you there! We can't wait to see our customers' reactions when they get behind the wheel and put their foot on the throttle - it is so responsive and a blast to drive."

New 392 HEMI® V-8 Offers Wide Torque Range

The return of the legendary 392-cubic inch HEMI® powertrain back to the street in the Dodge Challenger SRT8 392 provides another step in showcasing the evolution of the performance brand.

Pumping out 470 horsepower and 470 lb.-ft. of torque, the newest HEMI engine in the SRT product lineup provides an additional 90 lb.-ft. of torque at 2,900 rpm versus the previous 6.1-liter V-8 engine. The added torque allows for inspired standing starts and improved straight-line performance while new, performance-tuned motor mounts improve idle stability and ride control at any speed. An active intake manifold and high-lift camshaft with cam phasing provides maximum low-end torque while optimizing high-end power.



The 2011 Dodge Challenger SRT8 392 is available with either the standard five-speed automatic transmission with Auto Stick or an available Tremec TR-6060 six-speed manual transmission that was first offered on the 2008 Dodge Viper SRT10®. An improved heavy-duty clutch provides easier shift engagement.

Like the original 392 HEMI, the performance on the street and at the track is sure to turn heads with numbers such as 0-60 mph in high 4-second range and quarter-mile elapsed time in the high 12s.

New for 2011 is the Fuel Saver technology in automatic transmission equipped models, which allows the engine to operate economically on four cylinders or use all eight cylinders when needed.

Under the hood, unique valve covers with painted silver ribs and the "392 HEMI" logo give the HEMI powerplant a clean, yet aggressive look.

A redesigned SRT-tuned exhaust system results in a deeper, throatier note that will surely create envious onlookers both during daily commutes and at the race track.

To kick off production of the 2011 Dodge Challenger SRT8 392, 1,492 Inaugural Edition models (1,100 for the U.S. and 392 for Canada) will be produced featuring exclusive exterior and interior content.

On the exterior, two colors and new full-body stripe combinations are available on all Inaugural Edition models: Deep Water Blue with standard Stone White stripes or Bright White Clear Coat with standard Viper Blue stripes. For the first time, the front grille features a body-color grille surround.

Unique "392 HEMI" badges flank both fenders touting the historically significant V-8 engine that remains true to its high-performance roots and powers the highest rated Challenger in terms of horsepower and torque ratings. From the rear, the Mopar® quad exhaust tips deliver the performance exhaust note while adding the styling cue of a serious muscle car.

The Challenger SRT8 392 Inaugural Edition rides on standard 20-inch SRT exclusive wheels that feature a polished face and satin black painted pockets.

The race-inspired interior of the Challenger SRT8 392 Inaugural Edition begins with standard Smooth Pearl White leather-trimmed seats and dual blue stripes accented by unique blue stitching. Each of the front seats features an embroidered "392" just below the headrest.



The center instrument panel, center stack and console bezels feature a silver metal brush finish for a clean yet high-performance look and feel. The door trim panels also feature silver metal brush grab handles inside Pearl White door bolsters with unique blue accents.

An exclusive, serialized "Inaugural Edition 392 HEMI" dash plaque, showing the sequential build number from 1 to 1,492 rounds out the exclusive interior content.

The exterior styling of the 2011 Dodge Challenger SRT8 392 remains unmistakably Dodge, with proportions that evoke a bold, instantly recognizable vehicle that has a wide, stable stance on the road.

A larger front splitter and integrated front fender spats improve overall high-speed aerodynamics and overall balance. Top speed has been increased to more than 180 mph with the manual transmission (173 mph in the automatic). A newly modified front fascia chin spoiler improves aerodynamics and is accent painted for a more aggressive look. The rear deck-lid spoiler also is completed in matching body color.

The precise performance handling of the Challenger SRT8 392 comes to life through a new, right-sized, three-spoke steering wheel that features a carbon fiber accented leather wrap and silver metallic painted spokes at the 3-, 6- and 9 o'clock positions.

The trapezoidal instrument panel features a four-bomb gauge cluster with chromed accent rings and unique, new for 2011 SRT graphics. Inside the cluster, the SRT-exclusive Electronic Vehicle Information Center (EVIC) with performance pages provides the driver with trip information, multimedia information from the Media Center radio, along with instant feedback on 0-60 mph time, 60-0 mph braking, G-forces, one-eighth mile and quarter-mile times.

Power lumbar-equipped front seats are standard on all Challenger SRT8 392 models. It's also much easier to get in and out of the rear seat. The driver's seat now features seatback tilt with memory and an easy to reach release handle, while the front-passenger seat adds tilt and slide with memory, which makes it even easier to use.

New, highly damped shocks offer a firm ride that maintains the feel for everyday commuting while being fully capable for the more challenging situations. SRT engineers recalibrated the suspension geometry to improve Challenger's balance, cornering ability and steering responsiveness. Quicker steering ratios and new negative camber settings all around dramatically improve Challenger's appetite for high-speed cornering.

