Linder Technical Services

Networking Newsletter

October 2006

LTS "Networking" Conference 2007…….What a Weekend!

Here it is, more than a month after our annual technician training conference and we are still getting calls and e-mails from people who are excited about next year.

Once again the conference center was filled with top-notch attendees, some of the country's best instructors and the most faithful and loyal vendors that anyone could ask for. The pre-conference cookout was Thursday night at the LTS shop where well over 100 people attended for a Bubba-style cookout and look around the shops. Classes started on Friday at 12:30 with an introduction from Jim Linder followed by John Thornton's class on Electronic Throttle Control. After a break and some time visiting with the vendors, Scot Manna took over with his class titled: CAN for Techs which lasted until dinner. After dinner the vendors were open for several hours so everyone could eat and spend some time in the vendor booths without having to rush around. A hospitality room was open at the Comfort Inn so everyone could socialize and wind down after a hard day of training. However, there were more guys hanging out with scan tools in the parking lot holding mini-classes than there were in the hospitality room! Talk about a dedicated bunch of guys that are totally committed to learning and staying current with the ever-changing technology!

Saturday morning began early with Wayne Colonna's class: Transmission "Insights" part 2 which was a continuation of last year's class. After more vendor time and lunch, Craig VanBatenburg took over with his class titled: Hybrid Help, Hype & Hindsight. Later, John Thornton closed out the day's classes with his class on Key Off EVAP systems. After dinner, the vendors were open again for a short time before it was time for the grand prize giveaways. This year 5 companies stepped up and donated huge prizes!
A BIG THANK YOU goes out to: VETRONIX, NORTHWEST EQUIPMENT, EMISSION SYSTEMS, LTS & THOMPSON AUTOMOTIVE LABS. So who ended up walking away with the weekend's biggest prizes?

- Arthur Britton…….AutoCare USA on-car fuel injection cleaning machine donated by Northwest Equipment
- Shaun Koester……Week-Long Guru School donated by Linder Technical Services
- Joe Zegarlinski..…..KTS Euro Diagnostic System donated by Vetronix
- Jeff Altena……..2-Gas Analyzer donated by Emission Systems, Inc.
- Tom Warren……...4-channel PICO scope w/ misfire detective software from Thompson Automotive Labs

After the festivities wound down at the conference center, the hospitality room was open at the Comfort Inn for socializing. Just like Friday night, there were plenty of "break-out" sessions being held in the parking lot until the wee hours of the morning.

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LTS "Networking" Conference (Cont. from front page)

Before classes began on Sunday morning, Jim announced the winner of the "group" contest for a free class from LTS. PMTA (Professional Master Technician Association) of Lexington, KY won, but the SAT group in the Chicago area as well as the D&D Group from Massachusetts were close on their heels. It will be interesting to see who steps up and wins the contest for next year. Bets and promises are already being made! After recognizing the PMTA group (who has supported us since the very FIRST LTS Conference), Jim turned the group over to Luis Ruiz for the final class of the conference. His class on VW Driveability was excellent and turned out to be one of the favorites of the entire weekend. After a few closing remarks from Jim, the group was off to the airport or to their cars to head home until next year.

And now a word about our vendors…….. Everyone who attended the conference received vendor contact information in the back of their binders. For those who didn't attend, this information will be posted on our website soon. There are already links to many of these companies on our website under the "automotive links" section. Please refer to this information when you are considering purchasing new equipment. Remember, the companies that exhibit at our show are concerned about our industry and want to see that technicians have the opportunity to attend quality training classes. You will be able to count on them not only to sell and deliver a product, but to be there to service and support the product after the sale has been made. A big **THANK YOU** goes out to **ALL** the vendors that supported us this year at the show.

We would like to once again recognize the companies that stepped up and donated the GRAND PRIZES for Saturday night's giveaways: Vetronix, Northwest Equipment, Thompson Automotive Labs and Emission Systems.

We would also like to recognize our corporate sponsors: ASA (Automotive Service Association) and ASE (National Institute for Automotive Service Excellence). ASA and ASE come through each year as sponsors. In addition, BP Amoco was a new corporate sponsor this year and their "Golden Mechanic", Ryan Kooiman, was on-hand to say a few words Saturday night before the grand prize giveaways.

If you'd like to see more pictures from the conference, log onto our website at: www.lindertech.com. We hope to see all of you next year!

And speaking of next year……..we are already making plans. The dates are: September 7-9, 2007 and we have 5 confirmed speakers:

- Wayne Colonna…….transmission update
- Dave Scaler……...topic TBA
- Randy Dillman……..Euro
- Tom Freels……Chrysler new model
- "The instructor who wants to be Doug" (but isn't)…….GM Body Controls, a CANdid approach

Yes, we have one instructor who wishes not to be identified until the day of the conference. We will post his bio. and class information along with all the other instructors when the flyers are ready. We just won't tell you his name. However, we will have an on-going contest to see if anyone can guess who it is. Stay tuned to future newsletters for hints :)

