

Compliments of your Snap-on Dealer

# Tech

Only for techs. And only from Snap-on®

## Sand blast

Love of 'duning' launches business

### Great rides

'Musts' from Harley-Davidson

### Father's Firebird found

15-year search ends

### Wet-'n-wild

All-star karters race in rain





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## Win a Trip to Las Vegas!

Help us identify Snap-on Dealers who make a difference in peoples' lives through exceptional customer service, community involvement, or anything else they might have done that goes above and beyond the expected.

You see and hear all the stories, and your help would be greatly appreciated. If your Snap-on Dealer has done something that you think deserves special recognition, send us an e-mail or a short note.

Please provide your dealer's name, city and state and the reason you think he or she is special. Also include your name and phone number should we have questions or need more information.

If the dealer you nominate is selected as a finalist, we'll bring you and your spouse to Las Vegas in July to help present the awards, and you'll be featured in the winter issue of Tech magazine.

Please reply before June 15 to: TechMagazine@Snapon.com

Or you can nominate your dealer by mailing to:  
*Tech Magazine*  
Attn: Dealer Nomination  
PO Box 1410, Kenosha, WI 53141-1410

## Help Us Build a Wild Wagon!

Remember the Snap-on Chopper? Now we're building one very wild wagon. Follow the progress. Online. 24/7. Be part of the deal.

Join the technical discussions. Enter the naming contest. Talk to the guys doing the work and check out the tools they're using. You can also suggest the Snap-on tools that should be incorporated into this one-of-a-kind head turner.

You can even share pics of your own special ride and tell us about your own restoration experience.

As you'll see when you log on, it's a wagon gone wild and it ain't street legal.



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# Tech

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Tech is published quarterly on behalf of Snap-on Incorporated by High Velocity Communications Inc., 2444 North Grandview Blvd., Waukesha, WI 53188. 262.544.6600. E-mail: TechMagazine@snapon.com. Advertising contact: Costin Media Group 847.658.6451. Snap-on and MODIS are trademarks of Snap-on Incorporated. Other marks are marks of their respective holders. Volume 3 Number 2. © 2007 High Velocity Communications Inc. All Rights Reserved.

## Never too young

Jackson Douglas (J.D.) McKenzie just might be the world's youngest Snap-on customer.

J.D. took delivery of his first Snap-on tool on Dec. 25, at the ripe old age of two weeks. The tool, a quarter-inch ratchet, was a gift from his grandfather, Jim McKenzie – a longtime Snap-on user.

"He is my first grandson, and I just wanted to give him something from day one he could be proud of," said Jim, who runs Valley Excavating in Boulder, Colo., with Matt McKenzie – Jim's son and J.D.'s father.

The plan was to engrave the ratchet, but the surface proved to be too hard. That's good news for tool users but a shortcoming in the sentimentality department.

Still, J.D. received the tool, and that was the main point.

"It's a good way to pass on a tradition," said Jim, who collects antique Snap-on tools.

Matt knows all about that tradition.

"My first Snap-on tool also was a ratchet – a 3/8-inch drive," Matt said. "I got it for my birthday when I was 12. It was my favorite gift. I still use it."



Jim, J.D. and Matt McKenzie

## Tip from a tech

"For setting the overhead on Volvo diesel engines, I purchased a Plano brand fishing tackle box with storage compartments on both sides. I was then able to organize the shims needed as I set the overhead and exhaust brake adjustments. This saved about an hour on each because I didn't have to sort out all the different sizes, and each compartment was labeled with the part numbers to be changed out. I also used the compartments for reamers and hones used on king pins and spring pins."

– Jaime Schloesser  
Minneapolis

## And the winner is ...

Danny Eagle, 41, of Leavenworth, Kan., was chosen as the winner of a brand new 2007 Arctic Cat 400 4x4 and a Snap-on Toolkit in the Arctic Cat Sweepstakes that ran in the Fall 2006 issue of *Tech*. The total grand prize package is valued at over \$6,800.

Danny, a husband and father of three, is a full-time technician at Auto Haven in Leavenworth, Kan., and has been an exclusive Snap-on customer for the last 12 years. He looks forward to receiving each issue of *Tech*. Away from the shop, Danny is an avid fisherman and deer hunter who now has access to those hot spots on board his new Arctic Cat ATV.



Pam Hess, one of the owners of Outdoor Power Sports; Danny Eagle, winner; and Tim Hess, also an owner of Outdoor Power Sports.

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**RED WING SHOES**  
EST. 1905

# Cold, hard facts



## Forging process, redesign adds life to diagonal cutters

**W**hen it comes to finding innovative ways to improve tools, Snap-on has it down cold.

The company increasingly is using cold forging to manufacture a number of hand tools being brought to market. Now Snap-on is using the cold forging process to improve existing products – particularly diagonal cutters.

Combine the cold forging with new blade and handle design, and techs have a tool that cuts easier and lasts longer. “We are improving the structure of the steel by working it cold,” said Eric Gustafson, senior project engineer at Snap-on.

The new cold-forged diagonal cutter line kicked off in 2005, and now includes the 86CF and 87CF. Design improvements are important, but the manufacturing methods help separate Snap-on from the competition.

“We’re one of the few manufacturers, if not the only one, who cold forges pliers,” Gustafson said.

“If the tool is heated up to the typical 2000 degrees during the manufacturing process, you get a rough, blasted surface,” Gustafson said. “With cold forging, it appears polished.”

The result has more than an aesthetic value. “The cold-forged surface is smoother, so there is less friction,” Gustafson said. “It cuts easier. Techs will notice the difference.”

Snap-on makes other improvements while switching a tool to the cold forging process. Changes to the diagonal cutters include:

- A new handle contour that increases leverage.
- Edges that are closer to the pivot, which makes cutting easier.
- Redesigned cutting edges that distribute force over a larger area, which increases the life and strength of the tool.

The cold-forged tools now are rated to cut music wire used for springs – a rare feat in the world of diagonal cutters. Not many techs cut piano wire for a living, but the rating is evidence of the strength of the cutters, Gustafson said.

“If you take a piece of steel wire, or a coat hanger, and cut it with our new pliers, it will take less effort,” he said.

More cold forging lies ahead. “We’re working on cold forging our first long-nose pliers, and our most popular cutter, the 388BCP High-Leverage,” Gustafson said.

He is pleased with the improvements for now, but that won’t last. “There are always other things we can tweak,” Gustafson explained.

Yet the changes that have been made are apparent. Ask your Snap-on Dealer to show you the new diagonal cutters. 

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## Dig that car

Folks in Oklahoma sure are patient.

On June 15, 1957, a brand-spanking-new, gold-and-white 1957 Plymouth Belvedere Sport Coupe was buried in a time capsule in downtown Tulsa. Fifty years later to the day, the car will be unearthed.

The time capsule, part of Oklahoma's semi-centennial, included the Plymouth because it was "an advanced product of American industrial ingenuity with the kind of lasting appeal that will still be in style 50 years from now."

A variety of other items came along for the ride, so to speak – including the all-important population estimate. Tulsa citizens 50 years ago guessed what the population of the city would be in 2007. Their responses were buried with the car, and the person who comes closest will win the Belvedere.

There are a variety of other activities planned for the weekend, including a car show.



**On the Web:**  
[buriedcar.com](http://buriedcar.com)



## Long and dark, shiny and black

Head east on Interstate 40 outside of Amarillo, Texas, and the fast food restaurants and office buildings give way to open land and tumbleweeds. That's

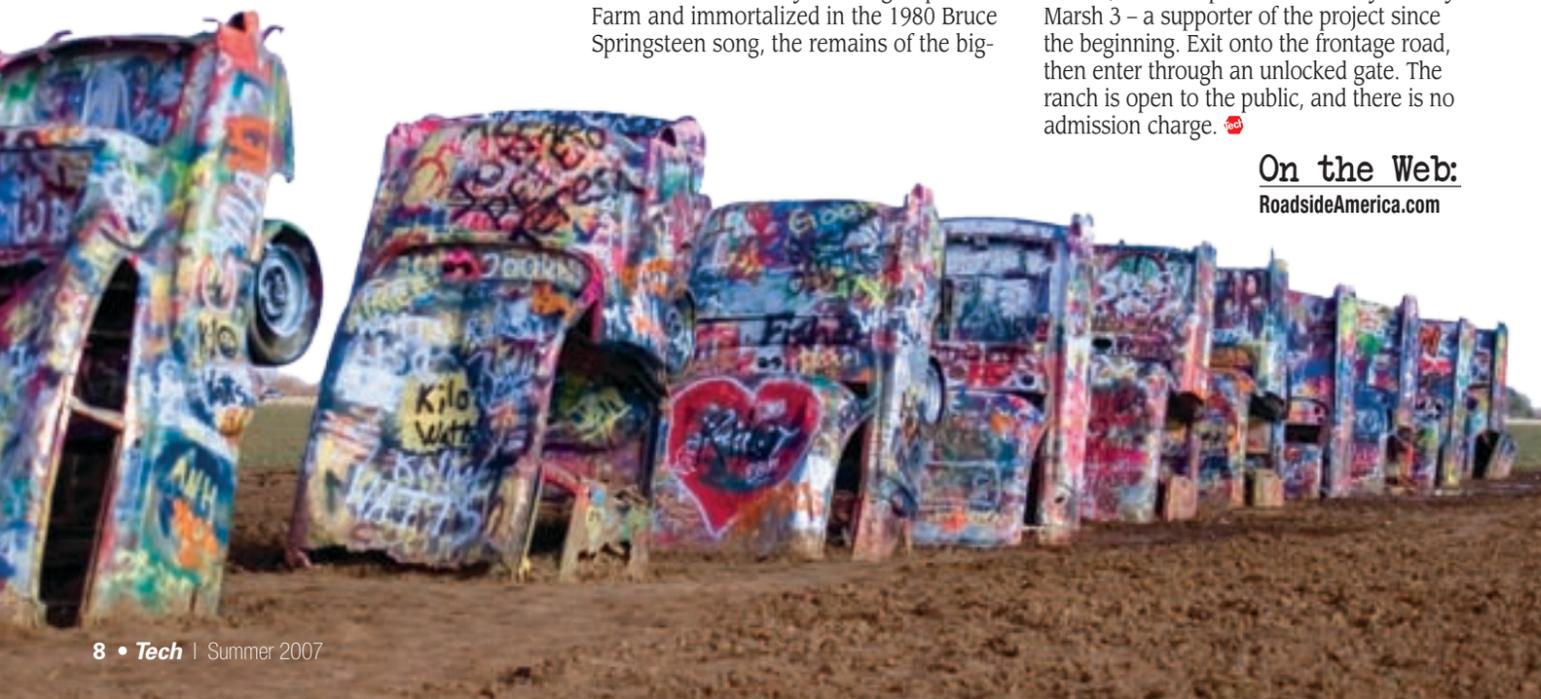
where you'll find the Cadillac Ranch – 10 graffiti-covered Cadillacs half buried, nose-down, facing west "at the same angle as the Cheop's Pyramids."