The performance SRT-tuned, fully-hydraulic steering system also has been improved with a new, heavy-duty pump and revised gearing to give drivers more direct feel and on-center response.

The result: the 2011 Challenger SRT8 392 is capable of .93g on the skid pad - the most of any production Challenger and on par with some of the world's best-handling performance coupes.

392's Storied History

The original 392 HEMI engine was introduced in the new 1957 model year Chrysler and Imperial products. It replaced the 354 cubic-inch version of the original HEMI launched in 1951. Compared with the 354 engine, the 392 was completely revised and improved, with larger valves and ports, a beefier block and crankshaft and improved bearings. In short, the 392 HEMI, often affectionately referred to simply as the "92," was perfect for drag racing.

More than a few racers at that time immediately enhanced the performance of the newest HEMI by bolting on six or eight carburetors, installing new camshafts, etc., and went racing.

Racing legend Don "Big Daddy" Garlits ran a 392 in his infamous Swamp Rat I dragster at record speeds of faster than 180 mph on nitro with no supercharger. Garlits also used a 392 HEMI to officially break the 200-mph barrier when his Swamp Rat went 201.34 mph at Atco, N.J., in 1964.

But the 392's success went beyond the drag strip. It also set records at the Bonneville Salt Flats and in boat racing. Drag racing boats were no different than their land-based counterparts in the use of the 392. Famous HEMI engine builder Keith Black was better known on the water than on the land, until he teamed up with Tommy Greer and hired Don "The Snake" Prudhomme to dominate Top Fuel in California in the early 1960s using a 392 HEMI.

After 1958, the 392 HEMI was gone as a production engine, but it still remains a legend. Collectors are now preserving many historic 392-powered race cars and hot rods and proudly displaying them on show car circuits.

In 2007, Mopar - Chrysler Group LLC's service, parts and customer-care brand - helped celebrate the 50th anniversary of the original 392 by launching a modern, crate engine version of the 392 HEMI.

SOURCE Chrysler Group LLC

Coughlin To Step Away From Pro Stock

Five-time world champion drag racer Jeg Coughlin Jr. has announced he will not return to Pro Stock in 2011. One of the most prolific drivers in NHRA history, Coughlin is planning a less hectic schedule of Sportsman events in a variety of race cars in 2011, forgoing the time demands of the 22-race professional circuit.

"We took most of 2006 off just to kind of have a break from it all," the 40-year-old Coughlin said. "We did a lot of high-dollar bracket races and select Lucas Oil Sportsman Series events here and there with no particular schedule in mind. We kind of just raced when we wanted to and it was a lot of fun. That is the direction I am heading now.

"When the chance to get back into Pro Stock presented itself towards the end of '06 we sat down and thought about the goals we could go for if we did return. We knew we wanted to pass the 50-win mark. We accomplished that. We wanted to be in position to contend for the championship each year, and we won two more since we returned. And we really wanted to salute our dad and family business on the 50th anniversary of JEGS, which happened throughout this season.

"My career has turned out better than I would have ever imagined. I feel so fortunate to have raced with the people I've raced with and to have won the races and championships we've won for the yellow and black. It's just been a phenomenal ride, and it's not over by any means. I have been going Mach II with my hair on fire since the early 90's and I kind of want to take a breath."

To date, Coughlin has collected four Pro Stock titles (2000, 2002, 2007, and 2008) and 52 national event Pro Stock trophies to go with one Super Gas world championship (1992) and 14 more national event Sportsman victories.

Aside from his own future racing endeavors, Coughlin plans to serve as a crewman for his fiance Samantha Kenny and his nephew Troy Coughlin Jr., who both run Super Comp. He also plans to support the racing efforts of brothers John, Troy, Mike and their families.

"I'm also very excited about having the time to go to more of my son Jeggie's golf tournaments. He's so passionate about the sport and he's turning into quite the golfer. I look forward to watching his development continue.

"I also want to make it clear that I'm not done racing at the pro level. I have been approached and am considering some of the opportunities. I have no idea what the future will hold. I just know that for right now I want to take a step back and relax a little bit."

Information regarding JEGS Mail Order can be found at www.jegs.com and for media/fan resources checkout www.teamjegs.com.

SOURCE JEGS



Shelby's Place In Automotive History As Designer Of More Than 150 Cars

On October 19th, Carroll Shelby International, Inc. announced that the US Trademark Office has over the past 15 years granted trademark registrations to Carroll Shelby protecting his legal rights to the world famous Cobra marks "289," "289FIA," "427S/C" and "KR" (King of the Road), as well as what's known as "trade dress" rights in the design of the first Cobras to race in Europe and America, the "Shelby Cobra 289," and, still to this day, the only American car ever to win the manufacturer's World Championship, the 1965 Shelby Cobra Daytona Coupe. Recognizing the value of the phrase "better late than never," the Trademark Trial and Appeal Board (TTAB) issued a ruling on October 15, 2010, acknowledging Shelby's great history as the designer of over 150 cars in his time.

