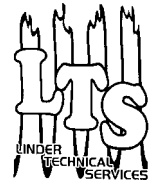


Networking

Newsletter

Tech Training

It's hard to believe that another year has already come and gone. The fuel injection business just keeps growing and as we look over the past year, training classes both local and remote have been very busy as well. This year we held 5 week-long Guru schools as well as one weekend Guru-2 class in February. Jim, Doug and Michele took the trade show booth on the road for at least 6 shows this year as well as Jim and Doug teaching more than 10 remote seminars. LTS also sponsored a PT Cruiser car show as well as allowing the Buick club to have one of their meetings at our shop. As we look forward to next year, it appears that we will be even busier in 2004.

Here's what's going on at LTS during the first part of 2004:

- January 1&2: Closed for the holiday
- January 7: Open House at the shop
- January 15-17: Seminar for AVI in Sanibel Island (for more info. go to www.auto-video.com)
- January 27&28: Local training classes (Jim will be teaching Service Information)

- February 6-8: Guru-3
- February 10-15: Remote seminars for TST in New York, New Jersey & Massachusetts (Jim & Michele)
- February 18: Fuel Injection Clinic in Evansville, IN
- Date TBA: Local training classes (John Thornton, EVAP)
- February 27-29: Remote seminar for ASA Illinois (Jim) and trade show booth (Doug & Michele)

- March 5-7: Remote seminar for ASA MO/Kan (Jim & Doug) and trade show booth (Michele & Greg)
- March 15-19: Guru School (Sold out!)
- March 23&24: Local training classes (Bruce Amacker, Navistar Multiplexing & 6.0L Powerstroke)
- March 26-28: Remote seminar for AASP NJ (Jim) and trade show (Doug & Michele)

- April 2-4: Remote seminar for Auto Value in Lansing, MI (Jim)
- April 21: Fuel Injection Clinic in Louisville, KY
- April 27&28: Local training classes (Randy Dillman, Timing Today's Engines & MAF Testing)

- May 5: Open house at the shop
- May 15: PT Cruiser car show at the shop
- May 21-23: Remote seminar for ASA in Washington State (Jim & Michele)
- May 25&26: Local training classes (Randy Dillman, Vehicle Theft Deterrent Systems)

- June 8-10: ASE Test writing clinic in Colorado (Jim)
- June 18-20: Remote seminar for ASA Ohio in Dayton (Jim) and trade show (Doug & Michele)
- June 28-July 5: Peggy's Vacation!!!

Bonneville World of Speed, by: Terry Engle

If I've said it once, I've said it 100 times. If you're a car guy or gal, you have to go to the Bonneville Salt Flats and attend Speed Week in August or the World of Speed in September which is when we attended. Jim Linder, Greg Manker, Scott Engle and myself made the trip to Wendover, Nevada (which is on the Nevada/Utah state line) for this year's event. Arriving on Friday afternoon, was the beginning of what the weekend was to bring and what we would learn about grass roots salt flat racing. To start with, the tickets were \$20 each for the entire weekend, which entitled you to go to all of the racing areas including the pits. Jim found it very interesting that you drove right off the access road and onto the racing surface where it was noted, "Salt is for racing-Asphalt is what gets you there". The expanses of the area is unbelievable. Miles and miles of nothing but bright white salt that seems to stick to anything and everything. The salt from the surface was so sticky that footprints could be seen in the hotel parking lots and also in the halls of the casinos. Nobody had mentioned to us that the sun was only a mile above the racing surface. I found myself checking several times to see if I had my sunglasses on, which I did, but it seemed to make very little difference. Even the dogs were wearing them! So as a suggestion: make sure sunscreen and hats are available. We quickly realized this event is a "run what you brung" type of show. Vehicles trying their luck at wide open speeds were everything from peddle bikes, go karts, motorcycles, Jr. Dragsters, street rods, stock cars to full blown Lakesters built for just one thing: "Wide Open Running". Lots of cubic inches, tall gears and moon discs were the order of the day. As the sun-drenched weekend progressed, several records were broken in many different classes. One Hemi-powered Lakester owner took out four pistons and connecting rods, put slugs in the four open cylinders and ran 230MPH on the remaining four operating cylinders. That is just one of the innovative ideas we saw at the event. We were also surprised at how many guys were still running old 6-cylinders and flat head motors using parts that have been out of production for many years and components that were made by hand. We had an interesting talk with a guy out of Chicago, IL who was running a late-model Chevy Caprice. He had made a few minor top motor changes and changed to a 6-speed manual transmission. He made several runs at 171+mph. We also talked with a guy that had a stock 1948 DeSoto 4-door sedan. He said he hoped to be timed at 80mph. He was close, but ran 76mph. Talking to him again after the run, you would have thought he won the Indianapolis 500 Mile race!