Created in 1974 by the art group Ant Farm and immortalized in the 1980 Bruce Springsteen song, the remains of the big-

finned beauties (model years are between 1949-63) pay homage to the "Golden Age" of American automobiles.

The Cadillac Ranch is between exits 60 and 62, in a cow pasture owned by Stanley Marsh 3 – a supporter of the project since the beginning. Exit onto the frontage road, then enter through an unlocked gate. The ranch is open to the public, and there is no admission charge. 🚗

**On the Web:**  
[RoadsideAmerica.com](http://RoadsideAmerica.com)



# Tools professionals can recommend



In the mid-1920's, Blue-Point tools were solid, affordable choices. Today they still are. Blue-Point socket and wrench sets, extensions, and wrenches provide a quality alternative to the tools found in hardware stores and home centers, and are perfect for the boat, the camper, and the brother-in-law.

Folks who don't make their living with their tools still appreciate quality, and now they can find it on a Snap-on truck or on the web at [snapon.com](http://snapon.com). Matched sets in convenient carrying cases keep commonly-needed tools at hand. It only makes sense to buy tools from the people who know the most about them.



Tools you can recommend, available only on your local Snap-on truck **Snap-on**

# Hook a Keeper

Avid angler finds satisfying use for Snap-on tools

If there's one thing Tim Laurila is passionate about, it's fishing. He has learned through long experience that the larger (and wiser) fish lurking in the heavily fished waters of Maryland need something different to attract their attention.

"You have to put a unique kind of action on your lures, something the fish haven't seen," he says. "That's why I started making my own lures."

Tim works in the collision center of Congressional Motors in Rockville, Md., a new-car dealership for Volkswagens and Mazdas. His handcrafted top-water lures, spinnerbaits and in-line worm swimming jigs have their own special ways of tantalizing fish.

Tim's lures move seductively (from the fish's point of view) in unusual side-to-side or spiraling motions as they wiggle and twitch with each flick of the rod. Before long, they've done their magic and hooked a keeper.

It takes Tim about a half-hour to make each lure, using various sized Willowleaf blades to form the body. "The toughest part is bending the blades by hand. I use a .040 gauge brass for bigger lures, and I was having problems bending the brass with regular pliers. But then our Snap-on Dealer, Robert Ryan, provided a 61ACP Bull Nose Pliers, which I really like. They have great gripping and bending power, so it's much easier to get precise angles to perfectly balance each lure.

"I mostly go after bass, but I make different sized lures for other fish," Tim says. "One of my favorite lures is an in-line swimming jig with purple silicone skirt and a zoom trick worm in pumpkinseed green. A buddy of mine is a tournament bass fisherman and he's used similar setups in different sizes and colors with great success."

Don't bother contacting Tim to buy any of his lively lures – they're not for sale. "I'm not interested in turning this into a business," Tim says. That's a shame, because he could probably sell a boat-load of them. 

## TELL US YOUR STORY

Do you know a Tech with an interesting story? Email us at [TechMagazine@Snapon.com](mailto:TechMagazine@Snapon.com)

# Not just for kicks

Tech's lessons about more than martial arts

Carlos Hernandez felt a need to pass on his martial arts knowledge. He has done that, and thrown in a good dose of life lessons as well.

Hernandez, an automotive tech at Sterling Chevrolet in Sterling, Va., spends about 12 hours per week working with students in martial arts training – at no charge.

Carlos' students are like family to him. Students often bring outside issues to Carlos, and he provides the direction and guidance in a manner that follows the principles and virtues displayed in his martial arts training.

To his students, Carlos' training approach is a lifestyle and not a sacrifice. "They train hard – for themselves, not for me," Carlos says. "Sometimes I remind them to laugh since downtime is an essential part of any workout. Sometimes we will do things together, like go to the movies or the pool."

But parental involvement is crucial. "I think it is important for parents to be involved in downtime and in attendance for competitions," Carlos says. "If the child doesn't bring home a first-place trophy every time, the parents should still have an encouraging word. Parents have a lot to be proud of; at least their children are here and are doing something. It is a start, and quite frankly it's more than what most adults are doing.

"I find that when you take this approach the kids keep doing it because they enjoy it, which is where I get my satisfaction."

Carlos has spent 20-plus years in martial arts and holds black belts in several disciplines. He started competing professionally at the age of 16 in his native El Salvador and has traveled all of America representing various teams in competitions.

Students go to Carlos for training because of his knowledge and ability. But they also point to his style and manner of instructing – specifically, his ability to make sense of difficult concepts. He also is easy-going and makes training fun for younger students.

"If they enjoy it now, they will continue to grow and love it, and reap all the benefits in the future," he says. "After all, what is wrong with living a healthy lifestyle?" 



**T**HE FOLKS AT HARLEY-DAVIDSON DON'T JUST BUILD BIKES, THEY RIDE THEM. SO, WHEN DEVELOPING A GUIDE FOR MOTORCYCLE ENTHUSIASTS, TECH TURNED TO THE EXPERTS AT H-D. HERE ARE THE PLACES, AND IN SOME CASES EVENTS, THEY SAY YOU MUST SEE.

# Great Rides

## Sturgis Bike Week

Sturgis, S.D., is home to one of the most unique events in the U.S. – the Sturgis Motorcycle Rally, which attracts more than 500,000 people. Started in 1938, it has grown to become one of the largest and greatest motorcycle gatherings. Every August visitors can enjoy a week of activities including scenic riding, entertainment, camaraderie and a Main Street atmosphere like no other.

### 5 Sturgis musts:

- 1 **Catch a concert or two** – Riding motorcycles and listening to live music is what Sturgis is all about.
- 2 **Ride through the Black Hills** – It's an American obligation to visit the amazing and historic Mount Rushmore while in South Dakota.
- 3 **Walk the strip** – Main Street is the place to be and be seen. Thousands of bikes line the street to make up the ultimate motorcycle show.
- 4 **Visit the Wall of Death** – While in Sturgis, you must go see Rhett Rotten perform extreme stunts in his "Wall of Death."
- 5 **Get a tattoo** – Artists tattoo hundreds of backs, arms and necks with virtually anything you want (including the Harley-Davidson Bar & Shield logo).



## Daytona Bike Week

Approximately 500,000 people make their way to Daytona Beach, Fla., for Bike Week – a motorcycle rally that started in 1937 with the first running of the Daytona 200. The 10-day event includes motorcycle racing, concerts, parties and street festivals. You've missed the 2007 extravaganza, held in March, but it's never too early to start planning for next year.

### 4 Daytona musts:

- 1 **Ride the loop** – This 23-mile loop takes you through beautiful, scenic Volusia County, lined with palm trees and natural lakes and waterways.
- 2 **Take a demo ride** – Always wanted to test ride a Harley-Davidson or feel the speed of the Buell Firebolt? Sign up for a demo ride and experience what current riders already know.
- 3 **Go bike-seeing** – Cruise the strip on Saturday night and check out the unique and stylish motorcycles.
- 4 **Enter the Ride-In contest** – This custom motorcycle show at the Ocean Center Arena allows enthusiasts to display their customized bikes. It's a must-see, even if you don't enter the contest.