"I couldn't be more pleased that all the guys who worked so hard in the 1960s and '70s to bring honor to America have been recognized for what they accomplished," said Carroll Shelby. "I was just along for a great ride."

Asked about the opinion of the Board that the rampant proliferation over the last 30 years of knock off kits imitating his famous 427S/C, which Road & Track recognizes as the 61st most famous car of the entire 20th century, had made it impossible for the TTAB to conclude that Shelby remains the "single source" for buying replicas of his monster muscle car of the '60s, Carroll just shrugged his shoulders.

"I'm tired of people who can't design their own cars and have copied my designs for years," Shelby added. "These copy-kit guys are like barnacles on the bottom of a beautiful boat, they've latched on for a free ride. But eventually they'll drop off and no one will know they were ever there."

So how do you know a fake 427S/C from the real deal?

"People who want a genuine Shelby know where to find us," said Shelby as he hurried down the hall to his next creation. "We don't hide and we don't copy. My joy is in creating."

Shelby American manufactures high performance vehicles under the lineage of automotive manufacturing icon and entrepreneur Carroll Shelby. The company is involved in vehicle manufacturing, design and engineering projects under a license agreement with Carroll Shelby Licensing Inc. For more information, call (702) 942-7325 or visit www.shelbyamerican.com.

Shelby American is a subsidiary of Carroll Shelby International, Inc. Carroll Shelby founded his licensing company in 1988, and Carroll Shelby Licensing, Inc. is the exclusive holder of Shelby's trademarks and vehicle design rights for all automotive products, which include some of the world's most famous muscle cars and high- performance vehicles, including the car that brought home to the U.S. its first and only FIA World Manufacturers Championship in 1965, the famous Shelby Cobra Daytona Coupe. It also licenses Shelby-branded apparel, accessories and collectibles for all things automotive. For additional information, call (310) 914-1843, fax (310) 538-8189, write Carroll Shelby Licensing, Inc., 19021 S Figueroa St., Gardena, CA, 90248, or visit www.carrollshelby.com, www.shelbylicensing.com or www.carrollshelbyinternational.com.

Industry Press Releases November 11

A.R.E. Receives Ford Product Excellence Award at 2010 SEMA Show

Recognition Honors 2011 F-150 Pro Football Hall of Fame Project Truck
MASSILLON, Ohio, Nov. 12, 2010 /PRNewswire/ -- Leading truck cap and tonneau cover manufacturer A.R.E. has received a 2010 Ford Product Excellence Award from the Ford Motor Company for its customized 2011 Ford F-150 boldly promoting the Pro Football Hall of Fame.

The award, based on excellence in product development and total project vehicle execution, was announced during the 2010 Specialty Equipment Market Association (SEMA) Show, where A.R.E. and

the Pro Football Hall of Fame unveiled the truck.

"We wowed SEMA participants with this truck, and I am honored that Ford recognized and shared in the industry's enthusiasm for this successful project," said Bryan Baker, director of marketing, A.R.E. "We are proud of our partnership with the Pro Football Hall of Fame and pleased at how the truck takes the Hall of Fame experience on the road, featuring its iconic silhouette painted on the exterior and an interior remodeled with material resembling pigskin leather."

An A.R.E. LSX Series fiberglass tonneau cover - covered in autograph signatures from dozens of Football Hall of Fame Enshrinees - tops the bed of the truck. The truck bed also displays Hall of Fame memorabilia while a wrap on the inner sidewall simulates the Hall of Fame Enshrinement Gallery.

"We were overwhelmed at how the football theme was carried throughout the A.R.E. Hall of Fame truck with details both inside and out," said Sherry Kollien, SEMA Project Vehicle Manager at Ford Motor Company. "These awards are based on appearance, craftsmanship and use of aftermarket products; everyone on our team was in agreement that this project deserved to win in the F-150 category. The A.R.E. team executed the truck very well in a short period of time."

During the coming year, A.R.E. and the Hall will take the Hall of Fame experience on the road by displaying the truck at football games, various automotive shows and the annual Pro Football Hall of Fame Enshrinement Festival events. Follow the truck's travels throughout the year at its Twitter link @F150ProFballHOF.

About A.R.E.

A.R.E. began manufacturing aluminum frame truck caps in 1969. Since then, the company has become a leading manufacturer of fiberglass truck caps and hard tonneau covers, and boasts 600 employees at its ISO-9001:2008-certified manufacturing facilities. They have a network of more than 600 independent authorized dealers throughout North America. For more information, contact A.R.E. at 400 Nave Rd. S.E., P.O. Box 1100, Massillon, OH 44648, email topline@4are.com or visit www.4are.com.

About Football Hall of Fame

The Pro Football Hall of Fame is a 501(c)(3) not-for-profit opened in 1963 in Canton, Ohio. Since then more than eight million fans have visited the museum. Each year visitors from every state and up to 70 foreign countries tour the Hall of Fame. For more information, visit www.profootballhof.com or call 330.456.8207.