Bonneville…….The Final Chapter for 2006

A dream come true is all I can say about our latest adventure on the Bonneville Salt Flats!! It all started about 42 years ago as a much younger Jim Linder sat by the magazine rack at Dubree's Market in Livingston, Tennessee. Dubree's was a local market close to the local high school and not only allowed us kids to sit and read comic books and magazines, but also fed us lunch. Bologna was 10 cents with two slices of bread, RC cola was only 5 cents and a moon pie or hostess cup cake was another 5 cents. Reading the hot rod books was a thrill because I wasn't allowed to buy them and take them home as my parents thought it was a waste of time and money. The other benefit was Mrs. Dubree was a cutie (about 25 years old, black hair and drove a black 62 Ford with red seats and a 406 four speed) and she always ran the cash register at the front door (right across from the magazine rack). A couple of times a year, the magazines featured the adventures of the Salt flats racers and it was really cool to a teenager that had a strong love of automobiles. I worked part time at a gas station and got to attend some of the local dirt track races in Hillham, Tennessee (a town close by) with the guys that worked full time at the station. The ESSO station owned a couple of these cars and I got the job of stripping the insides out of a couple of them. The memory of a flathead Ford slinging dirt through the turns in a stripped down '32 Ford Victoria still is imbedded in my brain from many of those Saturday evenings. Gabe Sells drove the killer double zero car and won lots of races.

Now it's many years later and all I have ever really done in my life has somehow been related to cars. My wife and son have endured my passion and loved cars all these years as well. I found myself thinking about those old hot rod books as I was sitting at the starting line in our 1949 Ford F series pickup. I kinda think the place is haunted with the ghosts of all who have ran the salt over the last 50 years. The drivers suit was pretty uncomfortable with the flame retardant underwear, the head sock, gloves and helmet with neck restraint. Scott and Stan helped me buckle up and we had already pre-warmed the engine to 180 degrees. Both gauges (one of each cylinder head) read exactly the same which is a good sign on a flathead Ford engine. The windows were rolled up and the starter came over and asked, "How are you doing?" He then customarily jerked all the harnesses tight (a bit tighter than I would have liked) and Scott popped the window net up on the drivers side and closed the door for the final time. The heat and the pure excitement of actually running a vehicle on the salt flats was a pure buzz for sure. There was nothing in front of me but lots of smooth, very white salt! I could see the huge (4x8) one-mile markers that I needed to drive through and they looked like they were another state away from where I was on the starting line. I was trying to keep the engine cleaned out and hoping not to dump the clutch too soon and stall the engine when the starter grinned and pointed for me to head down the race course. First gear went way too quick and I carefully shifted into second and took my first look at the digital tachometer on the steering column. I pulled it into high at about 4100 rpm and settled down hoping this white stuff wasn't as slick as it looked. My first timing light was at ¼ mile after the first mile marker and the truck was riding great and the engine couldn't have sounded any better as I hit the timer at about 4300 rpm! At this point I really don't think I had taken a breath since I left the line! The thrill was almost too much! The two mile marker went by pretty quick and the tachometer was still at 4300 purring like a kitten. No jerk, no snap, no backfires, just a very perfect sound thru the 3 inch straight pipes off the headers exiting the vehicle out the side. As I approached the three-mile marker everything was still at 4300 and I felt like I was pushing a dent in the floorboard as I mashed the gas pedal. I knew that I needed to shut down after the three-mile marker and let off the gas as smoothly as possible as I had some concern about poor traction on deceleration. Traction seemed to be good and I shifted into neutral and turned off to the left (as instructed) toward the timing trailer and return road.

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Bonneville Conclusion

Then, and only then, did I take my first breath and it wasn't a good one as I had a mouth full of nomax head sock. Before I had even coasted to a stop, I had the helmet, gloves and neck restraint off and in the passenger seat. WOW! My heartbeat at that point must have been at least 200 beats per minute! As I got out and walked to the timing trailer I didn't even care what the speed was, it didn't matter to me at all. The thrill of actually doing something I had read about and dreamed of years ago took over. Now I fully understand the magic of the salt! The salt bear had been good to me today for my first ride!

My speed was 97.61 mph (slightly off the 101 mph plus we would need for a record) and I knew the truck was running as good as it ever would without some major volumetric efficiency changes! We had turned 4500 in high gear a couple of times on the interstate in Indianapolis, which would have been over the record. BUT this wasn't in Indianapolis. It was in Utah. Ed Starr said when we returned to the pits (after consulting his pc weather station), "Jim, you are running right now at 5200 feet and that is a loss in actual engine horse power of 20%!" I knew he was right on when he said it. The ADR (air density ratio) not only was different from Indianapolis, but also changed during the day. Something new to study and learn (getting harder for a old guy) but very excited about this new world. The decision was made to change engines and run the spare (bigger) engine tomorrow. However, after consulting his weather station, Ed made note that the forecast looked like rain tomorrow. We decided to pack up what we could tonight "just in case" we were rained out tomorrow. I'd much rather pack when it's dry than do it in the rain!

9-16-06: We got to the track this morning to find our pits under water. We had planned well for the rain and just had a final load up. We won't be able to run the spare engine this year, but we'll be ready next year!

—Jim Linder, The Injector "Guru"

P.S. More to come about my new friend (or enemy) Mr. Air Density Ratio.