*Continued on page 14*

*Some photos courtesy of Harley-Davidson Motor Company.*



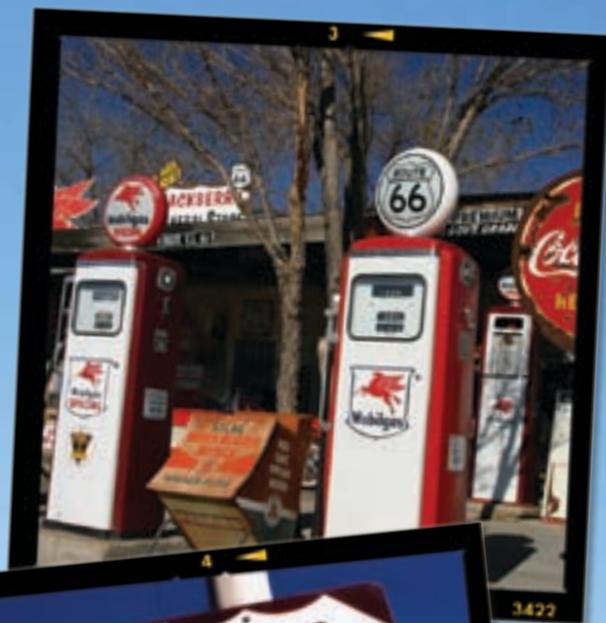
## Route 66

Saddle up for an unforgettable ride through the heart and soul of America. Route 66, often called the "Mother Road" or the "Main Street of America," is a 3,400-mile long highway that connects numerous small towns, historic stops and roadside burger joints straight from the 1950s. Along the way, you'll find that the people add to the magic of the route, and their stories are the true soul of Route 66. It's a legendary road that inspired movies, songs and countless road trips.

### 5 places you must take a photo:

- 1 Polk-a-Dot Drive In (Ill.)** – 40 years ago it was merely an old school bus serving lunch. Now, the diner-style restaurant greets visitors who enjoy great food and take photos with life-sized replicas of Marilyn Monroe, James Dean and Elvis.
- 2 Old Town Albuquerque (N.M.)** – Take an 18th century inspired photo with your Harley-Davidson motorcycle in this historic village.
- 3 Rancho Motel (N.M.)** – Whether you visit or stay at this world famous motel, snap a shot of the unique architecture and capture the Route 66 ambience and charm.
- 4 Sedona (Ariz.)** – This unique town is filled with dramatic scenery and some of the oldest exposed rocks on earth.
- 5 The Grand Canyon National Park (Ariz.)** – One of the 8 natural Wonders of the World is in Route 66's backyard.

*Continued on page 16*



# KUMHO TIRES

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## Big Sur Coast Highway - Route 1

Big Sur is known for its peaceful atmosphere and tranquil setting, which makes this breathtaking road worth the visit. Take in the California coast the way it is meant to be experienced - on your motorcycle. If you don't have the time to ride your bike out to California, you can always rent a Harley-Davidson motorcycle from a local dealership. Or, if you would rather experience the pristine coastline on your own bike, take advantage of H-D's shipping service. You can have your bike shipped to any destination and then delivered safely back to your front door.

### 5 must-sees:

- 1 **Los Padres National Forest** - This forest is one of the most traveled in western California.
- 2 **Ragged Point Vista** - Often called the "Million Dollar View," Ragged Point offers one of the finest ocean views in the world.
- 3 **Big Sur** - Miles of beautiful California coastline, mountain ranges, scenic valleys and sightings of blue, gray and humpback whales make this area a must-see.
- 4 **Bixby Bridge** - Completed in 1932, the Bixby Bridge is one of the top 10 highest single-span bridges in the world.
- 5 **Hearst San Simeon State Historical Monument** - It took 28 years to create the magnificent, world-famous Hearst Castle with over 100 rooms and 127 acres of gardens, terraces, pools and walkways.

*Continued on page 18*



Photo courtesy of [www.byways.org](http://www.byways.org)

## 1 HYDRAULICS

## 2 ROTORS

# THREE LINES, ONE DIRECTION.

## 3 FRICTION



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Pads



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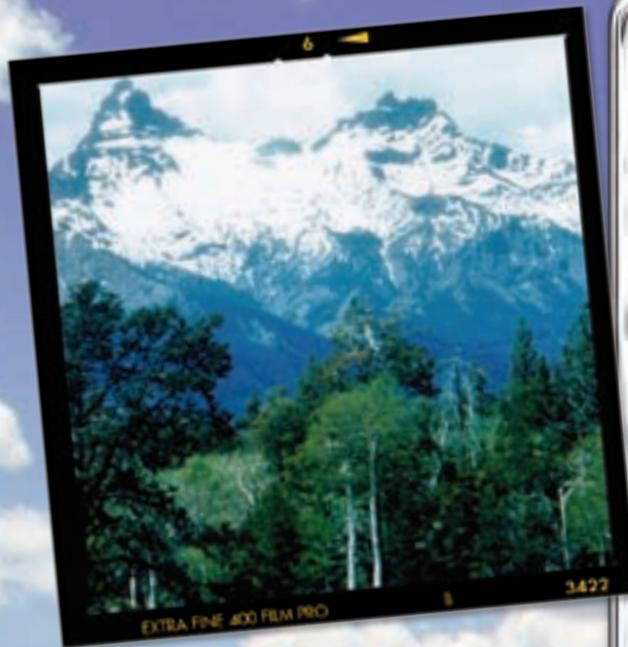


Photo courtesy of [www.byways.org](http://www.byways.org)

## Beartooth Highway

Many consider the Beartooth the nation's most beautiful highway. It also is one of the continent's most spectacular national forest routes. Traveling through Montana and Wyoming, riders on the Beartooth have the rare opportunity to see a transition of lush forest to alpine tundra in the span of a few miles. The 68.7-mile highway is also perfect for riders who enjoy twisty and hilly roads. In addition, there are many recreational activities such as fishing and hiking along the route.

### 5 places to visit:

- 1 **Yellowstone National Park (Wyo.)** – “Old Faithful” has enthralled millions of visitors over the years.
- 2 **Pilot and Index Peaks Overlook (Wyo.)** – Beautiful views of Montana and the surrounding wilderness area can be seen from this overlook.
- 3 **Crazy Creek Cascade (Wyo.)** – Cascading waters and trails allow riders to take a break from riding and connect with nature while on foot.
- 4 **Clarks Fork Overlook (Wyo.)** – This overlook provides views of the Clarks Fork of the Yellowstone Canyon, home to Wyoming's only designated Wild and Scenic River. You can also see the aftermath of the 1988 Clover Mist Fire, which originated in Yellowstone National Park and spread over nearly 400,000 acres from July 14 to Oct. 1.
- 5 **Gallatin National Forest (Mont.)** – Established in 1889, this is the most visited national forest in the Northern Rockies. 

Please visit the Experience section of [harley-davidson.com](http://harley-davidson.com) for further information on these events and many other activities.

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# Snap-on®

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# Pressure situation



>>MODIS™

## MODIS, SHOPKEY AND THE SNAP-ON LOW-AMP PROBE TO THE RESCUE

by Edwin Hazzard  
Automotive Tech Systems

A shop manager recently called me regarding a problem his technicians could not diagnose. The customer complained that the engine in his 1993 Chevrolet S-10 Blazer would crank, but not start, after it sat for a few hours or longer.

The truck was equipped with a 4.3L V6 and the CPI fuel system. The shop performed a typical tune-up that consisted of a cap, rotor, wires and a fuel filter. However, the routine maintenance did not solve the problem.

Upon arriving at the shop, my first step was to assess the situation. As the customer stated, the engine would crank over fine but would not start. I immediately went to my tool arsenal and grabbed my MODIS. I connected my MODIS to the DLC and scanned the PCM

for data that would indicate any sources of the trouble. Surprisingly, all data parameters seemed to be fine and all the sensors reported good readings.

Next, I used the lab scope feature on my MODIS. I tapped into the fuel system with the Snap-on pressure transducer for a fuel pressure test. With the key on and engine off (KOEO) test, I noted that the fuel pressure was at 54 lbs. The reading held steady and it did not drop (Image 1).

I compared my readings to the specifications listed in Shopkey. Shopkey stated that the correct fuel pressure specification should be 55-61 psi during the key KOEO test. While 54 pounds was below the recommended spec, I thought the truck should still start. This was puzzling.

Because I was not satisfied with the pressure reading, I checked the integrity

of the fuel pump electrically with the Snap-on low-amp probe and my MODIS. I attached the low-amp probe to the fuel pump power wire. I disabled the ignition system and performed a key on engine cranking test (KOEC). Here is the scope pattern my MODIS generated with the low amp probe (Image 2).

The humps you see in this waveform are inconsistent with each other over time. This indicates that the fuel pump itself has a worn commutator. You can see how it compares to a waveform of a known-good fuel pump. Notice how smooth and consistent its pattern is compared to the fuel pump in the vehicle.

Upon observing the results of the truck's waveform, coupled with the results of the fuel pressure test, I determined that the fuel pump on this S-10

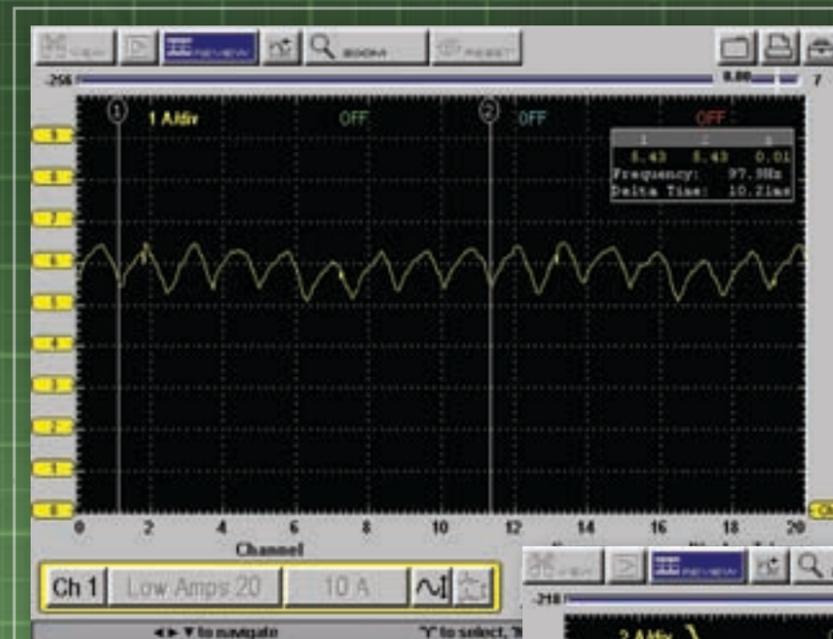


Image 1 - Good fuel pump



Image 2 - Bad fuel pump

was defective. I reported to the shop owner that a new fuel pump assembly would correct the "good-crank/no-start" condition.