SOURCE A.R.E.

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OHIO TECHNICAL COLLEGE ANNOUNCES THE EDELBROCK ACADEMY

School Partners with Edelbrock to Train Students on Building Performance Vehicles

CLEVELAND, Ohio - Ohio Technical College (OTC), a leading automotive training school, is proud to announce a new partnership with Edelbrock, LLC to create the Edelbrock Academy, a program designed to give students a solid foundation in the building and tuning of American muscle cars and performance vehicles.

The Edelbrock Academy at Ohio Technical College will provide students with the skills necessary to efficiently produce a vehicle through planning, installation and modification of the engine, suspension system, braking system and drive train. In addition, the course will cover engine performance modifications; installation of intakes, exhaust, nitrous, carburetors, fuel injection, supercharging systems and numerous additional Edelbrock products; and dyno tuning and testing using products and equipment from Edelbrock, LLC.

"We are very excited to be able to support America's youth with this legendary opportunity. To be able to give back and provide resources to our future enthusiasts is tremendous" said Christi Edelbrock, vice

president of Business Development.

Students will also gain an understanding of the aftermarket performance industry by learning about the history of Edelbrock and the Specialty Equipment Market Association (SEMA). Upon completion of the Edelbrock Academy program, the participants will receive a certificate signifying their specialized, high-performance training.

"The Edelbrock Academy emphasizes our core philosophy at Ohio Technical College of adding value to our students' educations so they are better positioned to enter today's automotive industry as successful, productive employees," said Tom King, director of Enrollment, OTC. "For students interested in pursuing a career at a performance shop, race team or specialty aftermarket installer, this program gives them a leg up over the competition by providing hands-on training using the latest products from Edelbrock - one of the industry's leading manufacturers."

Founded in 1969, Ohio Technical College provides students with unique training in a variety of transportation fields. More than 1,000 students are currently enrolled in courses like automotive, diesel, classic car restoration, alternative fuel vehicles and high performance and racing. The Edelbrock Academy is offered to advanced OTC students and features training from the school's High Performance and Racing program as well as a separate, 12-week course.

"We are excited to partner with Ohio Technical College and help prepare the next generation of automotive technicians who will lead our industry into the future," said Vic Edelbrock, chairman of Edelbrock, LLC. "Having worked with OTC on numerous automotive challenges at the SEMA Show and other events, we appreciate the school's commitment to today's youth."

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2011 FORD MUSTANG SHELBY GT500 EXHAUST SYSTEM ADDED TO CORSA PERFORMANCE EXHAUSTS LINEUP



BEREA, Ohio - CORSA Performance Exhausts has expanded its Mustang product lineup to include a new axle-back exhaust system for the 2011 Ford Mustang Shelby GT500.

The CORSA Mustang Shelby GT500 Exhaust (part #14320) is a dual rear exit system that is manufactured in the United States from premium stainless steel and features double wall, 4-inch Pro-Series tips etched with the CORSA logo. Engineered using CORSA's patented Reflective Sound Cancellation(tm) (RSC(tm)) technology, the exhaust system is designed specifically for Mustang owners to provide a bold exterior sound without unwanted interior drone.

"Our latest Mustang exhaust system is available in CORSA's Sport sound level, which delivers a wide-open, muscle car tone that enthusiasts desire," said Craig R. Kohrs, VP and general manager, TMG Performance Products. "Combined with our existing options for the 2011 Mustang V8 5.0L and Mustang V6 3.7L cars, the GT500 exhaust system allows us to offer a full selection of product to the Mustang community."

CORSA's Mustang Shelby GT500 exhaust system has a straight-through, nonrestrictive design that delivers an increase of 14 rear wheel horsepower and 16 lb.-ft. of torque.

Complete installation hardware and instructions are included with the 2011 Mustang exhaust systems and a Limited Lifetime Warranty protects the exhaust for the entire life of the vehicle. Contact CORSA or your local performance retailer for details.

CORSA Performance Exhausts, a TMG Performance Products, LLC company headquartered in Berea, Ohio, is a leading manufacturer of premium performance exhaust systems for cars, trucks, SUVs and marine applications. Through its patented Reflective Sound Cancellation (RSC(tm)) technology, CORSA Performance Exhausts provides the industry's only guaranteed drone-free driving experience backed by premium performance and superior customer service. For more information, call 800.486.0999 or visit www.corsaperformance.com.

###

Superior Glass Works Introduces New 1934-36 Chevrolet Pick-Up Chassis

Molalla, Oregon - November 1, 2010 - Superior Glass Works today announced the addition of the 1934-1936 Chevrolet pick-up truck chassis to its broad line of street rod and truck chassis. This generation of Chevy pickup shares the classic lines of the popular mid-30's Chevy cars and are getting increasingly popular with enthusiasts. Like most old trucks, their chassis can show considerable wear after all these years. We offer a safe, strong, and good looking chassis built to Chevy's original specs that will accept original sheetmetal and reproduction fiberglass body parts. With its heavy-gauge, fully-boxed rails and stout crossmembers, this new chassis will perform exceptionally well under a modern hot rod. The Complete Rolling Chassis is equipped with a Mustang II IFS and custom, lowered leaf springs, but the full range of suspension components from the leading manufacturers in the industry are available for your custom build.