Another very unusual entry was a 3-car Budweiser train. It consisted of the lead car being an old Cadillac Eldorado, the middle car was a Datsun and the back car was a Camaro. The lead car steered and had power and the last car controlled the brakes. This combination runs a Figure 8 class in the Salt Lake City area and is usually track champion. This 3-car combo ran 96.5mph. At that speed, all 3 cars spun out of control, but there was no damage to any of the cars or the timing equipment. The officials called it "Synchronized Spinning". The lead Cadillac unhooked the 2 trailing cars and ran 120mph on its own. Not bad for a Figure 8 style car. There were three 1950's era Studebakers in competition, showing that 50 year old body styles can still be competitive. Crosley, the brand that has been out of business for many years, had 2 representatives at this year's event. One close to stock that ran 65mph and one that was so modified and altered, it took a keen eye to even tell that it was a Crosley.



Bonneville World of Speed (cont.)

We noticed on one of the high speed streamliners that there were no rubber on the front wheels. After questioning the owner, he had difficulty keeping tires on the car during his high speed runs, so he machined a one-piece wheel/tire combination.

Another unusual racing class at this year's event were the bar stools that are divided into Lakester (45.5mph) and Streamliner (45.2mph) which are powered by battery. A young man from California brought his pedal unicycle. This is a one of a kind creation that uses a Viper tire. He has now pedaled 12.2mph at the Salt Flats. Not bad for one wheel! John Hollansworth unloaded the recreated 1934 Pierce Arrow AB Jenkins Special and put it back on the salt for a photo session with Dennis Gage from My Classic Car after which the car rumbled off down the track. Betty Burkland ended the day and set fast time for a lady driver before blowing the engine and having a fire inside the car. She qualified at 241mph. Lincoln Electric did some quality welding repair work at their location in the corner of the pits. They were also the main sponsor of the t-shirts. Mike Nish had engine problems on his 326mph run. He qualified as having the top time of the meet. Jim Owen waited until the last run of the meet to slide in with a fast bike time of 214mph. Not too shabby for sit-on bikes. Ten new drivers made it into the 150mph club and 34 new drivers made it into the 130mph club. There were 38 new records posted during the weekend.

For the benefit of all attending, the USFRA (Utah Salt Flat Racing Association) has their own low powered radio station, 1610am Salt Flats Radio, which allows competitors and spectators to monitor the speeds of every run. Times were given at the 1 thru 5 mile markers and then the competitors had another 2 miles to stop.

When the racers found out that the 4 of us had traveled all the way from Indianapolis, they were very pleased and most of them made us feel like one of the gang. They were happy to talk cars and motors, some of which had been modified in ways none of us had ever seen and still don't completely understand.

Like I said at the start of this article: If you have been saying for years that you would like to go to Bonneville, start making plans now for next year's World of Speed Event on September 17-20, 2004. Don't let the Bonneville dream pass you by.

For more information, contact www.saltflats.com
Utah Salt Flats Racing Association
PO Box 27365
Salt Lake City, UT 84126-0365
801-485-2662

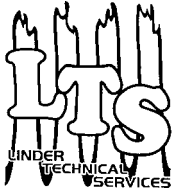
Coming soon: More Bonneville pictures at www.lindertech.com

Please note our holiday schedule: We will be closed on Wednesday, December 24 and re-open for business on Monday, December 29. We will close again at noon on Wednesday, December 31 and re-open for business on Monday, January 5, 2004.

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Worth Flying For?

Who is the gentleman standing in this picture? This is Jon Mark Hall, owner of Hall's Automotive in Chillicothe, Ohio. Jon started attending our training classes in 1999 at our conference. His technician, Brent, went through Guru school back in June of 2001 and Guru-II this past February. Jon himself completed a week of Guru school back in August of this year.



Jon has been buying our injectors since the beginning of 2001. This picture was taken in November when he showed up at our shop to pick up a set of injectors. He flew this plane from Ohio to the Eagle Creek Airport which is just about 15 minutes north of our shop. Then, he borrowed a car and drove to our shop to pick up the injectors and flew back home. When we found out how he got to our shop, we were all shocked to say the least. We have several ways of getting injectors to our customers. The ones who are located here in Indy may choose to send a parts runner to pick them up or call a courier. Those who are located out of state most times choose to have them shipped via UPS. This is probably the most creative way we've ever seen to pick up a set of our injectors!

Jon was quoted as saying, "LTS injectors are the only ones worth flying for!"