After the replacement, the shop owner called to say thanks and reported that the truck started under all conditions. Even though the fuel pressure was only slightly below spec, the MODIS correctly diagnosed the cause, and the problem was solved.

Using the Snap-on MODIS with its cadre of diagnostic accessories such as the low-amp probe and the pressure transducers will produce diagnostic successes with less time invested in each repair. In fact, having the best diagnostic tools, the finest information system, and a working knowledge of complex systems are essential to diagnosing today's vehicles. 🚗

## CREDENTIALS

Edwin Hazzard is:

- An ASE Master Automotive Technician
- ASE certified in medium- and heavy-duty trucks
- NAPA certified in air brakes
- A New York state-certified motor vehicle inspector



# 'WE AIN'T BUYING CHICKEN JUST YET JETHRO'

## BLACKBUCK ANTELOPE REQUIRES THE ULTIMATE PREDATOR



by Ted Nugent

I couldn't stand/squat in this twisted position much longer, or I would surely crumple into a heap in my Double Bull groundblind. We are hovering above the bale of hay that we are trying to use for a seat, but we don't dare twitch an eyelid.

You know how it is; the beast looks like it will finally finish turning broadside for the shot, as if we aren't even there, then, BANG! Up goes his head, radar ears pinned straight toward us and eyes a-glowing clean through our camouflaged blind, right into our inner soul.

Damn! One second, the beast looks as if he is oblivious to our presence, then in a flash he is in our face. It's why we so crave bowhunting after all.

We have done our gung-ho reasoning predator preparation dance, wind in our face, sun at our back, snuggled in our perfectly brushed-in state-of-the-art groundblind, fully ready to rock. We have carefully chosen this prime ambush spot on the vast Maverick Creek Ranch, near Brady, Texas, after years, months, days and hours of scouting in order to become one with the land and the mighty beasts of prey. And most importantly, we have big, hungry backstrap dreams for sure.

From nonchalantly feeding before us, to nerve-racking, head-snapping multiple "gotchas," the beautiful buck nails us every few moments – or at least we think he does.

His head would jerk to rigid attention, by all appearances stare a hole right through cameraman Josh and me for long, agonizing periods of time, rendering us helpless to move at all, much less draw the bow for the shot.

A killer video cameraman must surely be a master bowhunter himself, for knowing when and how to move is a predator artform all its own. And Josh, like all our "SpiritWild" camera predators – Bobby Bohannon, BigJim, Jason, Chet, Toby, Shemane, Rocco, Hannes Els, Ronnie Bradford and all of them – are a joy to share a blind or treestand with. Killer ballerinas all.

Now the beautiful blackbuck antelope's head is positioned behind one of the strategically placed clumps of vegetation in hopes of obscuring his vision to some degree, and just when we thought the moment of truth would become a reality, SNAP! Up goes the radar-head again, catching us in midstride, nailed!

We are caught again in the most awkward of positions, lifting legs and feet ultra slow motion to twist around the green bale of coastal hay, Josh and I apparently in a strange game of Twister, negotiating the hay bale and each other, left, right, up and down, playing a game of not-so-musical chairs, testing our patience and physical tenacity in a tangled mass of humanity. With limbs akimbo, and muscles straining to wait out the beast, which God designed perfectly just to escape guitarboy predators with a bow and arrow, we struggled to keep it all together. Are we having fun yet?

But this ultra alert, wary and mature Texas import isn't dealing with some part-time, casual bowhunter here. He is dealing with professional killers who desperately want his backstraps and the party that goes with them.

So Josh and I freeze over the bale, like a couple of concrete yard accessories. Sure, the Double Bull blind is the best

at hiding a hunter or two, but with no wind and a deathly silence about us, we know the beast can detect the faintest of imperceptible sounds that we cannot ourselves hear. So we freeze until he once again moves ever so slightly. It is painful, but it is also a wonderful experience. In fact, we think it is a riot. But it hurts! Bowhunters are weird – cool weird.

Now the old boy slowly swings to his left, which means Josh and I must trade places yet again if I am to shoot and he is to video the whole ordeal. One of these days, we are going to have to film our little tight quarters maneuvers around the hay bale, forced to read each other's minds since we cannot even whisper a word nor dare make even the slightest extra move to look at each other.

I have always identified the act of bowhunting as a ballet of the wild, so to speak. When we hone our stealth and stalking skills to the degree necessary to penetrate the intimate bowrange of big game animals which God has designed to not let us penetrate, a bowhunter must call upon the ultimate human predator beast within, summon a uniquely higher level of awareness deep inside, and outmaneuver creatures that live to outmaneuver feeble humans. So be it. It is why we intentionally handicap ourselves with such a primitive, short range, highly movement-oriented piece of hunting equipment. We like torture. We crave challenge. We feast on discipline and hardship. Did I mention we are weird?

My leg was now locked over Josh's leg when the buck looked our way again. And now, we are joined by more antelope and deer, more eyes, more ears, more noses, and more miraculous sixth senses of perfected prey alertness. Great. But we ain't buying chicken just yet Jethro. Let's get it on.

Well, I'm here to tell you, this intense bale of hay ballet ballyhoo went on for a long, long time this fine, Texas winter day. My old joints and bones were burning with achy stiffness. Young Josh was doing an incredible job of moving invisibly and silently, and it was about to pay off.

With my right knee pushed into the dirt, and Josh hovering over my shoulder like a big kestrel, the stunning black and white Indian Blackbuck antelope ram finally gave it to us, broadside, head slightly turned away, foreleg stretched forward. God, it is so beautiful!

My lightweight 50-pound Martin Rytera bow flexed gracefully as I slowly drew my arrow back home into the corner of my mouth. I said my Prayer for the Wildthings, and instantly the razorsharp Stinger broadhead sliced hard into that graphic magic zone of the mature ram's chest, disappearing beyond into the hinterland.

Blackbuck antelope love to spring and buck high into the air, and this great buck didn't let us down as he catapulted straight

up about 6 feet, legs flying, hellbent for the Great Uncle Ted BBQ party in the afterlife! Hallelujah and pass the Bengay! I earned this kill, believe you me.

This time, Josh didn't have to worry so much about being graceful when he swung the vidcam hard right, capturing the deathrun of the beast on tape for our "Spirit of the Wild" TV celebration. The gorgeous ram was piled up and dead in a five-second, 50-yard hyper scramble when Josh swung the lens back to my smiling, giggling, very happy bowhunter face.

We had done it! In the confines of the blind, with increasing game numbers all around us, we had outmaneuvered the masters of maneuvering, pulling off what is as close to a miracle as one can get. BloodBrother hearts and fists connected hard as we rejoiced the intense joy that is killing wary game with the bow and arrow.

As I crawled out from the blind, I paused to stretch my weary, painful bones, rubbing my shoulders, knees, elbows and neck, trying to get out the kinks that had nearly paralyzed me during my bale of hay ballet. It hurts so good.

The buck died in sight but we wouldn't deny ourselves the splendid joys of bloodtrailing, filming this magical lesson of nature for all it is worth. Still stretching our aching, stiff joints, we examined the stunning, black-and-white Indian antelope, celebrating the wonderful hunt with video and photographs. We sat there awhile, milking the joy and excitement of this perfect earthly ritual, not letting the intensity of the moment get away from us.

With more blackbuck in Texas than they have back in their original homelands of India and Pakistan, we understood the delicious grilled steaks would be that much more enjoyable knowing that "we the people" of America truly value this hands-on conservation success story that can only happen in the land of the free and the home of the brave.

Now for a good hot bath and a rubdown to go with those steaks! 🍖



Blackbuck antelope



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# Land a lunker

Tips on where to go and what to use

by Jerry Gibbs

**T**he summer fishing season is upon us, and judging by my jammed mailbox there's no lack of interest among you die-hard anglers.

I'm happy to see you'll be fishing for virtually all our popular fish this year – not just one species. To that end, I've cherry-picked questions to answer what should be interesting to as many of you as possible. If you're like me, you'll want to learn more about anything that swims with fins.

**Q: What are the best lures for really big northern pike – and in general where would you go for a trophy? (I don't expect directions to your secret spots.)**

A: Big northern pike have been and will be caught on everything from large spoons, medium-sized muskie in-line spinners (not for thick weeds), jigs, giant spinnerbaits, 1-oz. Rat'l Traps, and many more. You pick the lure as a tool depending on the depth and cover you're to work – the type of weeds, timber, bottom structure and so-on.

Of late, I've been using really big, soft plastic paddle- or curly-tail swimbaits (Kaelin's Big-Un is really good) impaled on jig heads with skirts. You can work them at any depth and they'll get through moderate weeds.

As for trophies, target pike in Canada's Manitoba and Saskatchewan (check [www.lawrencebay.com](http://www.lawrencebay.com)) provinces, and Alaska (surprisingly), but don't overlook great border lakes like Lake of the Woods.