Superior Glass Works has decades of experience building street rod chassis, including those for most 1931-53 Chevy and Ford cars and trucks. Their chassis team draws upon this experience to help you select the right combination of components for your project. As owner Brad Peterson puts it, "If you've seen it at a show or in a magazine, we can build it!"

In addition to this



chassis, Superior Glass Works also manufactures fiberglass front fenders, rear fenders, 2" wider rear fenders, grill shells, and running boards for the 1934-36 Chevy trucks as well as for all Chevy cars and trucks from the '30s and '40s.

More information about the new Chevrolet chassis and other products mentioned is available at www.superiorglassworks.com or by calling 888-731-7670.

###

NEW RAM DUAL-DISC CLUTCH ASSEMBLY FOR '11 MUSTANG GT 5.0



Columbia, SC: Perhaps the greatest news for the 2011 Mustang GT was the introduction of the 5.0-liter modular engine and the switch from a Tremec to a Getrag 5-speed manual transmission. To that end, RAM now offers their Force 9.5 and Force 10.5 dual-disc high performance clutch assemblies, along with single-disc sets from HDX to Powergrip HD. In

addition Ram has also made available new billet aluminum and steel flywheels for Ford's new GT. These new parts mitigate pressure plate troubles at high engine speeds.

Ram developed its 5.0-liter GT clutch packages because of an engagement problem that occurs on low-mileage, early-production 2011 GTs (built prior to April 25, 2010). Though the clutch disengages at high engine speeds, 6,000 rpm or more, centrifugal forces prevent it from re-engaging, unless engine speeds are reduced. As a result gear changes at high engine speeds are awkward if not impossible.

RAM, having already experienced similar centrifugal troubles with GM flat diaphragm clutches during the 60s and 70s, adapted a high-cone cover assembly for their new RAM Force dual-disc set-up. This technique prevents the clutch cover fingers from traveling over center. The new Ram Force assembly provides a torque capacity of 800 lb-ft and comprises pressure plate, dual-clutch discs, Blanchard-ground steel floater plate between them, and an aluminum flywheel (the OEM flywheel cannot be re-used).

In common with the other Force 9.5 dual-disc units, this assembly is compact and light, contributing to faster acceleration and deceleration. Moreover, it operates quietly, requires pedal pressure no greater than that of the OE part, and as with other Ram dual-disc assemblies, this unit is engineered to fit properly within the confines of the factory bell housing and operate with the factory release bearing. To ensure ample holding power and superb drivability without chatter on initial clutch release, Ram outfits both friction plates with their 300 series organic linings.

Reassembly time by an experienced tech consumes approximately two hours.

For further information contact:
RAM Automotive Company
201 Business Park Blvd.
Columbia, SC 29203
Telephone (803) 788-6034 or visit: www.ramclutches.com
Editors' Contact: Victor Moore (706) 531-0058
Vic@MooreGoodInk.com

###

PLANET COLOR® CUSTOM COLORS NOW AVAILABLE IN A WATERBORNE BASECOAT

Warrensville Heights, Ohio - Planet Color® custom automotive paints are now available throughout North America in a low VOC system; but unlike other low VOC custom products, they do not sacrifice quality or brilliant results to meet compliance.

That's because Planet Color® is now available with the Sherwin-Williams® AWX® Waterborne Basecoat so it behaves just like the latest, most-effective solvent-borne systems of today.

With the introduction of PCWC6 Waterborne mid-coat mixing clear with dye concentrates, colors for the Planet Color® Waterborne system can be found in its special color selector (AS2615) to create a high quality, custom finish when painting in VOC restricted areas.

Planet Color® custom paints are a system of custom automotive colors developed by Sherwin-Williams, which utilize the latest high-quality pigments and dye concentrates for a radical new appearance. Planet Color® includes unique optically enhanced additives in a two- or three-stage application process and has been a tremendous hit among custom automotive enthusiasts, painters and shop owners alike for several years.

Planet Color® offers stunning, radical, multi-dimensional finishes that are color shifting, iridescent, illuminated and shimmering in their texture; its finishes offer unparalleled durability and limitless color possibilities, and its two- and three-coat applications boast results limited only by the imagination.

With Planet Color®, custom painters can save their own custom formulations within the Sherwin-Williams® FormulaExpress® online color formula retrieval system for a future exact formula match reference. Custom painters also have the ability to mix as little, or as much Planet Color® paint as needed specific to their customization projects.