**Q: A lot of my bass fishing friends are flipping heavy cover using those creature baits – the ones with a lot of arms and tails on a grub-like body. I always used a skirted jig with a grub or pork trailer with maybe a split tail. Any thoughts on which is best?**

A: Tackle makers need to sell lures, and with names like Cane Toad, Warthog, Nuclear Nellie, how can anglers resist? Sometimes all those appendages on creature baits do trigger strikes that might not happen otherwise. But scientist Dr. Keith Jones once did an experiment where he started with a plastic crayfish imitation and gradually cut off the legs, tail, and claws. He basically presented largemouths with the lures in different configurations.

What the bass ate best was a nudged thing – no claws, legs or tail. Maybe it was just easier to eat. But at different seasons, different areas and cover, I bet that won't always be true.



*Spinnerbaits like the one at left remain popular for northern pike. Walleye anglers, meanwhile, are increasingly using plastic bait (right).*



**Q: I'm pretty much a live bait fan for all my walleye fishing, but I see a lot more plastic baits being used these days. Do you have suggestions for using plastics?**

A: Walleye anglers seem to lock in on a specific technique in a given area even though other techniques will work – and maybe better. Plastics have evolved. Commonly, you have the ball-type jig head (and a variety of other shaped heads as well) with an action tail. The best to date is a jig that's molded into the plastic minnow imitation. These have several tail types: a plain sickle tail, a paddle tail, and fish-like shiner tail (often a sickle with split ends).

Paddles are more aggressive in vibration and great in rivers. Shiner types are good in quieter water. But the built-in head is key. It's soft the whole length. Walleyes won't spit it right out. Check Northland Tackle's Slurpies ([northlandtackle.com](http://northlandtackle.com)).

**Q: I catch the heck out of good bluegills in spring, when they're on the nests. But by summer I can only find the little guys. Should I use some secret live bait or lures?**

A: The only time those big daddies might come inshore to the shallow weedlines in summer is just after dawn, maybe again in the evening. In summer, bull bluegills are usually out on humps, rock piles, drop-offs at point ends, ends of rock slides, or deeper weeds.

Use one of those bottom bouncers walleye anglers use, and hang a non-weighted spinner plus a bit of a real worm on a leader off one arm of the bottom bouncer. Or you could use a small floating Rapala on a leader off the bouncer. Start trolling a pattern out from the bay where you found the fish in spring, and hunt for that deeper cover or structure. Then anchor up and cast small natural baits or lures as you would in spring. Don't ignore suspending live bait from a slip bobber.

**Q: I catch smallmouth bass in different places and they appear to have different coloration. Why is that?**

A: The things are like chameleons. They change color to match their surroundings. I've seen them mostly brown, or smutty, or nearly black. Hold one in a livewell awhile and often when you take it out, it's unbelievably light with markings. Rock bass are even better at changing color.

*Continued on page 26*



**Q: An old-timer I know insists pike shed their teeth in summer. I find that hard to believe. What's the truth?**

A: I can't believe that story is still around. The guy probably can't catch the pike in summer because he's still working the shoreline. The story likely got started when somebody caught a pike with a red spot on its jaw. Like any fish, northerns can get infections, or maybe it was a wound from previous hooking. Often you'll not catch pike in summer unless you fish deep.

**Q: I see most of the tournament guys use those side-planer boards some time or other. I hate to fool with a ton of extra tackle. Are they really that useful?**

A: Yes, especially when fish are spooky – say in slick, calm water. But in rougher water they can be great, too, when you're trolling several rods. In the first case, even if you're trolling a couple rods – or even one – they keep the lure away from the boat and wake. In rougher water where you and a partner troll maybe four baits, you need that separation or the lures will tangle; plus you have the lures at different distances from the boat.



And they're not just for walleyes. Use them for bass, pike and muskies, too. Yes, trolling for bass is a great way to find them, though not permitted in most tournaments.

**Q: I'm looking for a little different fishing vacation this year for a group of several anglers. We're not interested in a big, fancy resort. Any advice?**

A: You have many choices. Something that might appeal is a rental houseboat. You can bring your own smaller fishing boat (or two) and tow it behind. Houseboats rented by many marinas can be big, so it's best if you have several sharing the cost. They're also great for a family or two. Here are several sources: [tomahawkhouseboats.com](http://tomahawkhouseboats.com), for Lake of the Woods; [ambassadorguides.com](http://ambassadorguides.com), for Lake Powell; [hendrickscreekresort.com](http://hendrickscreekresort.com), for Dale Hollow Lake; and [lakeamistadresort.com](http://lakeamistadresort.com), for Lake Amistad. You also can do a Google search for houseboat fishing and the area in which you're interested. It's a lot of fun. 

Jerry Gibbs is the long-time fishing editor for *Outdoor Life*, and author of the award-winning book "Steel Barbs, Wild Waters."



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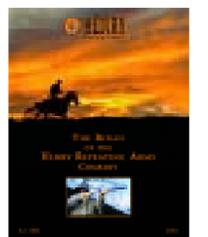


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# Sand blast

## Love of 'duning' launches business



**A**llan Nimmo II cruised the dunes of southern California as a kid. Now he's making a living helping others do the same. "The memories and the friendships made are priceless," he says.

But before any of us can make the memories, Nimmo and his techs at EXTREME PERFORMANCE have to make the dune buggies – or dune cars, as he calls them. *Tech* magazine asked Nimmo a few questions about his business – and his passion.

### Q. How did you get involved in duning?

A. I grew up going to Glamis (Imperial Sand Dunes) with my family and others who loved high-performance recreation. Offroading and sand sports were more of a lifestyle for me than a hobby. Growing up I watched my dad, Allan Nimmo Sr. His work was

a big influence. My father made the first sand tires, Nemo Sand Tires, in the late '70s. That exposure helped create the passion for me.

### Q. How did that passion become a business, and what were some of the challenges you faced when going out on your own?

A. I built many cars for personal use starting in the mid '80s. The doors for EXTREME PERFORMANCE opened in 1993 – that was when two employees and I built our first "official" car in a 1,000-square-foot facility. There was a lot of sacrificing in the beginning, both personally and financially. But hard work, dedication and faith in God have proven themselves in our business.

### Q. How did you grow the business?

A. Sand/dirt related sports have grown tremendously in the last 10 years. Word of mouth helped the finished product speak for itself. Quality counts. It didn't take long for the word to get around and for our business to increase.

### Q. The shop where you create these sand cars covers quite a large area. How big is it?

A. We now have a 20,000-square-foot building on two acres. We're currently creating a storage facility for our customers. They'll be able to store their trailers or rigs at our facility when they are not duning, and they can have their sand car serviced and ready to go for the next trip.

### Q. How many people work there?

A. We have 27 employees working in various departments, including fabrication, mock-up, assembly and service.

### Q. Is your family involved in duning?

A. My wife, Melissa, and I have three kids between ages 5-15, and they have all been duning since they were babies. The memories and the friendships made are priceless. I know that firsthand because I grew up that way.

### Q. How long does it take to build a dune car?

A. Two months.

### Q. Are they in demand?

A. Yes – the average wait is 12 months.

### Q. How much do the dune cars cost?

A. They range from \$40,000 to \$150,000, depending on the model, motor package, options and accessories.

### Q. What are the uses, and where can you take them?

A. For us and our customers, they're purely recreational. There are a lot of spots users can go – not just California. We have customers all over the U.S. who visit dunes in Idaho, Oregon, Michigan and Utah. And of course locally in California we have Dumont and Glamis.

### Q. What would surprise the average tech about your sand cars?

A. How driver-friendly and smooth they are. Our cars are tuned for drivability. All have adjustable seat options so men and women of all sizes can drive. There also is a power steering option. The cars are very easy to handle, very smooth to ride in – not rough at all. The smooth ride is what first-timers and veterans notice when they drive our cars. We also get many comments about how comfortable and roomy the cars are.



**Q. What's it like driving the cars?**

A. I would say it's like being on a roller coaster that you have control of – rolling over the dunes, going around the bowls. There's nothing like it.

**Q. Do you do any racing?**

A. We are currently forming a race team and are in the process of building an EXTREME PERFORMANCE off-road line of products beyond the cars. Those products include a full line of off-road class 1 chassis and complete cars and related parts.

**Q. I understand you're active in an association that promotes sand safety.**

A. Yes. We began our "Dune Smart" campaign in 1991. It promotes safety and responsible use of alcohol by sand sport enthusiasts. Wherever you see the

name EXTREME PERFORMANCE, you will always see our Dune Smart ad and our motto: "Sober Duners Live It Up!" We are very passionate about keeping this sport alive and building a new level of awareness for all generations of sand enthusiasts. Those efforts led to our receiving the "Jump Start" award in 2004 by Kathleen Clark, Director of the U.S. Bureau of Land Management.

**Q. Are you worried about the future of the dunes – including public access?**

A. Absolutely. We donated a complete turnkey sand car to the American Sand

Association in 2004 to help raise funds to keep the dunes open for off-roaders. We'll be donating another turnkey car to the ASA this September.

**Q. What Snap-on tools do you use?**

A. If Snap-on makes it, we use it – specifically, toolboxes, wrenches, screwdrivers, torque wrenches and diagnostic equipment.

**Q. Why Snap-on?**

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# Reunited

1968 Pontiac Firebird H.O.



Mike's father, Gary, shown with the new 1968 Firebird H.O. shortly after taking delivery in the fall of 1967.

This Billboard #1 hit helped put Peaches and Herb on the music industry map in 1979. The chart-topper chorus could easily apply to Mike Arrington of King, N.C. who had a short, but very special bond with his father and the memory of the family's 1968 Pontiac Firebird H.O. etched in his young mind. The words go like this:

*"Reunited and it feels so good  
Reunited 'cause we understood  
There's one perfect fit  
And, sugar this one is it  
We both are so excited 'cause we're reunited, hey, hey."*

Almost 40 years ago, before Mike was born, his dad drove that Meridian Turquoise beauty off the showroom floor of Bob Neill Pontiac in Winston-Salem. The car was rare with its white vinyl top and H.O. stripes. Mike has fond memories of sitting on the console and helping his dad, Gary, shift. Mike often fell asleep to the sounds of the rumbling engine.

The memories were cut short. In 1981, when Mike was only 7, his father passed away. Mike's parents had divorced, so relatives

settled the estate. The Firebird was sold to a family friend – who a few years later sold it to someone else.

Mike considered reconnecting with the Firebird about the time he received his driver's license in 1990. He at least wanted to know what happened to it. Wishing to recapture some of those childhood memories, he bought a '67 Firebird in 1991. With a \$1,000 loan from his stepfather, driving and maintaining this stand-in took just about every dime he earned working at a gas station after school.

Two years later a helpful friend was able to get the VIN# for the '68 from the North Carolina DMV. Mike subsequently learned the third owner was Oliver Angell, a Davidson County, N.C., resident, who purchased the '68 with the thought of making a few bucks when he resold it. In a phone call to Oliver, he learned the unique Firebird was sold to a man in New York, but not much more.

### A car show angel

In the ensuing years, Mike thought about that original '68 often. He regularly checked the classifieds in *Hemmings Motor News* and other car magazines and occasionally checked the online listings, including *eBay Motors*.

Not knowing if he would ever reconnect with the '68 and as a tribute to his father, Mike set out to restore the '67. Even though it was not the same car and was powered by a Chevy engine, the completed restoration was good enough to show. For sentimental reasons, the entire car was painted Meridian Turquoise and an H.O. stripe was added.

At a car show in the late 90s, a gentleman approached Mike and started asking questions about the turquoise '67 with the H.O. stripe. The man said he owned a very similar car for a short time in the 1980s. He even had a photo.

Upon seeing it, Mike asked the man when he had removed the side pipes. The question startled the man. He had never mentioned side pipes. Both immediately knew the original purchaser was Gary Arrington – Mike's father.

Mike and the man, Oliver Angell, struck up a lasting friendship. Oliver told Mike he had sold the '68 to Alfred Mollick from Rochester, N.Y. But stricter privacy laws meant the trail once again went cold.

In 2003, Mike married Jolena and they were blessed with a son, Johnny. Mike's priorities changed. He didn't think about the car as much. With each passing year, the chance of ever finding the '68 seemed less likely.

### A striking resemblance

A routine scan of *eBay Motors* on June 3, 2005, turned up 12 to 14 Firebird listings. One was for a '68 Firebird H.O., turquoise with a white top in Brockport, N.Y., just west of Rochester. The seller included 15 photos. A 400 hood and engine did not match,



but the 14th photo sure did. It showed the VIN# was the one etched in Mike's mind for so many years.

There was plenty of stuttering and stammering. Mike called Jolena, and everyone at work knew within minutes. That night he called the owner and left a message. Mike was so excited that he forgot to leave his phone number and had to call back. Waiting for the return call seemed to take forever. At 9:30 p.m., Mike finally received the call that closed a 24-year gap.

Bill Danno, a Rochester police officer, had purchased the '68 Firebird from Al Mollick in 1988. Danno drove it for four years, then stored it in a barn for the next 13 years. The registration had been terminated, making the car next to impossible to find.

*Continued on page 36*

*Although he owned the Firebird for the shortest amount of time of the six owners, Oliver Angell (at right) was instrumental in offering encouragement and assisting Mike Arrington in the search for his father's car.*



Danno had no success selling the car locally and tried eBay for its national exposure. Mike's in-laws loaned him the \$15,000 needed to purchase the car. Other relatives helped pay for hauling the car home.

Mike arrived in Brockport on the evening of Tuesday, June 14. A local TV station was on hand to capture the remarkable story and Bill's mom served an authentic Italian dinner.

Mike found the '68 in excellent condition. Even the original interior was intact. Mike handles a fair amount of state inspection work among his other responsibilities at Flow Chevrolet-Cadillac, so he was able to quickly determine what needed to be done to make the car road ready. A major cleaning, some engine and mechanical work and serious detailing were completed within a few months. On Christmas Eve of 2005, Mike's mom, sister and other family members enjoyed a nostalgic ride.



Mike started at the Flow Automotive Group with some of his grandfather's Snap-on tools and he's been accumulating them ever since. An orange box with Super Sport logos provided a 2002 upgrade. "Once you have one, you never want anything else," said Mike. "You get what you pay for. I've never had a bad tool from Snap-on."



Mike started at the Flow Automotive Group with some of his grandfather's Snap-on tools and he's been accumulating them ever since. An orange box with Super Sport logos provided a 2002 upgrade. "Once you have one, you never want anything else," said Mike. "You get what you pay for. I've never had a bad tool from Snap-on."



The car is now registered with the Pontiac Historical Service. Mike received a great packet of information, including a copy of the original factory build sheet, the dealer order, factory invoice and other information. Built on Sept. 15, 1967, the car's sticker price was \$3,704.09.

Does persistence pay? Was it just meant to be? Yes to both questions is the only logical answer. The prized '68 Firebird H.O. finally came full circle and Mike continues to be excited because he's reunited, hey, hey. 🍷

Does persistence pay? Was it just meant to be? Yes to both questions is the only logical answer. The prized '68 Firebird H.O. finally came full circle and Mike continues to be excited because he's reunited, hey, hey. 🍷

### On the Web:

- [PHS-online.com](http://PHS-online.com)
- [PontiacServer.com](http://PontiacServer.com)
- [FirstGenFirebird.org](http://FirstGenFirebird.org)



**THIS AD WAS WRITTEN  
[ BY THE GUY WHO DESIGNED ]  
THE NEW INSTINCT SCREWDRIVER.**

**GETTING A HANDLE ON SCREWDRIVER PERFECTION.**  
 1 The new Instinct Screwdriver series revolves around a uniquely sculpted 2 multifaceted handle design for maximum comfort, grip and control. The rounded crown and neck, combined with flared ends fit the natural curves of your hand and provide enhanced spinning finesse. Ergonomically designed facets offer unprecedented turning power and precise fingertip control. We also built in an exclusive non-roll feature, so your tool stays exactly where you set it. 5

**SOME GRIPPING FACTS.** The Instinct series is available in two handle types: Hard-grip with grease-resistant texture to help prevent slippage on those especially dirty jobs, and Soft-grip for unsurpassed hand comfort and tighter grip. Either way, you'll feel it 4 5 6 instinctively mold to your hand. Which is precisely the point.

**THE MATERIAL DIFFERENCE.** The Instinct handle 7 is engineered using three unique materials. This "three shot" handle is constructed of: 8 An inner core material that maximizes torque between handle and blade; 9 a tough middle-layer of brightly-colored material for impact and solvent resistance, as well as high visibility and quick identification; and 10 a textured outer material for the ultimate in grip, comfort, control and torque — even in the greasiest environments.

**TIPS FOR INCREASED PRODUCTIVITY.** 11 Icons molded into the handle crown ensure quick and easy identification at a glance. No more picking up the wrong tool.

**TECHNICIANS AGREE.** In tests, technicians preferred the Instinct series over any other screwdriver on the market for comfort, power and ease-of-use.

**INSTINCT.** Holding is believing.

**SECTION CUTS**  
Every part of the Instinct series was engineered to deliver control, comfort and power.

(A) Round section provided for guiding during spinning.

(B) Three-sided cross section provided for increased torque; prevents screwdriver roll.

(C) Six-sided cross section provided for easy spinning.

**INSTINCT**  
WWW.RELYONYOURINSTINCT.COM

# A Vacation Cruise Without the Water

## Woodward At a Glance

**What:** 13th Annual Woodward Dream Cruise

**Where:** Along the Woodward Corridor, near Detroit

**When:** The event officially will be held Saturday, Aug. 18, from 9 a.m. to 9 p.m.; it unofficially begins the prior Saturday.

**Participants:** An estimated 1.7 million people attended the 2006 show; 40,000 eye-popping vehicles participated in one form or another.

**Information:** woodwarddreamcruise.com

Tech offers tips on one of the world's biggest car events



**B**ob Campbell is the service manager and master technician at Suburban Cadillac, Buick & Hummer in the Troy Motor Mall in Troy, Mich.

Or maybe we should say that's his day job. His passion is the Woodward Dream Cruise, and he's a master at getting the most out of the event.

The Woodward extravaganza – billed as the largest one-day celebration of car culture – takes place annually in Campbell's area. There are too many events to mention here – specifics are available at woodwarddreamcruise.com – so we asked Campbell to look at the big picture. The veteran (and self-confessed fanatic) of the cruise offered a few survival tips for those interested in showing off their rides or just coming to watch.

Continued on page 40

THIS AD WAS WRITTEN  
[ **BY THE GUY WHO USES** ]  
THE NEW INSTINCT SCREWDRIVER.



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THERE IS A DIFFERENCE.