Whether you're painting a timeless classic or a modern speedster, Planet Color® has your color. For more information about Planet Color® or other Sherwin-Williams Automotive Finishes products or services, visit www.sherwin-automotive.com or call 1-800-SWULTRA (1-800-798-5872).

###

High Zinc Full Synthetic Motor Oil Purpose Built Performance





CHAMPION HOT ROD full synthetic motor oil is built specifically to meet the lubrication demands of high performance hot rod, street rod, classic and muscle car engines operating under extreme conditions. Especially those using flat tappet and/or roller cams operating at high RPMs and requiring high-pressure (stiff) valve springs

To meet these demands, Champion Hot Rod full synthetic motor oil is blended with our premium ZDDP anti-wear protection package, which contains a unique balance of chemistry including high levels of zinc and phosphorus. In addition, all CHAMPION HOT ROD motor oils contain our exclusive TVS® (Thermal Viscosity Stabilizer) technology. This proprietary technology delivers unmatched film strength at high temperature, better piston ring seal for maximum compression, and increases the foot-pounds of torque in most engines.

Features:

- Formulated for the protection of all engines types including those with flat tappet cams, roller cams
- Protects bearings in turbo and super-charged engines
- Full synthetic formula provides lower coefficient of friction than conventional or synthetic blend motor oils
- Offers film strength and viscosity stability of thicker mono-grades at higher temperatures with less drag
- Provides supreme upper cylinder anti-wear protection
- Helps remove and prevent varnish and carbon deposits

- Cools critical engine parts
- Maintains oil pressure and compression at high temperatures
- Pumps easily to tight clearance areas at low temperatures
- Compatible with other petroleum and synthetic oils
- Provides superior protection against rust and corrosion
- Best choice for engine storage

Typical Properties

SAE/API 15W-50 SJ

Part # 4304H

MSDS # 100

Color Blue

Lbs./Gal. 7.10

Gravity 0.86

Viscosity@ 100°C, cSt 17.5

Anti-wear Elements

Zn, %wt 0.16

Ca, %wt 0.22

P, %wt 0.14

Flash Pt., °C (°F) 252 (485)

Pour Pt., °C (°F) -37 (-35)

###

Mast Motorsports 2011 Catalog Now Available



November 1, 2010 - Nacogdoches, TX - GM's new Gen IV line of LS engines are the best new performance engines around and Mast Motorsports makes them better. Inside Mast's new full color catalog, you'll gain access to over 30 LS3, LS7 and X-Block Mast hand built, turnkey crate engines. The engines are dyno proven to make up to 700HP NA on premium 91-93 octane gas with ZERO engine knock while maintaining excellent drivability. Each hand built turnkey Mast crate engine is meticulously assembled, balanced and blueprinted with the highest quality parts in the market today. Before shipping, each engine is calibrated and dyno proven on Mast's state of the art Superflow engine dyno.

Mast makes it easy to install one of their Gen IV LS crate engines into your favorite hot rod, muscle car, or off road vehicle. First, you get your choice of F-Body, Y-Body or truck damper, water pump and oil pan. Second, each engine includes Mast's M-90 fully sequential drive by wire pre-calibrated engine control package with the most powerful and advanced wiring harness available with exclusive GM6L80 compatibility. It includes everything the other guys offer PLUS fuel pump control & circuit, A/C compressor

controls, electric fan controls and circuit, starter circuit, integrated fuse & relay box, & air filter w/IAT sensor. The ECM is loaded with an OEM quality calibration that ensures the engine starts and runs correctly the first time, every time. Many accessories including fuel pressure correction, bank to bank Bosch EGO sensors & USB communications cable available are available. Lastly, just add your accessory drive system, headers and fuel pump and you're good to go. With Mast, you can make LS7 power and save thousands over a GMPP LS7! If you already have an engine Mast's M-90 DBW or new M-120 WBO2 ECM's calibrated and performance packages are the easiest and simplest way to get your GM Gen IV crate or pullout engine up and running.

Mast's offers a full line of Mast engineered GM Gen IV accessories. Mast coil relocation kits easily transform your LS engine to a clean, traditional small block Chevy look by relocating the GM smart coils to the rear of the cylinder head. Mast purpose application designed and dyno developed camshafts are available now for the 6.2L L92 Escalade, Yukon Denali, and H2; the 6.0L LY6 Silverado HD, Sierra HD, Suburban HD, and Vortec Max; the 6.0L L76 Silverado, Sierra, Suburban, Yukon XL, and Avalanche; the 6.2L LS3 Corvette and G8 GXP, the L76 G8 GP, and the LS7 ZO6.. For easy installation in your application WITHOUT the need of a new cam gear, Mast offers three bolt cam cores (LS2 & LS7), VVT cam cores (LY6, L92 and L76 truck variable valve timing engines) and the single bolt cam cores (LS3 Corvette). Mast also offers custom LS short blocks in a variety of configurations as well as high flow fuel rails, roller rocker arms and more. LS Hot Rod Conversion Oil Pans, LS Hot Rod Cast & Billet Valve Covers and over 14 new LS cylinder heads plus 2-piece CNC intakes and tunnel rams are now available. To get your copy of Mast's Gen IV LS engine and accessory catalog, log on to www.MastMotorsports.com or contact Mast Motorsports directly at 1-936-560-2218.