## Driving the '07 Dream Cruise?

If so, take some hi-res digital photos of yourself and any interesting spectators – and of course your vehicle and other cool machines too – and e-mail them to:

[TechMagazine@snapon.com](mailto:TechMagazine@snapon.com)

or send the photos on a CD or DVD to:

Tech Magazine  
 Snap-on Tools  
 PO Box 1410  
 Kenosha, WI 53141-1410

Be sure to provide your name and contact information including a phone number and tell us a little bit about your ride. We'll plan to include your pride-'n-joy in a Woodward '07 Roundup photo feature.



nothing wrong with putting your feet up and watching what's going past you," he says. "It's amazing to see."

**4. Stay a while.** "There is no way you'll see everything in a day – no way, no how, forget it," Campbell states.

So plan on spending more than a day. But which days? It's hard to pass up the main event, which this year is Saturday, Aug. 18. Some vehicles, exhibits, etc., are only available on that day.

On the other hand, the event will unofficially start the Saturday before. There still is plenty going on, and it is easier to get around and find a hotel.

**5. Cruise if you can.** Anyone can drive the corridor the day of the event, and Campbell encourages car lovers to show off their prize vehicles. "It will take you about three or four hours," he says. "You'll never forget it."

### 1. Make the trip.

If you're on the fence, get off it, says Campbell, who considers the cruise his "national holiday."

"I've never heard a person come and say, 'I'm disappointed,'" Campbell says.

"It's beyond your comprehension. Every single year I get to look at vehicles I've never seen before, and I've seen a lot of vehicles."

There is something for the whole family to enjoy. The elders can take in the sights, the children can take part in some of the interactive exhibits.

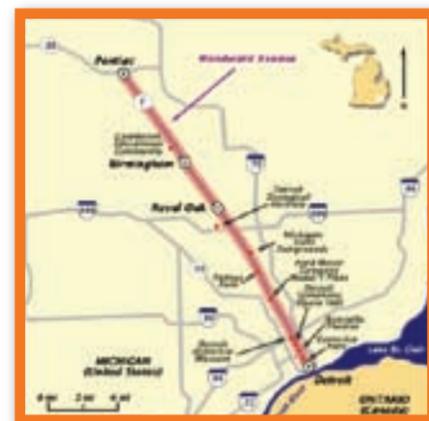
You won't go hungry, either.

**2. Plan now.** Hotels are booked months in advance. "Find the Woodward corridor, on a map, and take a look at the surrounding communities," Campbell says. "Once you're there, you're going to be only four or five miles from the main drag – at the most."

Surrounding communities include Berkley, Birmingham, Bloomfield Hills, Bloomfield Township, Ferndale, Huntington Woods, Pleasant Ridge, Pontiac and Royal Oak.

**3. Bring comfortable shoes and maybe a chair.** If you find lodging close enough to the corridor, you're better off walking than driving and fighting for a parking space. The cars cruising the corridor are the main event, but you'll likely want to visit (and walk to) some of the exhibits and car corrals. "There are a million things to look at," Campbell says. Best be ready to cover some ground.

And best be ready to do some sitting. Most enthusiasts, including Campbell, believe in taking a seat next to their coolers and letting the sights come to them. "There's



Not even menacing gray clouds and torrential downpours could keep the Stars from shining on this night at the PRI Trade Show.

# RACIN' IN THE RAIN



Memo Gidley brought his own Trackmagic chassis and handled the set-up and tuning throughout the afternoon practice sessions and prior to the races.



Some of the biggest names in kart racing and all of motorsports came to Orlando to compete in the first running of the Snap-on All-Stars Karting Classic. In spite of a 1-hour rain delay and a very wet track, race they did.

The asphalt parking lot adjacent to the Orange County Convention Center proved to be an ideal setting for the 8-turn, 1/3-mile course. Even with a switch to rain tires, the best race lap of 16.470 seconds recorded by Matt Jaskol was only one second slower than Bobby Wilson's 15.470 that topped the charts during the dry, pre-race practice sessions.

## THEY CAME TO COMPETE

This by-invitation-only event attracted 29 proven all stars competing in two divisions - the Masters for motorsports celebrities and the Karters for the regulars in the Snap-on Stars of Karting presented by IndyCar Series.

The Masters included IndyCar Series driver Bryan Herta, co-founder of the Snap-on Stars of Karting, along with Bobby Rahal and veteran Snap-on Stars of Karting promoter Paul Zalud. Fellow IRL competitor and Indy 500 winner Buddy Rice and ChampCar World Series driver Alex Tagliani joined Herta. Memo Gidley and Wayne Taylor represented the Grand-Am Series.

Doug Herbert, Larry Dixon, Ron Capps and Steve Johnson carried the banner for the NHRA straight-line guys. IndyCar Series and NASCAR Busch Series driver Anthony Foyt IV filled

in for Marco Andretti, who was testing for an F-1 team. Bobby Wilson, who won the 2003 Stars of Karting championship, was a contender for top honors in this year's Indy Pro Series.

Though the names are not as well known, the Karters line-up was a veritable who's who of present and former Snap-on Stars of Karting participants. Notable among them were Jonathan Goring, the 2006 Skip Barber national champion, and Joel Miller, 2006 Stars of Karting ICA national champion and winner of the Snap-on Stars of Karting scholarship that provides a free season of Skip Barber racing during 2007. Sixteen other champions and top competitors came to Florida to take up the challenge.

Continued on page 44



Paul Zalud opens the drivers' meeting.

## WHAT THEY SAID

Some notables and quotables had this to say about the Snap-on All-Stars Karting Classic:

"In addition to tuning, I'm here as a coach and a trainer to make Doug Herbert a one-hour wonder. No doubt he can teach the karters a thing or two about running 330 mph and 4.5 seconds in the Snap-on Top-Fuel Dragster."  
- TUNER TIM MUSCH

"We had a very competitive field. Running with the pros would have been awesome. I hope I can do that in the future. Some adapted to the track and the conditions better than others. All in all, I think everyone had a great time."  
- JOEL MILLER

"These Karters are tough. Many are likely to be future stars in various racing series. I came away with a lot more respect for how competitive karting really is."  
- RON CAPPS

Continued on page 44

## WHAT THEY DROVE

To keep all competitors on equal footing, the event utilized TaG (Touch and Go) karts. They are powered by 125 cc, 2-cycle, water-cooled, electric-start engines that produce approximately 28 horsepower. Centrifugal clutches operate in a locked-up mode above 3,000 RPM. At a cost in the \$6,000 range, these karts offer one of the lowest-cost forms of organized competition. Kart manufacturers represented at this inaugural event included Arrow, CRG, First Kart, Sodikart, Tony Kart, TopKart, Trackmagic and Zanardi Kart.

Performance Racing Industry (PRI) owner and trade show producer Steve Lewis was a key force in bringing the event to the PRI Show. He sees the karting industry as one with tremendous growth potential in North America. "We are pleased and excited to present this Snap-on Stars of Karting All-Star Race at the PRI Trade Show," said Lewis. "Karting is one of the fastest growing segments of motorsports, and the number of companies exhibiting is growing just as rapidly."

*A bit of impromptu engineering was required to help Doug Herbert fit his 6'-4", 220 lb. frame into a CRG kart.*



## SO, WHO WON?

Times recorded during three 15-minute practice sessions each for the Masters and the Karters were used to set the starting grids for a pair of 25-lap Prelims. The results of these preliminaries set the fields for the 40-lap Finals. TV cameras were rolling throughout the afternoon practice sessions and for all four competitive events. If you saw the special made-for-cable program on the Versus Network (formerly OLN), you witnessed some of the closest, go-for-the-win racing you can imagine.

The Karters Prefinal set the tone for the evening's racing action, which finally commenced about 9 p.m. Spins, cautions and a red flag slowed the pace, but the action was fast and furious under the green. Kyle Wiegand had a consistent Prefinal run to take the checkered and earn the pole for the Karter's main event. The Masters Prefinal saw Wilson capture a solid two-second win over Rice with Gidley and Herta in hot pursuit.

Matt Jaskol and Wiegand, both driving TopKart chassis, came out on top in a one-two sweep of the Karters Final. Miller scored



*Shown here ahead of Conor Daly in the #22, Matt Jaskol used the afternoon practice sessions to dial in his TopKart chassis and gearing to take the win in the Karters Final.*

a podium finish in a Tony Kart. With the rain stopped, but the track still soaked, the Masters Final saw two favorites literally get hooked up at the apex of the first corner. Wilson and Gidley had to separate their karts and were unable to recover after going a lap down. Indy 500 winner Rice prevailed by repeatedly pulling away after several cautions. Herta gave him a run for his money before settling into second, followed by Foyt.

A scheduled Karters-Masters Showdown was postponed for another day. Many of the Masters were uncomfortable with the thought of racing against the Karters in the wet conditions, understandably wanting to protect against any fluke incidents. Although the slick track made the racing less than ideal, the competitive juices were definitely overflowing during every event. Rice's comments on the podium regarding how great next year's race will be provided a perfect ending to a very challenging evening. If you'll be attending the 2007 PRI Show, plan on catching the action during the second annual Snap-on All Stars Karting Classic.

**On the Web:**  
[StarsofKarting.com](http://StarsofKarting.com)  
[WorldKarting.com](http://WorldKarting.com)  
[EKartingNews.com](http://EKartingNews.com)  
[IndyRacing.com](http://IndyRacing.com)

*TOP L-R: Joel Miller (3rd), Matt Jaskol (1st) and Kyle Wiegand (2nd) topped the Karters 40-lap Final.*

*Bottom L-R: Anthony Foyt IV (3rd), Indy 500 winner Buddy Rice (1st) and Series co-founder Bryan Herta (2nd) were the class of the field in the Masters Final.*



"On a winning NHRA weekend, I have about one minute of total track time with four qualifying runs and four elimination rounds. Tonight I had about seven years of racing in the first practice session alone. I'm exhausted, but I did learn what an apex is and now I even know how to spell it." – **STEVE JOHNSON**

"I have fun racing to win. That's what I came here to do. I'm not interested in having a fun event. I could have stayed in California if all I wanted to do was have fun." – **MEMO GIDLEY**

"This is more work than I'm accustomed to. I probably spent more time on the track tonight than during my entire NHRA drag racing career combined." – **LARRY DIXON**

"This was an outstanding showcase. We had a great field of Karters and Masters. Many of these guys came up through the ranks. The support from Steve Lewis and the PRI Show staff was outstanding. The incredible affiliation with Snap-on, the dealers and their customers is greatly appreciated. We wouldn't be here without them. We'll be back, perhaps with a few new wrinkles." – **PAUL ZALUD**

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# Techs' willingness made ASE work

Group marks 35th anniversary

By Tony Molla  
ASE Vice President of Communications

For 35 years, ASE patches have signified service excellence. Above left is the original patch, created in 1972, for a Certified Technician who passed at least one ASE test. In the center is an original patch for a Master Technician who passed all the ASE tests in a given category. The patch at right, in use today, was created in 1984.

What started as a dream 35 years ago has become the largest occupational testing and certification program in the world. The non-profit National Institute for Automotive Service Excellence was founded in 1972 to improve the quality of automotive repair and service through the voluntary testing and certification of repair technicians.

## Turbulent times

ASE was born in a time of turmoil. Consumer complaints were high; Congressional hearings were called to investigate "automotive rip-offs." In the course of investigations, however, it was revealed that the problem was one of incompetence rather than outright fraud. Faulty repairs and comebacks were more indicative of ineptitude than any systemic dishonesty.

## Every problem presents an opportunity

When government licensing of mechanics was proposed, the industry countered with some tough questions of its own: What good would licensing do if technicians were not properly trained? No matter how well intentioned, how would mandatory licensing solve the problem of ineptitude?

From the industry's point of view, the challenge was to develop a process that would: (1) help technicians become more competent; (2) weed out the incompetent; and (3) allow consumers to identify competent technicians.

Voluntary testing and certification were proposed as a solution. The time spent on study and test preparation would help technicians upgrade their skills. Because the program would be voluntary, many marginal shade-tree mechanics wouldn't even try and would likely leave the profession over the course of time. A standardized credential could be issued and employers of certified technicians could market their technicians' repair expertise to consumers.

## ASE is founded

After a feasibility study determined that mechanics' skills could be measured accurately through written exams, an ASE office was opened and a series of conferences was held across the nation to alert industry



leaders about what was to come. ASE was incorporated as a nonprofit organization on June 12, 1972, with representatives from the industry, consumer groups, education and government.

The first testing administration was conducted in the late fall of 1972. Almost 15,000 mechanics from across the country signed up to take tests at 163 test centers; of that total, 8,567 earned certification. Ever since then, ASE has been proudly self-sufficient, generating its income from registration and testing fees. Today, ASE boasts approximately 430,000 currently certified professionals.

## Industry-driven tests

Technicians were willing to put their skills on the line because they saw value in the program. ASE tests have always been designed with the needs of the working technician and the industry in mind. ASE's ultimate success boils down to one simple fact: The tests provide relevant, real-world measurement of technicians' skills and knowledge.

All ASE test questions are written by technical experts representing a cross-section of the service industry, including working technicians, technical training representatives from manufacturers and the

aftermarket, as well as vocational educators. The tests are updated and revised at regular intervals, and new exams are introduced as technician and industry demand warrants. Rather than a hollow license, the ASE credential provides value to technicians, their employers, and consumers alike.

## Techs made it work

Without the support of the industry as a whole, ASE might have been another failed experiment. But ASE's best ambassadors have always been the men and women in the service bays and behind the parts counters who proudly wear the ASE insignia. The men and women who live and breathe by one simple ethic: Do the job right, the first time, for the customer.

Without technicians' willingness to put their skills on the line, the program would have failed. And for this reason, ASE's 35th anniversary is really a celebration of the automotive professional.

For more information call toll free at 1-877-ASE-TECH or visit [ase.com](http://ase.com).

## Cool Stuff

### The Roll Cab will last forever. The offer won't.

Buy a Classic series Roll Cab model KRA2418 or KRA2411 and get Snap-on quality and features you wouldn't expect at a surprisingly low price. Plus, you also get a limited edition floor mat - FREE! It looks like chrome, but it's easy on your feet. Offer ends June 30, 2007. Ask your dealer for details.

Snapon.com



### Bigger is Better

KUMHO Tires has developed and successfully tested the first 20-series UHP tire, the 375/20R21 ECSTA SPT. Available in one of the widest size line-ups of any tire in the ultra high performance segment, the ECSTA SPT is also designed to outwear any tire in its class. This 3-season tire is engineered to provide like-new performance, even when the tire is half worn. The SPT also comes in six run-flat sizes as well as smoking tires in red, yellow and blue for drifting enthusiasts.

KumhoTire.com



### Off and running

Coastal Boot Co. of Pompano Beach, Fla., manufacturer of your Snap-on branded Footwear, has entered a licensing agreement with the National Rifle Association, and will be producing a line of tactical footwear for law enforcement along with a full line of hunting footwear for your pursuits afield. Look for these exciting new boots from your Snap-on Footwear partner in the Fall Issue of *Tech!*

coastalboot.com

### Alarming development



The days of sleeping through the alarm are over with the Sonic Bomb Alarm Clock with Bed Shaker. That's right - bed shaker. To say this baby makes some noise is an understatement. (It cranks out 113 decibels.) If that doesn't do the trick, the attachable bed shaker will.

\$40 ThinkGeek.com

### Manly wallet

Don't let the guy with the dollar-sign money clip steal the show. Make your own statement with a Duct Tape wallet from Ducti®. The material is softer and a little more functional than you might expect; it's made with Super Duct Tape, designed to prevent sticking and peeling.

\$20.95 Ducti.com



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Phone 877-482-4866 / Fax 866-482-4866





# Two-Headed Monster

**M**ike Beland says he'll build anything. He has proven the point with "All In," the jaw-dropping motorcycle built in his shop.

"It's called 'All In' because all my money's in it," jokes Beland, owner of A-1 Cycles, Wellington, Fla.

Beland has put in plenty of time, too. It took four months to design and build the bike – including 17 days for assembly. (All work was done at A-1, with the exception of chrome plating and painting.)

"All In" is now a sight to behold and a thrill to ride. Two 121 cu. in. TP engines power the bike. The left engine runs in reverse. "The engines are linked at the crankshaft and share a primary drive

to a standard left-side drive Harley-Davidson transmission," Beland says.

Vee Rubber makes the oversized tires. The front is 310 mm – "The largest in the world as far as we know," Beland states – and the rear 360 mm. The bike also features a linked braking system; twin Garrett T-25 turbochargers with a Holley 750 cfm carb feeding all four cylinders.

"Technically it's way ahead," Beland explains.

The bike earned the prestigious Rat's Hole award earlier this year in Daytona, but Beland isn't about to rest on his laurels. "We already have our next outrageous bike planned," he says. 

### On The Web:

[A1cycles.net](http://A1cycles.net)

### TELL US ABOUT YOUR RIDE

Share your ride with your fellow *Tech* readers. Just mail a brief description and a photo or send an e-mail with a digital photo to:  
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**Snap-on Tools**  
**PO Box 1410**  
**Kenosha, WI 53141-1410**  
[TechMagazine@Snapon.com](mailto:TechMagazine@Snapon.com)

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# It's Not Work When **It's A Passion.**

## Just Ask Allen Heeke.



*It's all about the Perfect Build.*

For some people, turning wrenches is in the blood. And Allen Heeke, a 38-year associate of Jasper Engines & Transmissions, now in the Authentic Custom Drivetrains Division, comes by it honestly. You see, his father also worked for JASPER . . . for nearly 48 years!

Even without the shared history, though, Allen's career choice makes sense. "My roots are in the classic muscle cars of the 60's & 70's. When I was younger, I had a 1969 Cyclone with a 428 Cobra Jet engine." Talk about early influences!

"I really love getting back into the classic and muscle car engines," Allen says. "I enjoy helping custom enthusiasts."

And no one does it better than Allen and Jasper Engines & Transmissions. "Our Authentic Custom Drivetrains Division can provide complete photography of the entire remanufacturing process, from teardown to finish. Part of my job is to make sure that the castings

are perfect and that the castings and parts numbers exactly match the originals. When we're done, it's as close to original specs and equipment as it can be."

Allen doesn't leave his passion at work, though . . . check out his beautifully restored 1968 Mercury Cyclone!

Of course, what's a muscle car without muscle? "I did exactly what I tell custom enthusiasts not to do," Allen admits. "I upgraded from a 390 c.i. to a 427 c.i. Ford engine with a larger, solid-lifter cam and added a JASPER Class II automatic transmission with a Ford 9-inch 3.5:1 differential. Hey—you're not going to print that, are you?"

Of course we are, Allen.



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