###

Xtreme Duty SFI Flexplates for Dodge Cummins 6.7L by PRW



PRW Industries Inc. is proud to introduce Xtreme Duty Platinum Series SFI Flexplates for Dodge Cummins 6.7L engines. SFI 29.1 approved and designed to exacting standards, these flexplates were manufactured using the finest cold welding processes to create the premiere product for street, high performance, and extreme duty racing applications. Designed to take the punishment of high horsepower engines, the precision welded ring gears and the durable, 4mm center plate withstand maximum intensity rpm and the stress of engine torque.

Highlights:

- 4mm thick centerplate
- Exceeds SFI 29.1 standards
- Precision welded using robotic machinery and a cold-welding process
- Engineered for the most rigorous racing while still suitable for the street

PRW INDUSTRIES INC.
193 West Orangethorpe Avenue
Placentia, CA 92870

For more information, please contact: PRW (714) 792-1000 or www.PRW-USA.com

###

10th ANNUAL International MOBILE TECH EXPO

CORPUS CHRISTI • TX • USA
Thursday, January 20 - EDUCATION DAY
Friday & Saturday • January 21 & 22

In conjunction with the event there will be certification classes for PDR techs and painters during the expo.

Vale Training Solutions will be conducting PDR certification classes during the expo and on Sunday Jan 23, 2011.

Paint Warehouse will also be holding a NESHAP 6H rule certification seminar for painters on Saturday January 21, 2011.

Also, for those interested in windshield repair, Delta Kits will be providing windshield repair training on Sunday Jan 23, 2011. Any and all current or aspiring technicians are invited to attend. All equipment for use during the class will be provided.

Also attached is the flyer for the event... If you need more info I go to www.mobiletechexpo.com or call 727 531-7885

Or contact:

Vale Training Solutions for PDR Certification 800 233-7095 or (817) 633-4800

Paint Warehouse for Paint Certification 877 623-9933 or (248) 623-9933
Delta Kits for Windshield Repair Class 800 548-8332

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LINGENFELTER PERFORMANCE ENGINEERING DEBUTS OVERDRIVE HARMONIC BALANCER UPGRADE FOR 2009-2010 ZR1 CORVETTE

DECATUR, Ind. - The experts at Lingenfelter Performance Engineering (LPE) are now offering an overdrive harmonic balancer upgrade kit designed to increase performance of the supercharged LS9 engine found in 2009 and 2010 Chevrolet Corvette ZR1 models.



Track and dynamometer testing has shown the installed Lingenfelter LS9 Overdrive Harmonic Balancer Upgrade Kit (part # L220100309) will overdrive the supercharger 14 percent, resulting in a supercharger speed of approximately 17,500 RPM at 6,500 RPM engine speed - an increase over the stock performance of 15,400 RPM at the same engine speed.

"Extensive testing on the track and on a chassis dynamometer throughout the development stage ensures our newest upgrade kit provides the desired improvements in horsepower and torque, while always maintaining a safe level of boost and supercharger RPM," said Ken Lingenfelter, owner, Lingenfelter Performance Engineering. "We pride ourselves on creating products that squeeze even more performance from today's highest performing vehicles, and this overdrive upgrade does just that for the ZR1."

The new LS9 overdrive harmonic balancer upgrade kit can be purchased direct from Lingenfelter Performance Engineering and includes a Lingenfelter ATI overdrive LS9 11 rib harmonic balancer (balancer hub has a keyway to accept the factory crank key); a new GM keyed LS9 friction washer; and a new GM LS9 crank bolt.

Increased boost is realized through the Lingenfelter overdrive harmonic balancer upgrade kit by overdriving, and thus raising, supercharger RPM from the harmonic balancer. The kit does not replace the driven supercharger pulley on the supercharger front cover. Lingenfelter's overdrive damper measures 8.34" in diameter at the drive belt ribs, and is the maximum damper diameter that can be used without changing the water pump pulley diameter.

Lingenfelter's overdrive balancer kit can also be used in conjunction with the company's LS9 supercharger pulleys to achieve even higher supercharger speeds and boost levels. When combined with Lingenfelter's 2.6" 11-rib 10-bolt supercharger pulley (part # L220146109), the resulting overdrive ratio is 36%, or approximately 20,800 RPM supercharger speed at 6,500 RPM engine speed. Use of the LPE 2.35" 11-rib 10-bolt supercharger pulley (part # L220136109) produces a 50 percent overdrive ratio, with a supercharger speed of 23,000 RPM at 6,500 RPM engine speed.

Based on test results, Lingenfelter does not recommend exceeding 23,000 RPM supercharger speeds with the 2009 and 2010 Chevrolet Corvette ZR1 model featuring the LS9 engine. Speeds above this level result in dramatic increases in supercharger outlet temperatures while providing little to no additional

power gains.

The Lingenfelter balancer upgrade kit is not recommended for use in road racing or sustained high-RPM applications, as it also overdrives the speed of the power steering pump and the water pump on the LS9 engine. For these applications Lingenfelter recommends use of its 2.60" diameter supercharger driven pulley upgrade kit (part #L250090309) that will overdrive the supercharger 19 percent.

Installation of the Lingenfelter LS9 overdrive harmonic balancer upgrade kit requires ECM programming to adjust ECM overboost limits. When combined with other pulley changes, additional programming changes are also required. Different belt lengths and/or idler diameters are required when using the Lingenfelter LS9 damper with the stock or Lingenfelter supercharger pulleys. To learn more, call 260.724.2552 or visit www.lingenfelter.com today.

For more than 30 years, Lingenfelter Performance Engineering has created a matchless heritage of bringing astounding new capabilities to the world's most sought-after sports cars. This legendary record of precision engineering continues today, as the highly-skilled Lingenfelter production team continues to target design excellence in engine packages, superchargers and high-performance aftermarket components that refine power, speed and control.

###

Performance Automatic's AOD Street Smart System



Performance Automatic Inc, of Gaithersburg Maryland announces the release of their Street Smart Systems for all Ford powered products. The demand for updated drive trains that feature overdrive capabilities fostered the development of easy to install AOD packages for Ford small block 289-351 w/c, FE 390-428 and big block 400-429-460 power plants. Utilizing over 25 years of Ford transmission experience, Performance Automatic refined the inner workings of the AOD and incorporated many gear train and hydraulic modifications that provide reliable overdrive functions for all Ford products. No computer is needed and each

package comes with a dyno tested AOD transmission, matching torque converter, filler tube and throttle pressure cable. All of this and a lifetime warranty assure a trouble free installation for numerous applications. Whether it's a Street Rod or Pro Touring or Muscle Car, Performance Automatic has the overdrive for you.

Performance Automatic is the leader in Ford performance transmission technology. Our expertise and innovative products have been recognized nationally. To find out more, please visit www.performanceautomatic.com

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###

MATCO INTRODUCES INFINIUM LINE OF CORDLESS TOOLS

Lightweight, Portable Tools Designed for Professional Technicians



STOW, Ohio - Matco Tools, a leading manufacturer of high-quality tools and equipment, introduces Infinium - a new line of cordless tools developed specifically for today's professional automotive technicians who require both power and portability to maximize their efficiency.

Featuring a lightweight design and the latest battery cell technology, the Infinium product line is designed to deliver simplicity and flexibility in the most demanding work environments. Matco offers a lithium universal smart charger as well as a 10.8V quick charger for its Infinium lineup, which features three voltage families: the 18 Volt family includes a 1/2" impact wrench, axle grinder and power shear; the 14.4 Volt family has a 3/8" impact wrench, drill driver and grease gun; and the 10.8 Volt family includes a mini polisher, drill driver, 1/4" impact wrench and impact/screwdriver combo. Products can be ordered as a kit (tool, battery and charger) or a la carte.

"These products are a long-term investment for today's technicians, because one charger and three batteries can power more than 10 different tools," said Michelle Specht, senior product marketing manager at Matco Tools. "And because the Infinium platform can adapt to advancing technology, there is no need to re-invest in updated tools. This diverse lineup allows technicians to expand and customize for their current and future tool needs."

The Infinium 18V 1/2" Impact Wrench (part #MCL18IWVS) is the line's flagship product. Featuring 425 ft. lbs. of working torque and weighing less than 7 lbs., this impact wrench is the ultimate combination of convenience, power and utility. Matco also exclusively offers the industry a 10.8V 1/4" Impact Wrench (part #MUC108IW) that features 55 ft. lbs. of torque, a variable speed trigger for greater control and a compact size to easily access hard-to-reach areas.

All the Infinium tools come with lithium ion batteries, which boast short charge times - cycles complete within an hour on a fully discharged battery - and no memory build up so they can be charged or used without permanent capacity loss. In addition, technicians can easily identify remaining charge at the push of a button fuel gauge, which helps them effectively manage their tool use. Matco's 10.8V line up has a 1.5Ah lithium ion battery, while the 14.4V and 18V lines come with 3.0Ah batteries.

Founded in 1946, Matco Tools is a manufacturer and distributor of quality professional automotive equipment, tools and toolboxes. With more than 13,000 items in its product line, Matco sells to professional technicians and enthusiasts through distributors in all 50 states, Canada and Puerto Rico. Matco Tools is a subsidiary of Danaher Corporation, a Fortune 500 company and key player in several industries, including tools, environmental and industrial process and control markets. For more information, contact Matco at 866.289.8665; write to 4403 Allen Rd., Stow, Ohio 44224; or visit www.matcotools.com.

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